VILLAGE OF DOWNERS GROVE
Report for the Village
12/14/2021

SUBJECT:	SUBMITTED BY:
7361 Lemont Road - Planned Unit Development Amendment	Stan Popovich, AICP Community Development Director

SYNOPSIS

The petitioner is requesting approval of the following items to allow for the construction of a Panera Bread restaurant with a drive through at 7361 Lemont Road in the Downers Park Plaza shopping center:

- Amendments to Planned Unit Development #18,
- A Special Use to allow a drive-through; and
- A Plat of Subdivision to create a new outlot.

STRATEGIC PLAN ALIGNMENT

The goals for 2021-2023 include *Strong and Diverse Local Economy*.

FISCAL IMPACT

N/A

RECOMMENDATION

UPDATE & RECOMMENDATION
This item was discussed at the December 7, 2021 Village Council meeting. Staff recommends approval on the December 14, 2021 Active Agenda.

BACKGROUND

Property Information & Zoning Request

The petitioner is proposing to construct a Panera Bread restaurant with a drive through at 7361 Lemont Road. The petitioner is proposing to build a new 3,948 square foot Panera Bread restaurant at the northeast corner of the intersection of 75th Street and Lemont Road, along the east side of Lemont Road. The restaurant will be located on a new 1.2 acre lot within the 20.1 acre Downers Park Plaza shopping center. The property is zoned B-2/PUD #18, General Retail Business/Planned Unit Development #18.

The new building will include the restaurant with a two lane drive-through, and 60 parking spaces. The drive-through facility will be located on the north and west sides of the building and will include 11 stacking spaces, exceeding the 8 stacking spaces required. The petitioner is proposing landscaping in conformance with the Village requirements.

A Plat of Subdivision is proposed to create a new outlot for Panera Bread. The new lot is located on the west side of the shopping center along Lemont Road, between the existing Taco Bell restaurant and PNC bank.

Compliance with the Comprehensive Plan

The Comprehensive Plan's Future Land Use Map designates this property as Corridor Commercial. Corridor Commercial uses include a blend of neighborhood oriented commercial retail that provide services and retail opportunities to the nearby neighborhoods and the surrounding region. The Comprehensive Plan specifically identifies that the 75th Street corridor should continue to contain a range of these types of uses. These commercial areas have a "unique character" and should serve the daily needs of local residents while providing goods and services to the larger region.

The proposed development also meets the Comprehensive Plan's recommendations for a Corridor Commercial area:

- Implements the recommendations of the Economic Development Plan to Enhance the Sales Tax
- Proposes a high level of design
- Utilizes shared parking
- Proposes no new curb cuts
- Provides a dumpster enclosure and screening

Compliance with the Zoning Ordinance

The property is zoned B-2/PUD, General Retail Business District/ Planned Unit Development #18. The proposal includes a request for a Special Use to operate a drive-through, which is an available Special Use in the B-2 district.

The petitioner is requesting an amendment to the sign master plan to allow the existing shopping center monument signs to remain in their existing locations. The proposed subdivision will place the two shopping center monument signs within the 25 setback that is required from interior lot lines. The petitioner has stated that the lot lines cannot be relocated without interfering with the existing drive aisles, therefore, the proposal includes a request for an amendment to the Master Sign Plan to allow monument sign setbacks of 8.7 feet from the northern interior property line and 2.7 feet from the southern interior property line, where 25 feet is also required. The existing monument signs will not be modified and will continue to meet all other requirements of the Zoning Ordinance. All other Zoning Ordinance requirements are met.

Compliance with the Subdivision Ordinance

The new outlot for the Panera Bread restaurant (Lot 9) and the remaining lot of the for the shopping center (Lot 1) will meet the minimum lot dimension requirements as outlined in Section 20.301 of the Village's Subdivision Ordinance.

Engineering\Public Improvements

There is a slight net decrease in the impervious area and therefore new stormwater detention is not required. The drainage for the site will tie into the existing stormwater system for the shopping center. The petitioner will be required to meet all Village engineering standards and comply with all applicable codes when formally submitting for a permit.

There will be no changes to the existing access points off of Lemont Road. The existing drive aisles are directly adjacent to the proposed lot on the north and south sides. Three drive aisles within the existing parking lot will have access to the site along the east side, the southernmost two will have two-way access and the northernmost drive aisle will be exit only.

Traffic and Parking
A traffic impact study for the proposed development was completed by the petitioner. The study found that the proposed parking supply is sufficient to accommodate the parking demand of the proposed Panera Bread restaurant with a drive-through window. The results of the capacity analysis indicate that the traffic generated by the proposed Panera Bread restaurant will not have a significant impact on the area roadways and that the volume of traffic estimated to be generated will be reduced due to pass-by trips and internal capture.

The existing parking lot area that will be converted into the proposed outlot currently contains 101 parking spaces. The proposed development will have 59 parking spaces, which will result in a reduction of 42 spaces. The overall shopping center requires 1,075 parking spaces, including the parking required for the proposed use. The shopping center will have 1,198 parking spaces, for an excess of 123 spaces.

Public Comment
Prior to the Plan Commission meeting, two public comments were received by staff. The inquiries were general in nature and residents were satisfied once informed of the proposal.

ATTACHMENTS

Ordinances
Resolution
Aerial Map
Staff Report with attachments dated November 1, 2021
Draft Minutes of the Plan Commission Hearing dated November 1, 2021
Final Plat of Subdivision
Declaration of Easements

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Village Manager (Name) **DATE:** December 14, 2021

RECOMMENDATION FROM: Plan Commission (Board or Department) **FILE REF:** 21-PLC-00121

NATURE OF ACTION:

X Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to adopt "AN ORDINANCE APPROVING AN AMENDMENT TO PLANNED UNIT DEVELOPMENT #18 TO PERMIT CONSTRUCTION OF A RESTAURANT WITH A DRIVE-THROUGH AND APPROVE AN AMENDMENT TO THE MASTER SIGN PLAN AT 7361 LEMONT ROAD", as presented.

SUMMARY OF ITEM:

Adoption of this ordinance shall amend the Zoning Ordinance to approve an amendment to Planned Unit Development #18 t permit construction of a restaurant with a drive-through and approve an amendment to the master sign plat at 7361 Lemont Road.

RECORD OF ACTION TAKEN:

_____

_____

_____

1\mw\cas.21\PUD#65-AMd-7361-Lemont-21-PLC-0021

ORDINANCE NO. _____

AN ORDINANCE APPROVING AN AMENDMENT TO PLANNED UNIT DEVELOPMENT #18 TO PERMIT CONSTRUCTION OF A RESTAURANT WITH A DRIVE-THROUGH AND APPROVE AN AMENDMENT TO THE MASTER SIGN PLAN AT 7361 LEMONT ROAD

WHEREAS, the Village Council has previously adopted Ordinance No. 2090, on August 1, 1977, designating the property described therein as Planned Unit Development #18 and subsequent amendments thereto; and,

WHEREAS, the Village Council has previously adopted Ordinance No. 5146 on August 10, 2010, approving an amendment to Planned Unit Development #18 to approve the master sign plan; and,

WHEREAS, the Village Council has previously adopted Ordinance No. 5813 on March 10, 2020, approving off-premise electronic message board signs at 7221-7451 Lemont Road; and

WHEREAS, the Owners have filed a written petition with the Village conforming to the requirements of the Zoning Ordinance and requesting an amendment to Planned Unit Development #18 to permit the construction of a restaurant with a drive-through at 7361 Lemont Road and approve an amendment to the master sign plan; and,

WHEREAS, such request was referred to the Plan Commission of the Village of Downers Grove, and the Plan Commission has given the required public notice, conducted a public hearing for the petition on November 1, 2021, 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 requested petition, subject to certain conditions; and,

WHEREAS, the Village Council has considered the record before the Plan Commission, as well as the recommendations of Plan Commission.

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

SECTION 1. That the provisions of the preamble are incorporated into and made a part of this ordinance as if fully set forth herein.

SECTION 2. That a Planned Unit Development Amendment is hereby authorized to permit construction of a restaurant with a drive through at 7361 Lemont Road and approve an amendment to the master sign plan.

SECTION 3. That approval set forth in Section 2 of this ordinance is subject to the findings and recommendations of the Downers Grove Plan Commission regarding File 21-PLC-0021 as set forth in the minutes of their November 1, 2021 meeting.

SECTION 4. The approval set forth in Section 2 of this ordinance is subject to the following conditions:

1. The Planned Unit Development, Special Use, and Plat of Subdivision, and Amendment to the Master Sign Plan shall substantially conform to the staff report dated November 1, 2021; and drawings prepared by Woolpert Engineering submitted on 10/20/2021, and by Zito Russell Architects updated on 10/18/2021, except as such plans may be modified to conform to the Village codes and ordinances.

2. A perpetual cross access and parking easement is provided between Lots 1 and 9.

3. The building shall be equipped with an automatic fire suppression system and an automatic and manual fire alarm system.

SECTION 5. The above conditions are hereby made part of the terms under which the Planned Unit Development Amendment 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 Planned Unit Development Amendment granted herein.

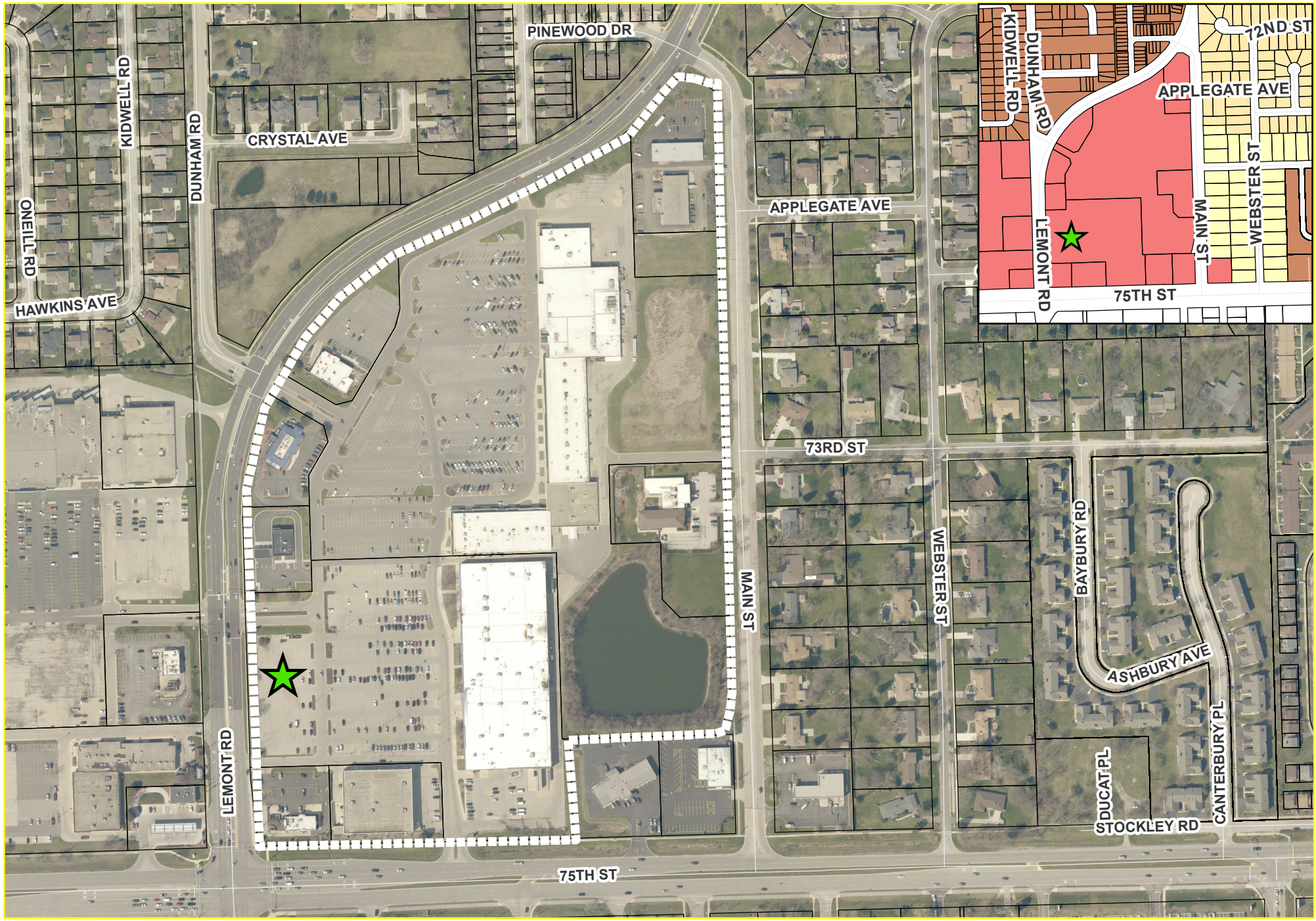
SECTION 6. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 7. That this ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

1\mw\ord.211PUD#18-AMD-21-PLC-00021



N

0 385 770 1,540 Feet

7355 Lemont Road - Location Map

Subject Property

Project Location

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
NOVEMBER 1, 2021 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
21-PLC-0021 7361 Lemont Road	PUD Amendment, Special Use, and Plat of Subdivision	Gabriella Baldassari, AICP Development Planner

REQUEST
The petitioner is requesting approval for an amendment to Planned Unit Development #18 to allow the construction of a Panera Bread restaurant, a Special Use to allow a drive-through, and a Plat of Subdivision to create a new outlot at 7361 Lemont Road in the Downers Park Plaza shopping center.

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

GENERAL INFORMATION

OWNER/ PETITIONER: PMAT DPP, LLC
109 Northpark Blvd, Suite 300
Covington, LA 70433

PROPERTY INFORMATION

EXISTING ZONING: B-2, General Retail Business/ P.D. #18, Planned Unit Development #18
EXISTING LAND USE: Retail Businesses
PROPERTY SIZE: 1092.4 square feet (25.1 acres)
PINS: 09-29-110-002 to -008, -013 to -015

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	R-5A, Residential Attached House 5A	Single Family Attached, Single Family Detached, Park Open Space
SOUTH:	Woodridge, OSB, Office and Service Business District Darien, B-3, General Business District	General Office
EAST:	R-3, Residential Detached House 3 R-1, Residential Detached House 1	Single Family Detached
WEST:	B-2, General Retail Business	Commercial Corridor

ANALYSIS

SUBMITTALS

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

1. Project Narrative
2. Special Use Criteria
3. Plat of Survey
4. Site Plan
5. Engineering Plans
6. Landscape Plans
7. Sign Plans
8. Elevations
9. Traffic Impact Study
10. Plat of Subdivision

PROJECT DESCRIPTION

The petitioner is proposing to construct a Panera Bread restaurant at 7361 Lemont Road. The restaurant will be located on a new 1.2 acre lot within the 20.1 acre Downers Park Plaza shopping center located at the northeast corner of Lemont Road and 75th Street. The property is zoned B-2/PUD #18, General Retail Business/Planned Unit Development #18. The petitioner is requesting:

- A PUD Amendment to permit the construction of a Panera Bread restaurant and an amendment to the master sign plan;
- A Special Use for the construction of a drive-through; and
- A Plat of Subdivision to create an outlot for the restaurant.

The petitioner is proposing to build a new 3,948 square foot Panera Bread restaurant at the northeast corner of the intersection of 75th Street and Lemont Road, along the east side of Lemont Road. The project site for this new building is approximately 52,278 square feet and will include the restaurant with a two lane drive-through with 60 parking spaces. The proposed development would involve a decrease of 42 parking spaces for the overall shopping center. Even with the decreased parking, the shopping center will continue to provide more than the required amount of parking.

The drive-through facility will be located on the north and west sides of the building and will provide the required minimum stacking spaces as required by the Village Code. The development will include 11 stacking spaces, exceeding the 8 stacking spaces required. The petitioner is proposing landscaping in conformance with the Village requirements. The proposed landscape includes a mix of canopy trees and landscape materials such as shrubs and ornamental grasses. Parking lot and site lighting is provided within the proposed development and is compliant with the Village requirements.

The primary building materials used for the exterior are brick, aluminum with a faux wood design, and exterior insulation finish system. The facades are broken up with green columns, windows, and horizontal accent bands, with dark green aluminum canopies provided on three facades. Variation to the roofline is provided by the vertical elements near the entrance of the building. The proposed signage for Panera Bread will be in compliance with the sign ordinance and is provided for reference. Further discussed below, the petitioner is requesting an amendment to the sign master plan for the existing shopping center signage.

A Plat of Subdivision is proposed to create a new outlot for Panera Bread. The new lot is located on the

west side of the shopping center along Lemont Road, between the existing Taco Bell restaurant and PNC bank.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The current Comprehensive Plan's Future Land Use Map designates this property as Corridor Commercial. Corridor Commercial uses include a blend of neighborhood oriented commercial retail that provide services and retail opportunities to the nearby neighborhoods and the surrounding region. The current Comprehensive Plan specifically identifies that the 75th Street corridor should continue to contain a range of these types of uses. These commercial areas have a "unique character" and should serve the daily needs of local residents while providing goods and services to the larger region.

The proposed development also meets the Comprehensive Plan's recommendations for a Corridor Commercial area:

- Implements the recommendations of the Economic Development Plan to Enhance the Sales Tax
- Proposes a high level of design
- Utilizes shared parking
- Proposes no new curb cuts
- Provides a dumpster enclosure and screening

COMPLIANCE WITH ZONING ORDINANCE

The property is zoned B-2/PUD, General Retail Business District/ Planned Unit Development #18. The proposal includes a request for a Special Use to operate a drive-through, which is an available Special Use in the B-2 district.

The bulk requirements of the proposed building are summarized in the following table:

Table 1 - Zoning Requirements, Proposed Outlot

7361 Lemont Road	Required	Proposed
West Setback to building (Street Yard)	25 ft.	37 ft.
North Setback to building (Interior Yard)	0 ft.	38 ft.
East Setback (Rear Yard)	0 ft.	80 ft.
South Setback (Interior Yard)	0 ft.	196 ft.
West Setback to parking (Street Yard)	25 ft.	40.8 ft.
East Setback to parking (Rear Yard)	0 ft.	9.4 ft.
South Setback to parking (Interior Yard)	0 ft.	3.2 ft.
Landscaped Open Space (minimum)	10%	27%
Floor Area Ratio (maximum)	0.75	0.07
Building Height (maximum)	35 ft.	20 ft.
Parking Spaces (minimum)	40	60
Stacking Spaces (minimum)	8	12

Table 2 - Zoning Requirements, Shopping Center

7361 Lemont Road	Required	Proposed
Parking Spaces (minimum)	1,075	1,192
Open Space (minimum)	10%	26%

Floor Area Ratio (minimum)	0.75	0.18

The petitioner is requesting an amendment to the sign master plan to allow the existing shopping center monument signs to remain in their existing locations. The proposed subdivision will place the two shopping center monument signs within the 25 setback that is required from interior lot lines. The petitioner has stated that the lot lines cannot be relocated without interfering with the existing drive aisles, therefore, the proposal includes a request for an amendment to the Master Sign Plan to allow monument sign setbacks of 8.7 feet from the northern interior property line and 2.7 feet from the southern interior property line, where 25 feet is also required. The existing monument signs will not be modified and will continue to meet all other requirements of the Zoning Ordinance.

The existing parking lot area that will be converted into the proposed outlot currently contains 101 parking spaces. The proposed development will have 60 parking spaces, which will result in a reduction of 42 spaces. As noted in Table 2, the overall shopping center requires 1,075 parking spaces, including the parking required for the proposed use. The shopping center will have 1,192 parking spaces, for an excess of 117 spaces.

COMPLIANCE WITH SUBDIVISION ORDINANCE

The new outlot for the Panera Bread restaurant (Lot 9) and the remaining lot of the for the shopping center (Lot 1) will meet the minimum lot dimension requirements as outlined in Section 20.301 of the Village's Subdivision Ordinance.

Table 3 – Subdivision Requirements

Downers Grove Park Plaza	Lot Width (75 ft. minimum)	Lot Depth (140 ft. minimum)	Lot Area (10, 500 square foot minimum)
Lot 1	490 ft.	170 ft.	413,941 sq. ft.
Lot 9	312 ft.	484 ft.	53,278 sq. ft.

The petitioner is providing the required five-foot wide public utility and drainage easements along the interior yard lot lines and the ten-foot wide public utility and drainage easements along the rear lot lines for Lot 9 (proposed Panera Bread site).

ENGINEERING/PUBLIC IMPROVEMENTS

There is a slight net decrease in the impervious area and therefore new stormwater detention is not required. The drainage for the site will tie into the existing stormwater system for the shopping center. The petitioner will be required to meet all Village engineering standards and comply with all applicable codes when formally submitting for a permit.

There will be no changes to the existing access points off of Lemont Road. The existing drive aisles are directly adjacent to the proposed lot on the north and south sides. Three drive aisles within the existing parking lot will have access to the site along the east side, the southernmost two will have two-way access and the northernmost drive aisle will be exit only.

TRAFFIC

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing 75th Street and Lemont Road traffic conditions and the future conditions based on the proposed development. The study found that based on the projected parking, the proposed parking supply is sufficient to accommodate the parking demand of the proposed Panera Bread restaurant with a drive-through window. The results of the capacity analysis indicate that the traffic generated by the proposed Panera Bread

restaurant will not have a significant impact on the area roadways and that the volume of traffic estimated to be generated will be reduced due to pass-by trips and internal capture. The access system serving Downers Park Plaza shopping center will ensure an adequate and flexible access system is provided to accommodate the traffic that will be generated by the proposed restaurant, and the site plan provides for efficient circulation and adequate stacking. As recommended by the Traffic Study, the petitioner will provide appropriate wayfinding, will ensure that exiting movements from the drive-through lane are under stop sign control, and that the westbound lanes at the signalized access drives serving Downers Park Plaza shopping center are restriped.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division reviewed the proposed development and determined that sufficient access to and around the site is provided for emergency vehicles. The loop around the building provides sufficient access around the property as needed. The building will be required to include a fire alarm and sprinkler system that meet the Village's code requirements.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property in addition to posting public hearing notice signs and publishing the legal notice in *The Bugle.* Two public comments were received by staff. The inquiries were general in nature and residents were satisfied once informed of the proposal.

STANDARDS OF APPROVAL

The petitioner is requesting approval of an amendment to Planned Unit Development #18 to allow the construction of a new Panera Bread restaurant, an amendment to the Master Sign Plan, a Special Use to allow a drive-through, and a Plat of Subdivision to create an outlot at 7361 Lemont Road.

The petitioner has submitted a narrative that attempts to address all of the standards of approval. The Plan Commission should consider the petitioner's documentation, the staff report, and the discussion at the Plan Commission meeting in determining whether the standards for approval have been met.

Planned Unit Development
Section 28.12.040.C.6 Review and Approval Criteria
The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

1. *The zoning map amendment review and approval criteria of Sec. 28.12.030.I.*
2. *Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.*
3. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030.*
4. *Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.*
5. *Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

Special Use
Section 28.12.050.H Approval Criteria – Special Uses
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 petitioner 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;*
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.*

DRAFT MOTION

Staff will provide a recommendation at the November 1, 2021 meeting. Should the Plan Commission find that the request meets the standards of approval for a Planned Unit Development, staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 21-PLC-0021:

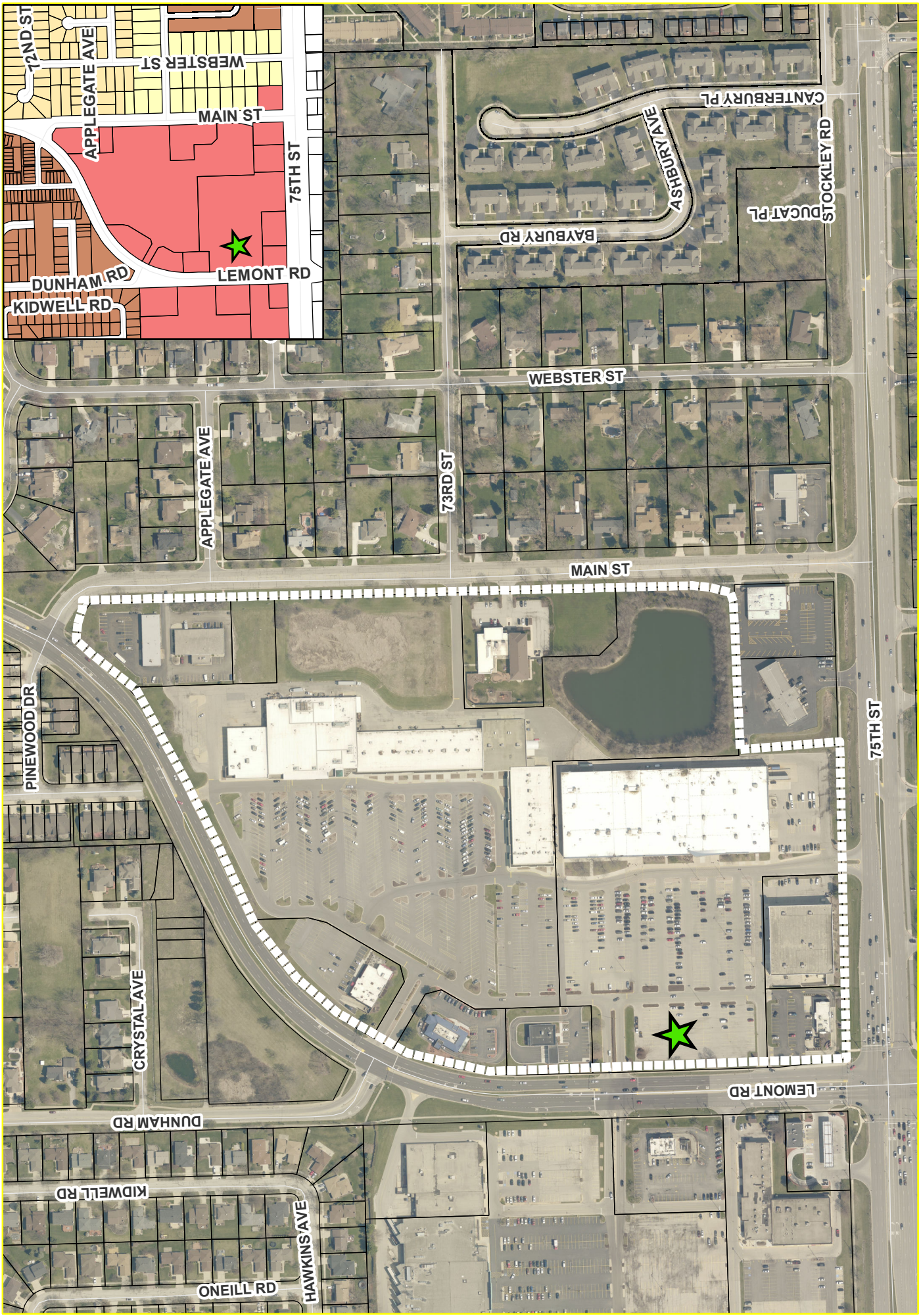
Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Planned Unit Development as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 21-PLC-0021, subject to the following conditions:

1. The Planned Unit Development, Special Use, and Plat of Subdivision, and Amendment to the Master Sign Plan shall substantially conform to the staff report; and drawings prepared by Woolpert Engineering submitted on 10/20/2021, and by Zito Russell Architects updated on 10/18/2021, except as such plans may be modified to conform to the Village codes and ordinances.
2. A perpetual cross access and parking easement is provided between Lots 1 and 9.
3. The building shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development


7355 Lemont Road - Location Map
Subject Property
Project Location
0 385 770 1,540 Feet
N
72ND ST
APPLEGATE AVE
WEBSTER ST
MAIN ST
75TH ST
DUNHAM RD
LEMONT RD
KIDWELL RD
CANTERBURY PL
ASHBURY AVE
STOCKLEY RD
DUCAT PL
BAYBURY RD
WEBSTER ST
APPLEGATE AVE
73RD ST
MAIN ST
PINEWOOD DR
CRYSTAL AVE
DUNHAM RD
KIDWELL RD
HAWKINS AVE
ONEILL RD
75TH ST
LEMONT RD

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TURNING IDEAS INTO REALITY

September 23, 2021
(Revised 10-19-21)

Mr. Stan Popovich
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Project Summary/Narrative
Proposed Panera Bread
PUD #18 - Downers Park Plaza (7361 Lemont Rd)

Dear Stan:

As per our recent meetings and conversations, please see the enclosed Planning Commission application for the above referenced project on behalf of PMAT DPP LLC (Owner) which includes a Special Use approval request (drive through), PUD Amendment, and Resubdivision plat. A check for the required application fees was delivered to your office on Wednesday, 9/24/21, through UPS Tracking # 1ZF6R2341396993750.

The 3,948 SF Panera Bread is proposed to be located within the existing Downers Park Plaza Shopping Center, an existing PUD with B-2 zoning, located at the corner of Lemont Rd and 75th St. This project will have frontage along Lemont Rd, with internal connectivity through the existing shopping center. The proposed lot for this project is being carved out of Lot 5 and is currently being used as a parking lot for the development. This portion of the parking lot is very seldomly used and the overall shopping center will still have an excess of 123 parking spaces following the development of the proposed project.

The design team has spent a considerable amount of time ensuring the project meets or exceeds PUD requirements for this development. The proposed Lot 9 to be created for this project meets or exceeds all Village requirements for the resubdivision, including minimum frontage, minimum lot area, etc. The

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application includes a Zoning Analysis noting same, along with the other required submittal items including building elevations, floor plan, site plan, civil drawings, and other supporting documentation.

An Easement, Covenants, and Restrictions (ECR) document presently existing for this shopping center which governs cross access, cross parking, maintenance, monument signage rights, and other development and operating conditions at Downers Park Plaza. A copy of the revised ECR document, which accounts for the creation of the new Lot 9 for this project is included for Village review. This document will be recorded concurrently with the resubdivision plat following receiving all necessary Village approvals.

The enclosed traffic study, prepared by KLOA, was completed as part of project design. The study noted that the project provides efficient circulation and adequate drive through stacking. Additionally, the study found the volume of traffic estimated to be generated by the proposed Panera Bread restaurant will be reduced due to pass-by trips and internal capture and that the traffic that will be generated by the proposed Panera Bread restaurant will not have a significant impact on the area roadways. This demonstrates that the project will not have a negative impact on overall traffic in the area or internal site circulation at Downers Park Plaza.

Due to Panera Bread's prototypical design, this location will feature a dual-lane drive through. This is classified as an allowable Special Use within the B-2 zoning district. As noted above, the design team spent a significant amount of time during site planning to ensure adequate drive through stacking and efficient internal site circulation through the final placement of the building and parking lot geometry which allowed for a double-lane drive through to be constructed as planned. The addition of the drive through to this project is critical for Panera Bread to properly serve the community at this location as it fills a much-needed void in the market due to their nearby store having no drive through access. With the change in market trends and overall community safety standards due to Covid-19, the drive through will provide a significant benefit to the community.

The application packet also included black/white and colored exterior elevations for the project. These elevations are prototypical for Panera Bread and effectively brand their store while complying with Village

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requirements. We believe these elevations provide a clean and modern store aesthetically and fit in well with nearby projects. The elevations also include a description of each of the proposed finish material. Samples of these materials can be provided upon request.

Given this project is located within an existing, developed shopping center with roadway frontage, utilities are readily available for tie-in with sufficient capacity available to serve the project. Additionally, as the impervious area of the project is unchanged (effectively slightly decreased), the existing detention pond constructed for the shopping center will properly handle the storm water from this project as it does today. This will ensure the proposed project does not adversely impact drainage at the shopping center or in the surrounding areas.

Landscaping and site lighting photometric plans are included for review. The landscaping plans provide plantings similar to those within the existing shopping center and provide sufficient screening of the drive through when viewed from Lemont Rd, along with additional plantings around the building. Site lighting plans were developed to ensure quality lighting standards are meet as required by Panera Bread while also meeting Village requirements to safely illuminates the project at nighttime hours.

Rendering of the proposed wall signs and monument sign for this project are included in the application. The renderings match the architectural elements and themes of the proposed building while incorporating some of Panera Bread's prototypical sign elements. The monument sign drawings note the required separation between the existing shopping center signs are met. As part of this PUD Amendment, we will be requesting an amendment to the current Master Sign program to allow a setback of less than 25' from the interior lot lines for the proposed monument sign. Given the location of the new lot line, this setback cannot be accomplished. We believe the new sign placement fits well within the surrounding improvements and its proposed location does not pose any negative impacts to the public. The proposed signage follows all other requirements of the approved Master Sign program for Downers Park Plaza and consistent with other outlots along Lemont Rd.

We appreciate you and your staff's time to date discussing this project ahead of this submittal and are excited at the opportunity to bring this quality restaurant to the Downers Grove community. We are available to answers any questions or comments regarding this application and look forward to presenting this project to the Planning and Zoning Commission on November 1, 2021. Please advise of any

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additional information that may be required and once you have confirmation of the application's placement on the meeting agenda.

Sincerely,

Jason Reibert

Jason Reibert

Vice President

CC: Bob Whelan, PMAT DPP LLC (w/ enclosures)

Kevin Kush, PMAT DPP LLC (w/ enclosures)

Justin Knepper, Panera Bread (w/ enclosures)

Dan Cook, Panera Bread (w/ enclosures)

Steve Zito, Zito-Russell Architects (w/ enclosures)

Tim Reber, Woolpert (w/ enclosures)

Review and Approval Criteria

PLANNED UNIT DEVELOPMENT

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.040.C.6 Review and Approval Criteria (Planned Unit Development)
The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

1. ***The zoning map amendment review and approval criteria of Sec. 12.030.I.***
   See the analysis of zoning map amendment review and approval criteria in separate document.

2. ***Whether the proposed PUD development plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.***

   The proposed restaurant (Panera Bread) is consistent with approved uses within the PUD and B-2 zoning. This property is within an existing shopping center and compatible with the other uses. Additionally, the the adjacent property also has similar uses currently constructed and operating, further demonstrating that the use is consistent with the area.

3. ***Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.***

   The new restaurant will comply with PUD provisions as set forth in the referenced section. The project design team worked diligently to ensure that the overall building and site design adhered to the PUD standards, while providing a high quality and attractive building with a functional site plan that is compatible with other developments in the Lemont Rd/75th Ave corridor.

4. ***Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.***

   The proposed project will provide the public benefits that are greater than or at least as equal to those under conventional zoning. The PUD will allow for the project to developed in a manner which will allow the full prototype project be developed at this time, which will provide the public the full offering of services planned.

5. ***Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.***

   The project will be constructed in a quality manner with attention paid to overall lighting, landscaping, traffic, and site circulation. This will provide a project that will not detract from adjacent property owners and can be enjoyed by all existing and future residents of the general area.

Review and Approval Criteria

SPECIAL USES

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.050.H Approval Criteria (Special Uses)

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.***

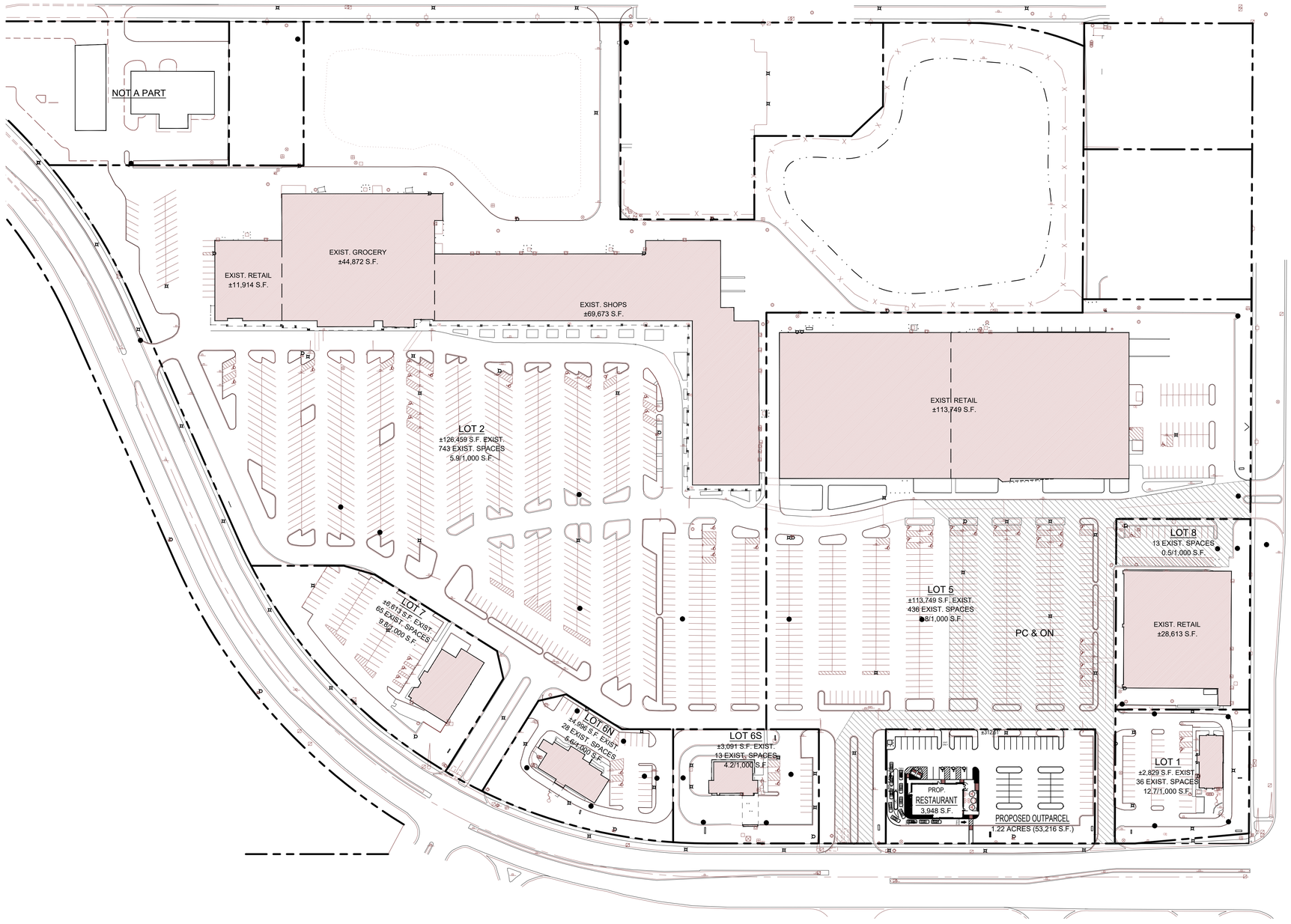
   The property is located in the B-2/PUD, General Retail Business/Planned Unit Development zoning district. A drive through is an allowable special use within the B-2 zoning district.

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 use will contribute to the general welfare of the neighborhood by providing a convenient and safe food delivery option. During and after the Covid-19 pandemic, many restaurants moved to more drive through and pick up options to better serve the communities. The nearby Panera Bread does not offer drive through services, so this new construction will allow them to better serve the area from a convenience and safety standpoint.

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 will not be detrimental to the health, safety, or general welfare of the area residents or workers. This project is revitalizing an area at the shopping center which is being used as a parking lot with very limited activity. Designers have taken great care to ensure the development will provide overall benefits to the area. Given the quality and type of the development and given this is replacing a limited use parking lot with excellent street frontage and visibility, the local area property value should not be negatively impacted and should almost certainly increase followings its development.



SITE PLAN

SCALE: 1"=80'

SITE DATA - MAIN CENTER

ZONED "B-2" GENERAL RETAIL BUSINESS, WITHIN THE PLANNED DEVELOPMENT OVERLAY, VILLAGE OF DOWNERS GROVE, IL

EXISTING BUILDING AREA - LOT 2	126,459 S.F.
EXISTING BUILDING AREA - LOT 5	113,749 S.F.
EXISTING BUILDING AREA - LOT 8	28,613 S.F.
EXISTING PARKING LOT 2	743 SPACES @ 5.9/1,000 S.F.
EXISTING PARKING LOT 5	436 SPACES @ 3.8/1,000 S.F.
EXISTING PARKING LOT 8	13 SPACES @ 0.5/1,000 S.F.
PROPOSED PARKING LOT 5 - 6 SPACES	TOTAL PARKING LOT 5 & 8 - 455 SPACES @ 4.0/1,000
EXISTING BUILDING AREA - MAIN CENTER	268,821 S.F.
PARKING REQ'D. - EXISTING MAIN CENTER	1,075 SPACES @ 4.0/1,000 S.F.
TOTAL PROPOSED PARKING MAIN CENTER	1,198 SPACES @4.4/1,000 S.F.

EXISTING OUTPARCEL SITE DATA

LOT 1 - EXISTING BUILDING AREA 2,829 S.F.	LOT 1 - EXISTING PARKING 36 SPACES @ 12.7/1,000 S.F.
LOT 6S - EXISTING BUILDING AREA 3,091 S.F.	LOT 6S - EXISTING PARKING 13 SPACES @ 4.2/1,000S.F.
LOT 6N - EXISTING BUILDING AREA 4,996 S.F.	LOT 6N - EXISTING PARKING 28 SPACES @ 5.6/1,000 S.F.
LOT 7 - EXISTING BUILDING AREA 6,613 S.F.	LOT 7 - EXISTING PARKING 65 SPACES @ 9.8/1,000 S.F.
PROPOSED OUTPARCEL BUILDING AREA 3,948 S.F.	PROPOSED PARKING 59 SPACES @ 14.9/1,000 S.F.
TOTAL OUTPARCEL BUILDING AREA	(INCLUDES PROPOSED) 21,477 S.F.
TOTAL OUTPARCEL PARKING	(INCLUDES PROPOSED) 201 SPACES @ 9.4/1,000 S.F.

PROPOSED OUTPARCEL SITE DATA

PROPOSED BUILDING AREA	3,948 S.F.
PROPOSED PARKING PROVIDED	59 SPACES @ 14.9/1,000 S.F.

OVERALL SITE DATA

TOTAL BUILDING AREA (INCL. PROPOSED)	290,298 S.F.
TOTAL PARKING	1,399 SPACES @ 4.82/1,000 S.F.

PROPOSED ADDITION TO

DOWNERS PARK PLAZA

EXISTING PUD #18

DOWNERS GROVE, ILLINOIS

ZITO·RUSSELL

ARCHITECTS, P.C.

820 S. UNIVERSITY BLVD. SUITE 2G MOBILE, AL. 36609

PHONE (251) 343-6161 FAX (251) 343-5505

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ZITO — RUSSELL
ARCHITECTS, P.C.

REVISIONS

	OCTOBER 18, 2021
	OCTOBER 25, 2021

FILE 4142

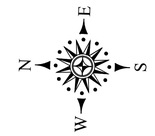
DATE SEPT. 22, 2021

SHEET

PR12G

SITE PLAN

SCALE: 1"=20'



PROPOSED OUTPARCEL SITE DATA	
PROPOSED BUILDING AREA	3,948 S.F.
PROPOSED PARKING PROVIDED	59 SPACES @ 14.9/1,000 S.F.

OVERALL SITE DATA	
TOTAL BUILDING AREA (INCL. PROPOSED)	290,298 S.F.
TOTAL PARKING	1,399 SPACES @ 4.82/1,000 S.F.

PROPOSED ADDITION TO

DOWNERS PARK PLAZA

PART OF EXISTING PUD #18
7361 S LEMONT RD.
DOWNERS GROVE, ILLINOIS 60516

ZITO·RUSSELL
ARCHITECTS, P.C.
820 S. UNIVERSITY BLVD. SUITE 2G MOBILE, AL. 36609
PHONE (251) 343-6161 FAX (251) 343-5505

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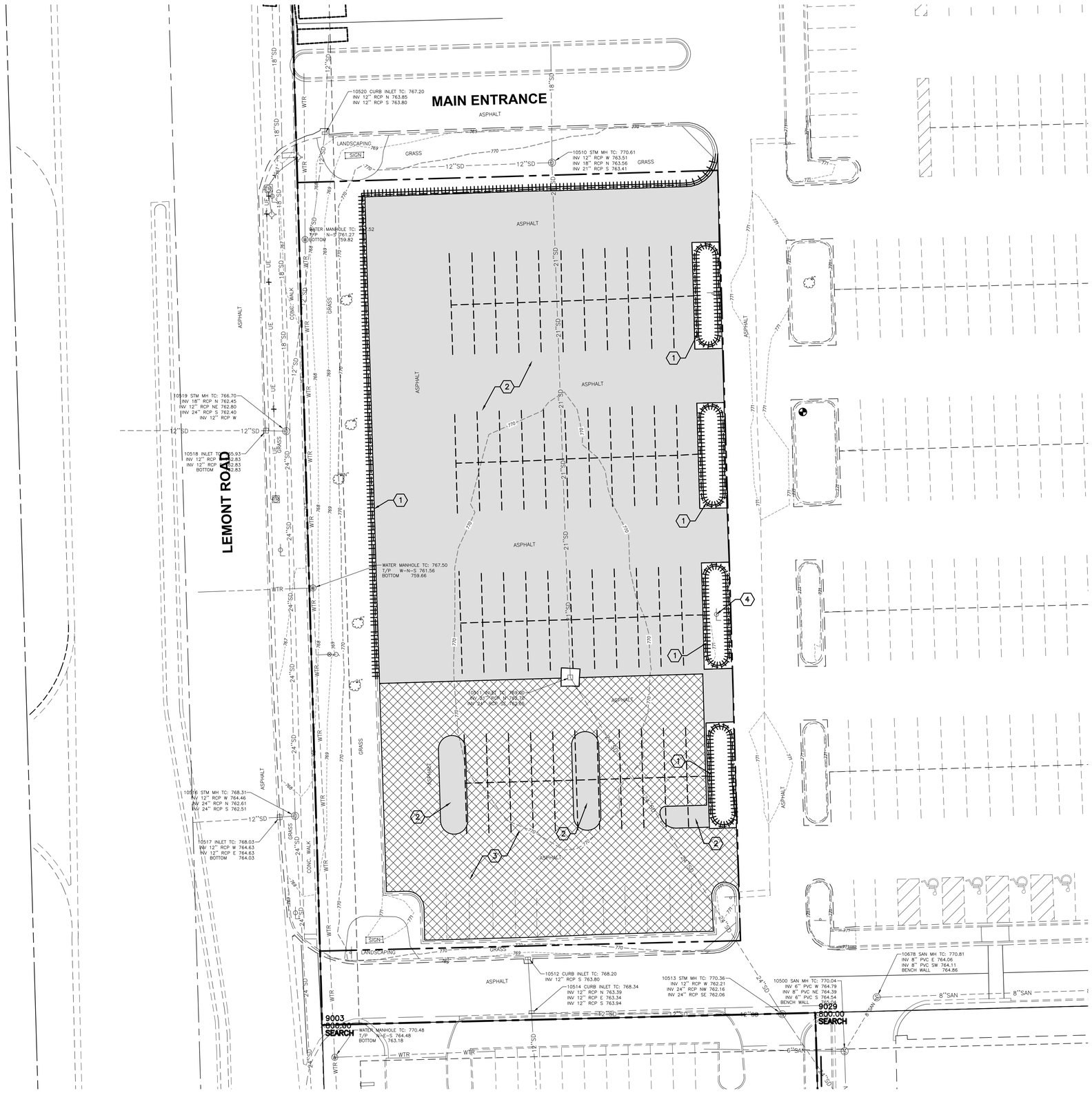
REVISIONS

	OCT. 15, 2021
	OCT. 18, 2021
	OCT. 25, 2021

FILE	4142
DATE	SEPT. 22, 2021

SHEET

PR12G1



EXISTING LEGEND

- STORM MANHOLE
- CURB INLET
- CATCH BASIN
- FIRE HYD.
- WATER VALVE
- WATER MANHOLE
- SPRINKLER CONTROL VALVE
- GAS METER
- ELEC. TRANSFORMER
- ELECTRIC MANHOLE
- TELEPHONE MANHOLE
- CLEANOUT
- UTILITY POLE
- LIGHT POLE
- GUY WIRE
- TELEPHONE PEDESTAL
- TRAFFIC SIGNAL PULL BOX
- SANITARY MANHOLE
- SIGN
- UE – UNDERGROUND ELECTRIC
- G – UNDERGROUND GAS
- SD – STORM
- SAN – SANITARY
- WTR – WATER
- EXISTING CURB (AND GUTTER)
- TC TOP OF CASTING

DEMOLITION LEGEND

1. SAWCUT AND REMOVE EXISTING CURB AND GUTTER
2. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT FULL DEPTH
3. 2" MILL AND OVERLAY
4. EXISTING LIGHT POLE TO REMAIN

DEMOLITION NOTES

1. EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ACCORDING TO AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE PRESENCE AND LOCATION OF THE EXISTING UTILITIES AND REPAIRING ANY DAMAGE DONE TO THE UTILITIES DURING PROBING OR CONSTRUCTION.
2. CALL J.U.L.I.E. (1–800–892–0123) FOR EXACT LOCATION OF UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
3. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES FOR THE RELOCATION OF UTILITIES ON SITE OR CROSSING THE SITE TO SERVICE ADJACENT PROPERTIES. DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED AND USED BY OWNER OR OTHERS, DURING OCCUPIED HOURS, EXCEPT WHEN PERMITTED BY OTHERS.
4. DEMOLISH AND COMPLETELY REMOVE FROM SITE, EXISTING UNDERGROUND UTILITIES INDICATED TO BE REMOVED. COORDINATE WITH UTILITY COMPANIES FOR SHUT–OFF OF SERVICES, IF LINES ARE ACTIVE.
5. EXISTING PAVEMENT AND CONCRETE PAVEMENTS ARE TO BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
6. MATERIAL CREATED AS A RESULT OF BUILDING DEMOLITION SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
7. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL MUD, DIRT, GRAVEL, AND ANY OTHER MATERIALS TRACKED ONTO ANY PUBLIC OR PRIVATE STREETS OR SIDEWALKS. THE CONTRACTOR MUST USE WATER OR OTHER METHODS TO KEEP AIRBORNE DUST TO A REQUIRED MINIMUM.
8. PAVEMENT DAMAGED DUE TO THE REMOVAL OF EXISTING CURB SHALL BE SAWCUT, REMOVED AND REPLACED IN KIND.
9. A FULL DEPTH SAWCUT SHALL BE PROVIDED IN ALL AREAS WHERE PROPOSED PAVEMENT OR CURB AND GUTTER MEETS EXISTING PAVEMENT.
10. CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF BENCHMARKS PRIOR TO THE START OF CONSTRUCTION.

BENCHMARK:

THE BASIS OF ELEVATIONS HEREON IS NAVD 88 PER OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
IRON ROD SET – SEE DRAWING FOR LOCATION.

ELEVATION = 771.36'

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
Simply Call 811

0 20 40 60
GRAPHIC SCALE IN FEET

N

No.	DATE	REVISION

PROJECT No: 081934
DATE 10/20/21
DES. TR
DR. DH
CKD. TR

1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731

WOOLPERT
ARCHITECTURE | ENGINEERING | GEOSPATIAL

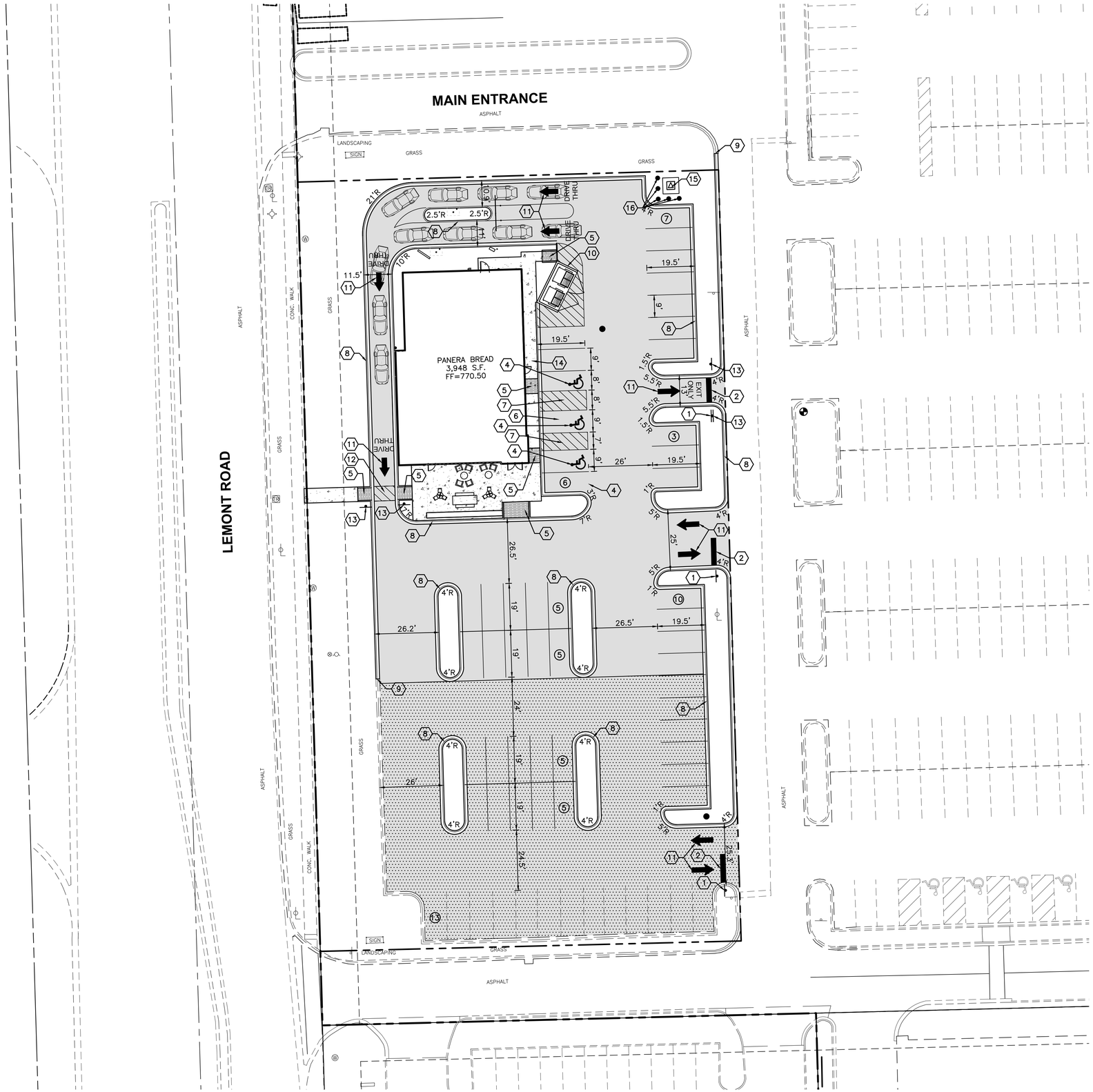
SEAL

SITE IMPROVEMENT PLANS
PANERA
7361 LEMONT ROAD
DOWNERS GROVE, ILLINOIS

EXISTING CONDITIONS - DEMO PLAN

SHEET NO.
C100

Layout Tab Name: C100 EXISTING CONDITIONS – DEMO PLAN, Images: Map.png; william dougherty1.jpg; , Xrefs: 081934–X.dwg; 081934–X–BY OTHERS.dwg; 081934–P.dwg; 081934–TBLK.dwg
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SITE LEGEND

- INDICATES LIGHT DUTY PAVEMENT–SEE DETAILS FOR PAVEMENT COMPOSITION
- INDICATES MILL AND OVERLAY
- INDICATES NEW CONCRETE PAVEMENT/SIDEWALK–SEE DETAILS FOR PAVEMENT COMPOSITION
- LIGHT POLES
- EXISTING CURB AND GUTTER
- POSITIVE SLOPED CURB
- NEGATIVE SLOPED CURB
- (10) INDICATES ROW PARKING COUNT
- (100 SPACES) INDICATES PARKING TOTAL FOR SURROUNDING AREA
- PROPERTY BOUNDARY

N

SITE KEY NOTES

NO.	DESCRIPTION
1	"STOP" SIGN, R1–1
2	24" WIDE STOP BAR, TRAFFIC WHITE PAINT
3	ACCESSIBLE PARKING SIGN
4	ACCESSIBLE PARKING SYMBOL
5	ACCESSIBLE RAMP WITH DETECTABLE WARNING
6	ACCESSIBLE PARKING SPACES & THEIR ACCESS AISLES SHALL BE 2% MAX. SLOPE IN ALL DIRECTIONS
7	PAINT 4" WIDE STRIPES @ 2'–0" O.C. @ 45° ANGLE, TRAFFIC YELLOW PAINT
8	CURB AND GUTTER
9	BEGIN/END PROPOSED CURB AND GUTTER. SAWCUT EXISTING CURB TO PROVIDE CLEAN CONSTRUCTION JOINT.
10	DUMPSTER ENCLOSURE (SEE ARCHITECTURAL PLANS)
11	DIRECTIONAL ARROW, TRAFFIC WHITE PAINT
12	CROSSWALK, PAINT 12~4" WIDE STRIPES AT 2' O.C. CENTERED ON ENTRY, TRAFFIC WHITE PAINT
13	"DO NOT ENTER" SIGN
14	CONCRETE WALK
15	TRANSFORMER PAD
16	BOLLARD

SITE DATA

PROPOSED SITE AREA	1.22 ACRES
ZONING	PLANNED DEVELOPMENT
BUILDING DATA:	
BUILDING AREA	3,948 SQ. FT.
PARKING DATA:	
SPACES REQUIRED	40 (10 SPACES PER 1,000 SQ. FT. OR 1 SPACE PER 4 SEATS, WHICHEVER IS GREATER)
SPACES PROVIDED	59
ACCESSIBLE SPACES REQUIRED	3
ACCESSIBLE SPACES PROVIDED	3

SITE NOTES

1. ALL DIMENSIONS, RADII AND COORDINATES ARE TO BACK OF CURB WHERE APPLICABLE.
2. ALL PAVEMENT MARKING SHALL BE YELLOW IN COLOR UNLESS INDICATED OTHERWISE.
3. ALL CURB & GUTTER SHALL BE B6.12, "POSITIVE", UNLESS NOTED OTHERWISE (SEE DETAILS).
4. ADA DETECTABLE WARNINGS/TRUNCATED DOMES TO BE PROVIDED AT SIDEWALKS ON EITHER SIDE OF EACH DRIVEWAY CROSSING.
5. SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS.
6. WHERE NEW PAVEMENT IS TO BE PLACED OVER CURBED ISLANDS THAT HAVE BEEN REMOVED, CONTRACTOR TO PROVIDE AGGREGATE BASE & BINDER COURSE MATCHING THE EXISTING PAVEMENT SECTIONS PRIOR TO PLACEMENT OF SURFACE COURSE.
7. CONTRACTOR TO PERFORM PAVEMENT RESTORATION FOR ALL BUILDING FOOTINGS AND UTILITY INSTALLATIONS. CONTRACTOR TO PROVIDE 8" AGGREGATE BASE, 3" BINDER COURSE, AND 1.5" SURFACE COURSE OR MATCH THE EXISTING PAVEMENT SECTION, WHICHEVER IS GREATER.
8. AREAS OF PAVEMENT RESTORATION SHALL BE PROOF ROLLED TO DETERMINE IF FULL DEPTH RESTORATION IS REQUIRED OR IF ONLY THE BITUMINOUS MATERIAL IS TO BE REPLACED.

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
Simply Call 811

BENCHMARK:

THE BASIS OF ELEVATIONS HEREON IS NAVD 88 PER OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
IRON ROD SET – SEE DRAWING FOR LOCATION.

ELEVATION = 771.36'

0 20 40 60
GRAPHIC SCALE IN FEET

REVISION

No.	DATE

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DES. TR
DR. DH
CKD. TR

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WOOLPERT
ARCHITECTURE | ENGINEERING | GEOSPATIAL

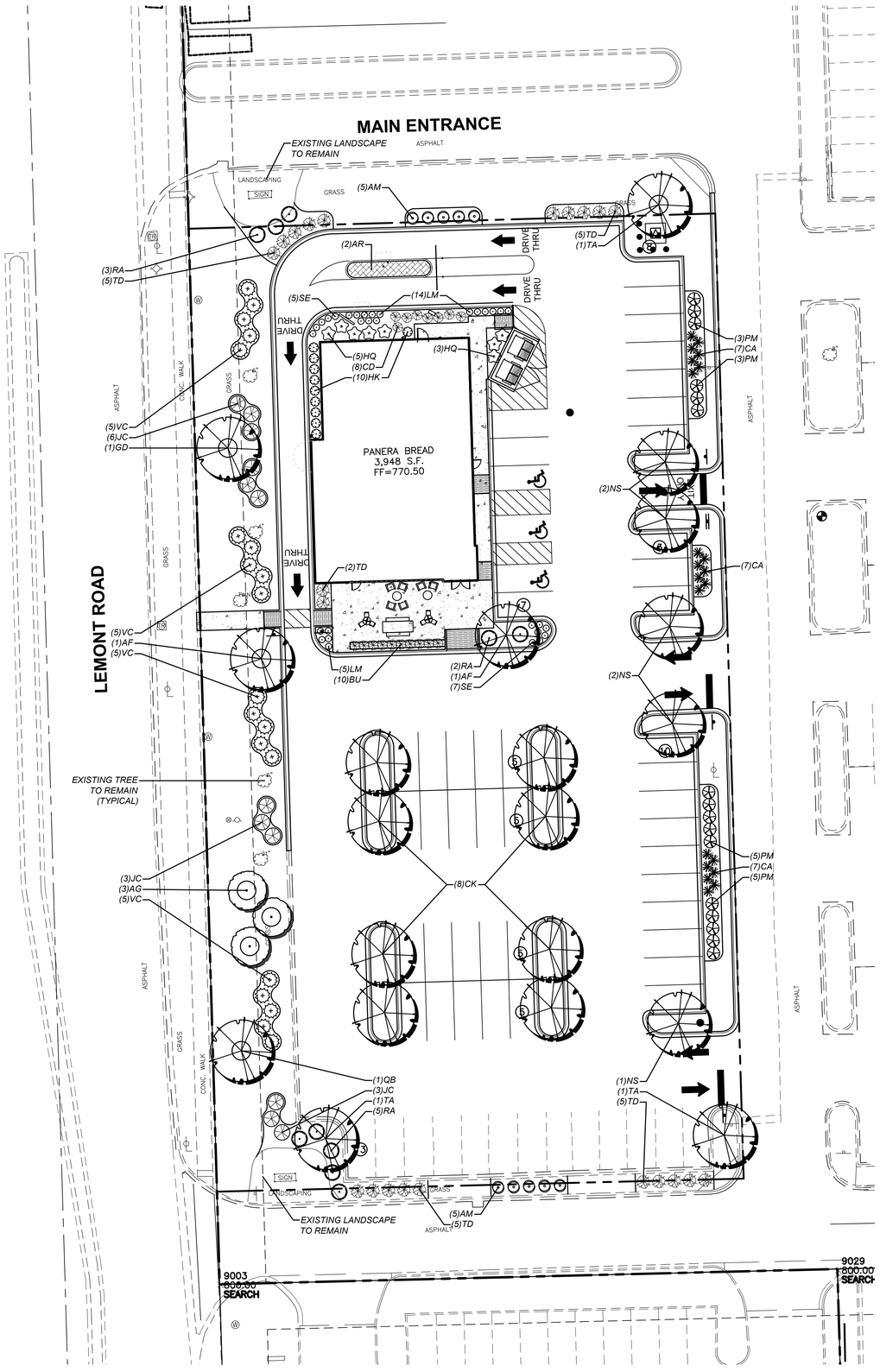
SEAL

SITE IMPROVEMENT PLANS
PANERA
7361 LEMONT ROAD
DOWNERS GROVE, ILLINOIS

SITE PLAN

SHEET NO.
C200

Layout Tab Name: C200 SITE PLAN, Images: Map.png: william dougherty1.jpg: . Xrefs: 081934-X.dwg: 081934-X-BY OTHERS.dwg: 081934-P.dwg: 081934-TBLK.dwg
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LANDSCAPE CODE SUMMARY

VILLAGE OF DOWNERS GROVE
MUNICIPAL CODE
ARTICLE 28. VIII LANDSCAPE AND SCREENING

PARKING LOT PERIMETER LANDSCAPE (SEC 28.8.020)

B. PARKING LOT ACROSS STREET FROM NONRESIDENTIAL REQUIRES LANDSCAPE ALONG SEVENTY–FIVE PERCENT (75%) AND ONE TREE PER THIRTY (30) LINEAR FEET OF FRONTAGE

LEMONT ROAD (311 LF)
= 233 LF OF SHRUBS AND 10.4 TREES REQUIRED
= 5 EXISTING TREES, 3 SHADE TREES, 3 ORNAMENTAL TREES, & 35 SHRUBS PROVIDED

C. PARKING LOT ABUTTING ANOTHER NONRESIDENTIAL LOT REQUIRES LANDSCAPE ALONG FIFTY PERCENT (50%) OF PERIMETER

SOUTH (119.7 LF)
= 59.9 LF OF LANDSCAPE REQUIRED
= 20 SHRUBS PROVIDED

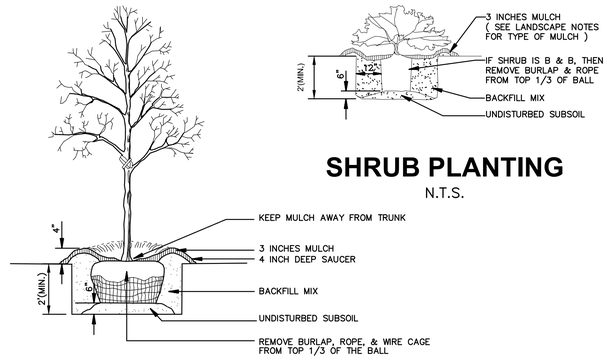
NORTH (133.5 LF)
= 66.8 LF OF LANDSCAPE REQUIRED
= 14 SHRUBS PROVIDED

EAST (192 LF)
= 96 LF OF LANDSCAPE REQUIRED
= 16 SHRUBS & 21 ORNAMENTAL GRASSES PROVIDED

PARKING LOT INTERIOR LANDSCAPE (SEC 28.8.030)

PROVIDE ONE SHADE TREE FOR EACH ONE HUNDRED FIFTY (150) SQUARE FEET OF LANDSCAPE ISLAND

16 ISLANDS (2,400 SF)
= 16 SHADE TREES REQUIRED
= 16 SHADE TREES PROVIDED



SHRUB PLANTING

N.T.S.

LANDSCAPE NOTES

1. LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES, PRIOR TO DIGGING, IS RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
2. PRIOR TO INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL INSPECT THE SUB GRADE, GENERAL SITE CONDITIONS, VERIFY ELEVATIONS, UTILITY LOCATIONS, IRRIGATION, APPROVE TOPSOIL PROVIDED BY GENERAL CONTRACTOR AND OBSERVE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE DONE. NOTIFY GENERAL CONTRACTOR OF ANY UNSATISFACTORY CONDITIONS. WORK SHALL NOT PROCEED UNTIL SUCH CONDITIONS HAVE BEEN CORRECTED AND ARE ACCEPTABLE TO THE LANDSCAPE CONTRACTOR AND/OR CONSTRUCTION MANAGER.
3. GENERAL AND LANDSCAPE CONTRACTOR ARE RESPONSIBLE FOR PROTECTING EXISTING TREES FROM DAMAGE DURING CONSTRUCTION. GENERAL CONTRACTOR TO INSTALL TREE PROTECTION FENCING PRIOR TO ANY SITE WORK.
4. ALL SHRUB AND GROUNDCOVER BEDS TO BE MULCHED WITH A MINIMUM OF 3 INCHES OF CLEAN SHREDDED HARDWOOD MULCH.
5. PLANTING HOLES TO BE DUG A MINIMUM OF TWICE THE WIDTH THE SIZE OF THE ROOT BALL OF BOTH SHRUB AND TREE. AMEND BACKFILL WITH TOPSOIL MIX. BACKFILL AND TAMP BOTTOM OF HOLE PRIOR TO PLANTING SO TOP OF ROOT BALL DOES NOT SETTLE BELOW SURROUNDING GRADE.
6. TOPSOIL MIX TO BE 4 PARTS SCREENED TOPSOIL AND 1 PART ORGANIC MATERIAL (i.e. NATURE'S HELPER OR PRO MIX).
7. EXISTING GRASS IN PROPOSED PLANTING AREAS TO BE REMOVED AND AREA TO BE HAND RAKED TO REMOVE ALL ROCKS AND DEBRIS LARGER THAN 1 INCH IN DIAMETER PRIOR TO PLANTING SHRUBS.
8. SOIL TO BE TESTED TO DETERMINE FERTILIZER AND LIME REQUIREMENTS. LIME AND FERTILIZER TO BE DISTRIBUTED PRIOR TO SPREADING SEED. ALL DISTURBED AREAS (INCLUDING RIGHT–OF–WAYS) NOT RECEIVING PLANTINGS TO RECEIVE 4 INCHES OF TOPSOIL AND SEEDED.
9. ALL CHANGES TO DESIGN AND/OR PLANT SUBSTITUTIONS TO BE AUTHORIZED BY LANDSCAPE ARCHITECT.
10. ALL PARKING ISLANDS TO BE BERMED UP 6"–10" WITH CLEAN FRIABLE TOPSOIL PRIOR TO PLANTING.
11. ALL LANDSCAPING SHALL BE INSTALLED IN CONFORMANCE WITH ANSI Z60.1 THE AMERICAN STANDARD FOR NURSERY STOCK, AND THE ACCEPTED STANDARDS OF AMERICANHORT.
12. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANTS INSTALLED FOR ONE FULL YEAR FROM DATE OF ACCEPTANCE BY THE OWNER. ALL PLANTS SHALL BE ALIVE AND AT A VIGOROUS RATE OF GROWTH AT THE END OF THE GUARANTEE PERIOD. THE LANDSCAPE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ACTS OF GOD OR VANDALISM.
13. ANY PLANT THAT IS DETERMINED DEAD, IN AN UNHEALTHY OR UNSIGHTLY CONDITION, LOST ITS SHAPE DUE TO DEAD BRANCHES OR OTHER SYMPTOMS OF POOR, NON–VIGOROUS GROWTH SHALL BE REPLACED BY THE LANDSCAPE CONTRACTOR WITH THE COST OF THE REPLACEMENT INCLUDED IN THE BID OR PROPOSAL PRICE.
14. WATER THOROUGHLY TWICE IN THE FIRST 24 HOURS AND APPLY MULCH IMMEDIATELY.

PERMANENT SEED BLEND

6 LBS PER 1000 SF
- 90% FINE LEAF FESCUE (FESTUCA ARUNDINACEA) REBEL, REBEL II, WRANGLER, BONANZA, MOJAVE OR EQUAL
- 10% KENTUCKY BLUEGRASS (POA PRATENSIS) MIDNIGHT, RUGBY II, MIDIRON VARIETIES OR EQUAL
- 98% PURITY AND 85% GERMINATION
- 95% WEED FREE

8 LBS 12–12–12 FERTILIZER PER 1000 SF
1 1/2 BALES OF STRAW PER 1000 SF

NOTE: SEE LANDSCAPE NOTES FOR THE TYPE OF MULCH MATERIAL TO USE.

TREE PLANTING

N.T.S.

TAG	QTY	SCIENTIFIC NAME	COMMON NAME	COND.	SIZE	REMARKS
SHADE TREE						
AF	2	Acer x freemanii 'Jeffersred'	Autumn Blaze Maple	B&B	2.5" cal. 14'ht. 7'wd	Full, well shaped
CK	8	Cladrastis kentuckea	American Yellowwood	B&B	2.5" cal. 14'ht. 7'wd	Full, well shaped
GD	1	Gymnocladus dioica 'Espresso'	Fruitless KY Coffeetree	B&B	2.5" cal. 14'ht. 7'wd	Full, well shaped
NS	5	Nyssa sylvatica 'David Odom'	Afterburner Blackgum	B&B	2.5" cal. 14'ht. 7'wd	Full, well shaped
QB	1	Quercus bicolor	Swamp White Oak	B&B	2.5" cal. 14'ht. 7'wd	Full, well shaped
TA	3	Tilia americana	American Basswood	B&B	2.5" cal. 14'ht. 7'wd	Full, well shaped
ORNAMENTAL TREE						
AG	3	Amelanchier x grandiflora 'Autumn Brilliance'	Apple Serviceberry	B&B	1.5" cal. 8'ht. 4'wd.	Full, well shaped, single-stem
EVERGREEN SHRUB						
BU	10	Buxus x 'Glencoe'	Chicagoland Green Boxwood	#3 cont.	18"ht. x 18"wd.	Full, vigorous
CD	9	Cotoneaster dammeri 'Coral Beauty'	Coral Beauty Cotoneaster	#3 cont.	12"ht. x 18"wd.	Full, vigorous
JC	12	Juniperus chinensis 'Sea Green'	Sea Green Juniper	#3 cont.	18"ht. x 18"wd.	Full, vigorous
PM	16	Pinus mugo 'Slowmound'	Dwarf Mugo Pine	#3 cont.	18"ht. x 18"wd.	Full, vigorous
TD	22	Taxus x media 'Densiformis'	Dense Yew	#3 cont.	18"ht. x 18"wd.	Full, vigorous
DECIDUOUS SHRUB						
AM	10	Aronia melanocarpa 'Low Scape Hedger'	Low Scape Hedger Chokeberry	#3 cont.	18"ht. x 18"wd.	Full, vigorous
HQ	8	Hydrangea quercifolia 'Amethyst'	Amethyst Oakleaf Hydrangea	#3 cont.	18"ht. x 18"wd.	Full, vigorous
HK	10	Hypericum kalmianum 'Blues Festival'	Blues Festival St Johnswort	#3 cont.	18"ht. x 18"wd.	Full, vigorous
RA	10	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	#3 cont.	12"ht. x 18"wd.	Full, vigorous
VC	20	Viburnum carlesii 'Compacta'	Dwarf Koreanspice Viburnum	#3 cont.	18"ht. x 18"wd.	Full, vigorous
ORNAMENTAL GRASS						
CA	21	Calamagrostis x acutifolia 'Karl Foerster'	Feather Reed Grass	#2 cont.		Full, vigorous
GROUNDCOVER / PERENNIAL						
AR	2	Ajuga reptans 'Bronze Beauty'	Bronze Beauty Bugleweed	50/flat		12" on center
LM	19	Liriope muscari 'Big Blue'	Big Blue Lilyturf	#1 cont.		
SE	12	Sedum kamtschaticum var. ellacombeanum	Yellow Stonecrop	#1 cont.		

* QUANTITIES ARE PROVIDED FOR CONVENIENCE ONLY. CONTRACTOR IS RESPONSIBLE FOR ALL QUANTITIES OF PLANTS ON LANDSCAPE PLAN.

BENCHMARK:

THE BASIS OF ELEVATIONS HEREON IS NAVD 88 PER OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
IRON ROD SET – SEE DRAWING FOR LOCATION.

ELEVATION = 771.36'

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
Simply Call 811

0 20 40 60
GRAPHIC SCALE IN FEET

N

REVISION

No.	DATE

PROJECT No: 081934
DATE 10/20/21
DES. TR
DR. DH
CKD. TR

1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731

WOOLPERT
ARCHITECTURE | ENGINEERING | CONSTRUCTION

SEAL

SITE IMPROVEMENT PLANS
PANERA
7361 LEMONT ROAD
DOWNERS GROVE, ILLINOIS

LANDSCAPE PLAN

SHEET NO.
C500

Layout Tab Name: C500 LANDSCAPE, Images: Map.png: william dougherty1.jpg: , Xrefs: 081934-X.dwg; 081934-X-BY OTHERS.dwg; 081934-P.dwg; 081934-TBLK.dwg
Last Saved By:martinje, 10/20/2021 10:30:53 AM
W:\Srvin\DE\Chicago\Clients\PMAT\081934 Panera – Downers Grove, IL\4.0 Disciplines\Civil\Cadd\Cd\081934-C500-LAN.dwg Plotted By:Hadley, Dennis Plotted:October 25, 2021, 3:46:44 PM



SOUTH ELEVATION: SCALE: 1/8”=1’-0”

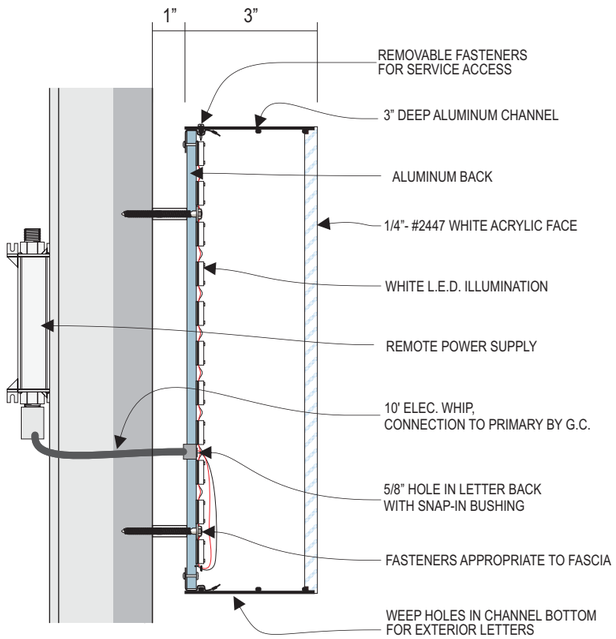
PANTONE 2410 C

PANTONE 476 CP
CMYK: 30 / 71 / 75 / 81
RGB: 84 / 60 / 46
HEX: 543C2E
TRANSLUCENT

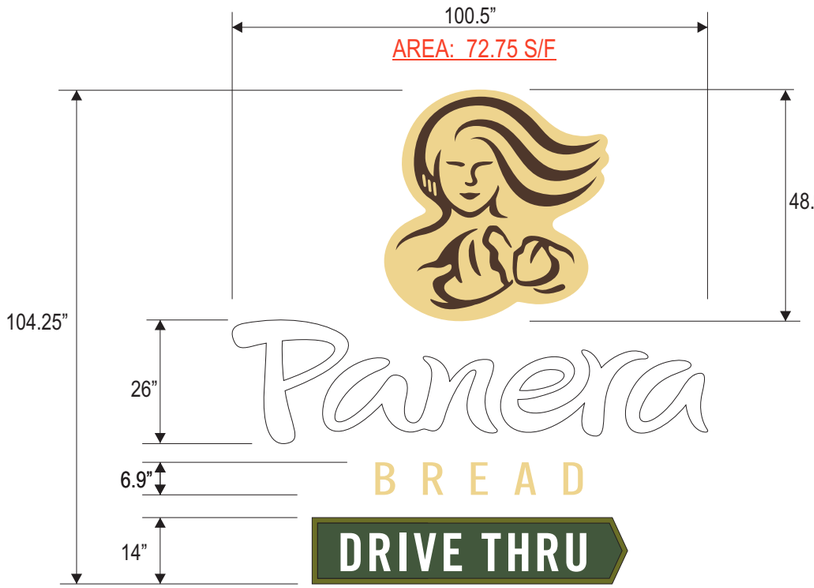
PANERA SLATE
PANTONE 7540 C
C67 M54 Y46 K40
R75 G79 B84
HEX #4B4F54

SUN DAPPLE
PANTONE 7403 C
C5 M15 Y55 K0
R238 G212 B132
HEX #EED484

PANERA GREEN
PANTONE 2307 C
C32 M2 Y100 K61
R104 G111 B10
HEX #686F12



TYPICAL CHANNEL LETTER: MOTHER BREAD AND PANERA



SCALE: 3/8” = 1’-0”

INTERNALLY ILLUMINATED FRONT LIT/HALO LIT CHANNEL LETTERS AND LOGO:
“PANERA” LETTERS
- 2447 WHITE FACES WITH 3” DEEP CHANNELS PAINTED PANTONE 7540C SLATE
- CLEAR LEXAN BACKS
- 6500K SLOAN PRISM WHITE LED LIGHTING (PANERA)
- TRIMLESS DESIGN
-”BREAD” LETTERS WITH FIRST SURFACE 7403 C VINYL SLOAN 5000K LED WITH BLACK CHANNELS
- MB LOGO WITH PANTONE 7403 CP INTERNALLY ILLUMINATED/HALO LIT TRANSLUCENT BACKGROUND WITH SLOAN 5000K PRISM LED WITH TRANSLUCENT PANTONE 476 CP BROWN
- 3” DEEP CHANNEL PAINTED TO MATCH PANTONE 7540 C SLATE

INTERNALLY ILLUMINATED "DRIVE THRU" WALL SIGN:

- 3" DEEP ALUMINUM CHANNEL PAINTED SATIN BLACK WITH PANTONE 2307 C RETAINER
- WHITE ACRYLIC FACE WITH FIRST SURFACE DIGITAL PRINT
  - PANTONE 2307C C BORDER & CIRCLE BEHIND ARROW
  - PANTONE 2410 C GREEN BACKGROUND BEHIND RAPID PICK UP
  - WHITE DRIVE THRU COPY AND ARROW
- SLOAN 6500K PRISM WHITE LED ILLUMINATION

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Signatures Required Before Release to Production

	BY	DATE
Engineering		
Sales		
Estimating		
Production		
Quality Control		

PDF NAME

REVISIONS

NO	BY	DESCRIPTION	DATE
1	WD	updates	06/26/19
2	JM	updated graphics	01/06/20
3	JM	updated sign layout	08/05/21
4	JM	added reveal to side of cabinet	08/20/21
5			
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All electrical signs shall comply with the National Electric Code (Article 600) and be manufactured according to Underwriters Laboratories U.L. 48 standards and labeled accordingly.

52941

CUSTOMER

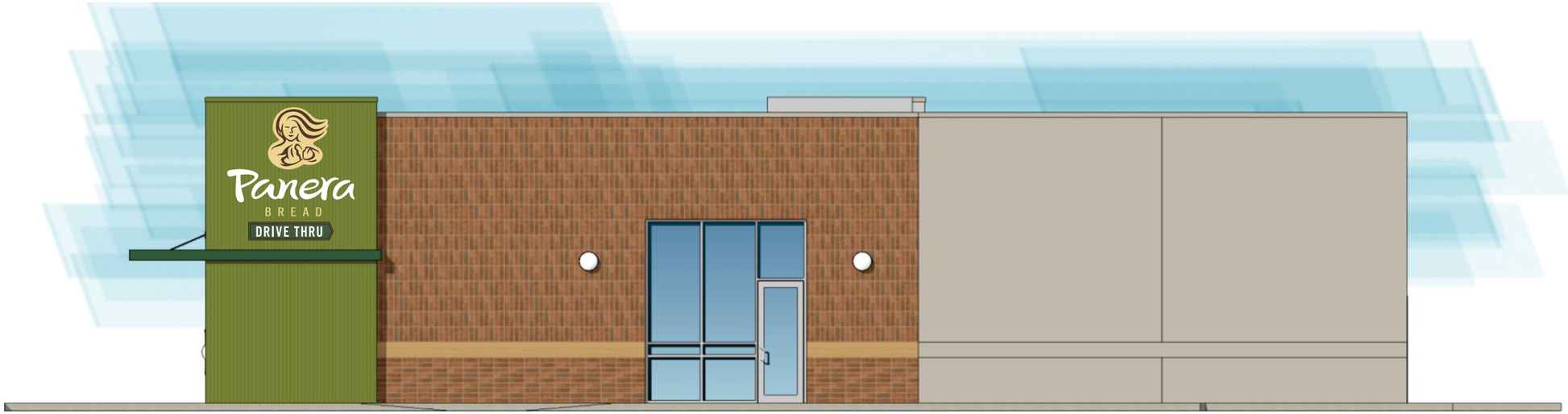
1675
STORE NUMBER

TBD Lemont Road
@ 75th Street
Downers Grove, IL 60515
LOCATION

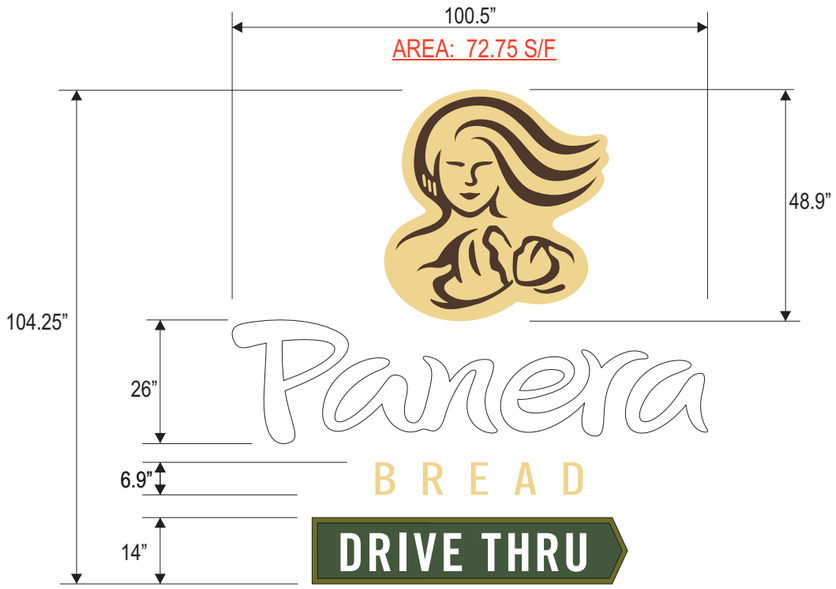
JIM M
PROJECT MANAGER

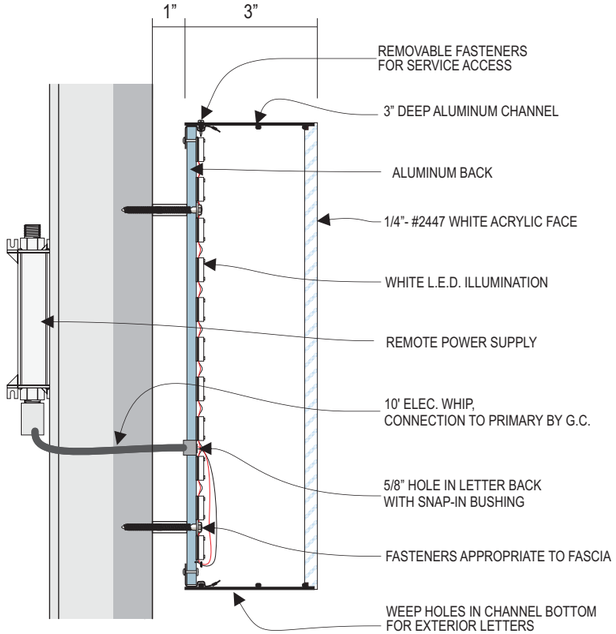
JM ARTIST
10/18/21 DATE

52941.2
DRAWING NAME



EAST ELEVATION: SCALE: 1/8”=1’-0”





TYPICAL CHANNEL LETTER: MOTHER BREAD AND PANERA

SCALE: 3/8” = 1’-0”

INTERNALLY ILLUMINATED FRONT LIT/HALO LIT CHANNEL LETTERS AND LOGO:
“PANERA” LETTERS
- 2447 WHITE FACES WITH 3” DEEP CHANNELS PAINTED PANTONE 7540C SLATE
- CLEAR LEXAN BACKS
- 6500K SLOAN PRISM WHITE LED LIGHTING (PANERA)
- TRIMLESS DESIGN
-”BREAD” LETTERS WITH FIRST SURFACE 7403 C VINYL SLOAN 5000K LED WITH BLACK CHANNELS
- MB LOGO WITH PANTONE 7403 CP INTERNALLY ILLUMINATED/HALO LIT TRANSLUCENT BACKGROUND WITH SLOAN 5000K PRISM LED WITH TRANSLUCENT PANTONE 476 CP BROWN
- 3” DEEP CHANNEL PAINTED TO MATCH PANTONE 7540 C SLATE

INTERNALLY ILLUMINATED "DRIVE THRU" WALL SIGN:

- 3" DEEP ALUMINUM CHANNEL PAINTED SATIN BLACK WITH PANTONE 2307 C RETAINER
- WHITE ACRYLIC FACE WITH FIRST SURFACE DIGITAL PRINT
  - PANTONE 2307C C BORDER & CIRCLE BEHIND ARROW
  - PANTONE 2410 C GREEN BACKGROUND BEHIND RAPID PICK UP
  - WHITE DRIVE THRU COPY AND ARROW
- SLOAN 6500K PRISM WHITE LED ILLUMINATION

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oduction	DATE
uality Control	DATE

PDF NAME

REVISIONS

NO	BY	DESCRIPTION	DATE
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3	JM	updated sign layout	08/05/21
4	JM	added reveal to side of cabinet	08/20/21
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All electrical signs shall comply with the National Electric Code (Article 600) and be manufactured according to Underwriters Laboratories U.L. 48 standards and labeled accordingly.

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CUSTOMER

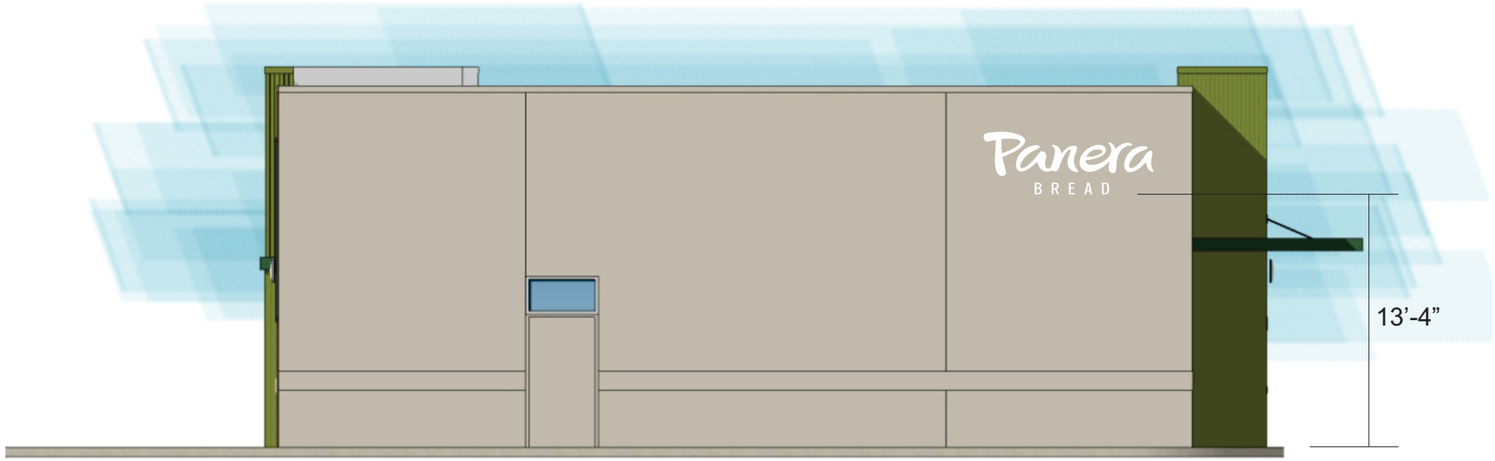
1675
STORE NUMBER

TBD Lemont Road
@ 75th Street
Downers Grove, IL 60515
LOCATION

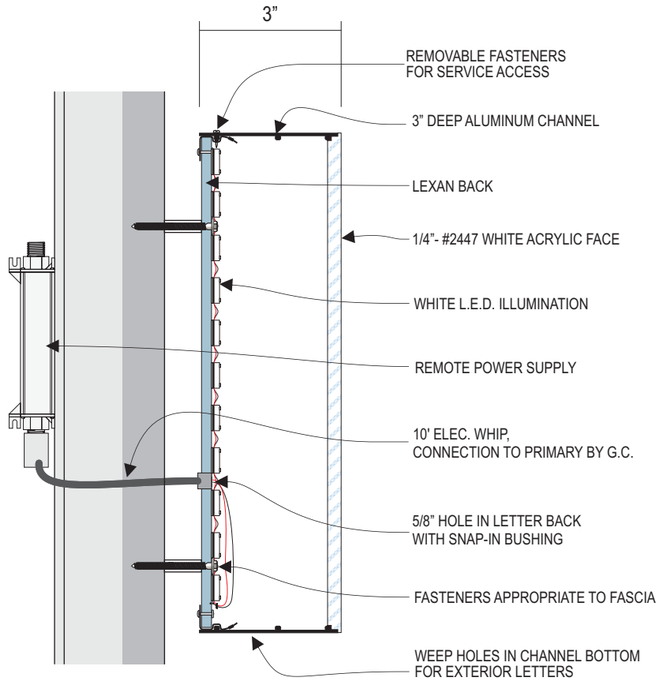
JIM M
PROJECT MANAGER

	JM	10/18/21
	ARTIST	DATE

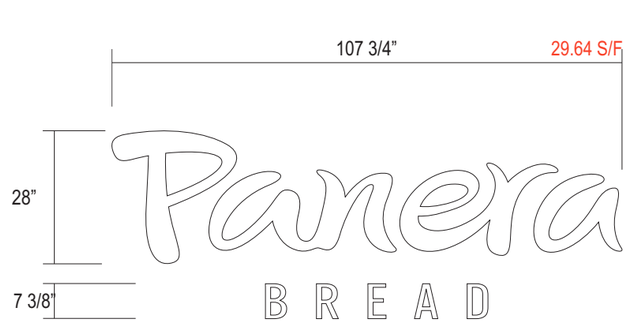
52941.3
DRAWING NAME



NORTH ELEVATION: SCALE: 1/8”=1’-0”



TYPICAL CHANNEL LETTER: N.T.S.



SCALE: 3/8” = 1’-0”

INTERNALLY ILLUMINATED FRONT LIT/HALO LIT CHANNEL LETTERS
AND LOGO:
“PANERA BREAD” LETTERS
- 2447 WHITE FACES WITH 3” DEEP CHANNELS PAINTED PANTONE 7540 C SLATE
- CLEAR LEXAN BACKS
- 6500K SLOAN PRISM WHITE LED LIGHTING (PANERA BREAD)
- TRIMLESS DESIGN
-LETTERS PINNED OFF WALL 1”

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Estimating		
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NO	BY	DESCRIPTION	DATE
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2	JM	updated graphics	01/06/20
3	JM	updated sign layout	08/05/21
4	JM	added reveal to side of cabinet	08/20/21
5			
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All electrical signs shall comply with the National Electric Code (Article 600) and be manufactured according to Underwriters Laboratories U.L. 48 standards and labeled accordingly.

52941

CUSTOMER

1675
STORE NUMBER

TBD Lemont Road
@ 75th Street
Downers Grove, IL 60515
LOCATION

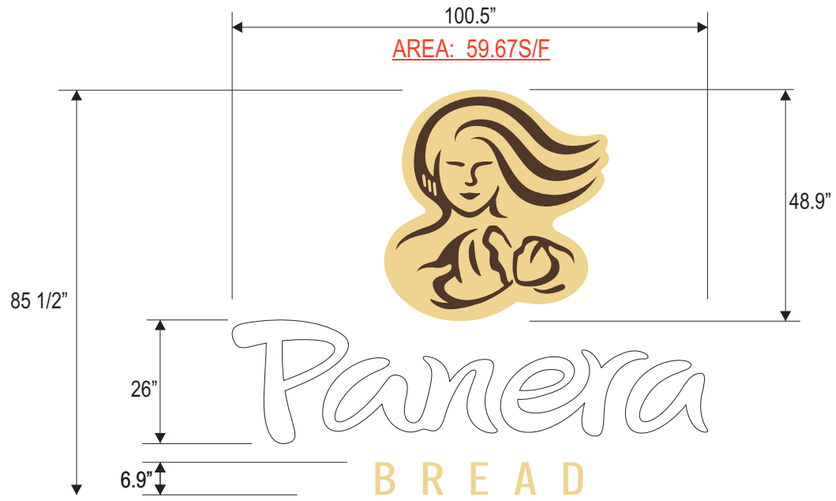
JIM M
PROJECT MANAGER

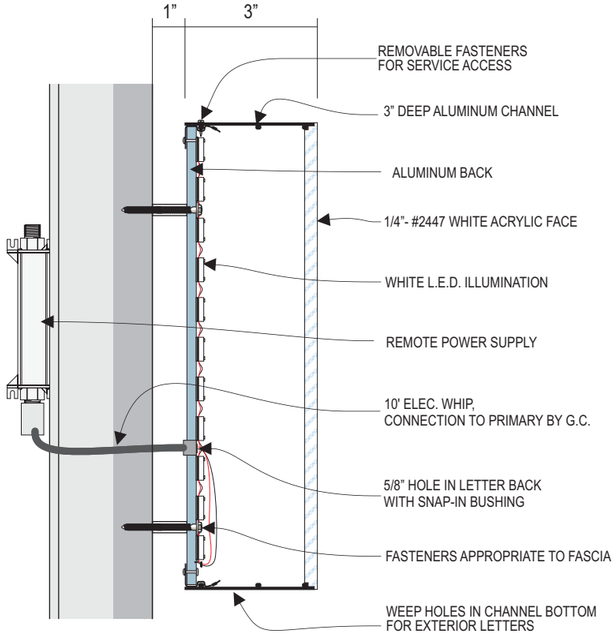
JM ARTIST | 10/18/21 DATE

52941.4
DRAWING NAME



WEST ELEVATION: SCALE: 1/8”=1’-0”





TYPICAL CHANNEL LETTER: MOTHER BREAD AND PANERA

SCALE: 3/8” = 1’-0”

INTERNALLY ILLUMINATED FRONT LIT/HALO LIT CHANNEL LETTERS AND LOGO:
“PANERA” LETTERS
- 2447 WHITE FACES WITH 3” DEEP CHANNELS PAINTED PANTONE 7540C SLATE
- CLEAR LEXAN BACKS
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- TRIMLESS DESIGN
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- 3” DEEP CHANNEL PAINTED TO MATCH PANTONE 7540 C SLATE

INTERNALLY ILLUMINATED "DRIVE THRU" WALL SIGN:

- 3" DEEP ALUMINUM CHANNEL PAINTED SATIN BLACK WITH PANTONE 2307 C RETAINER
- WHITE ACRYLIC FACE WITH FIRST SURFACE DIGITAL PRINT
  - PANTONE 2307C C BORDER & CIRCLE BEHIND ARROW
  - PANTONE 2410 C GREEN BACKGROUND BEHIND RAPID PICK UP
  - WHITE DRIVE THRU COPY AND ARROW
- SLOAN 6500K PRISM WHITE LED ILLUMINATION

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REVISIONS

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3	JM	updated sign layout	08/05/21
4	JM	added reveal to side of cabinet	08/20/21
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52941

CUSTOMER

1675 STORE NUMBER

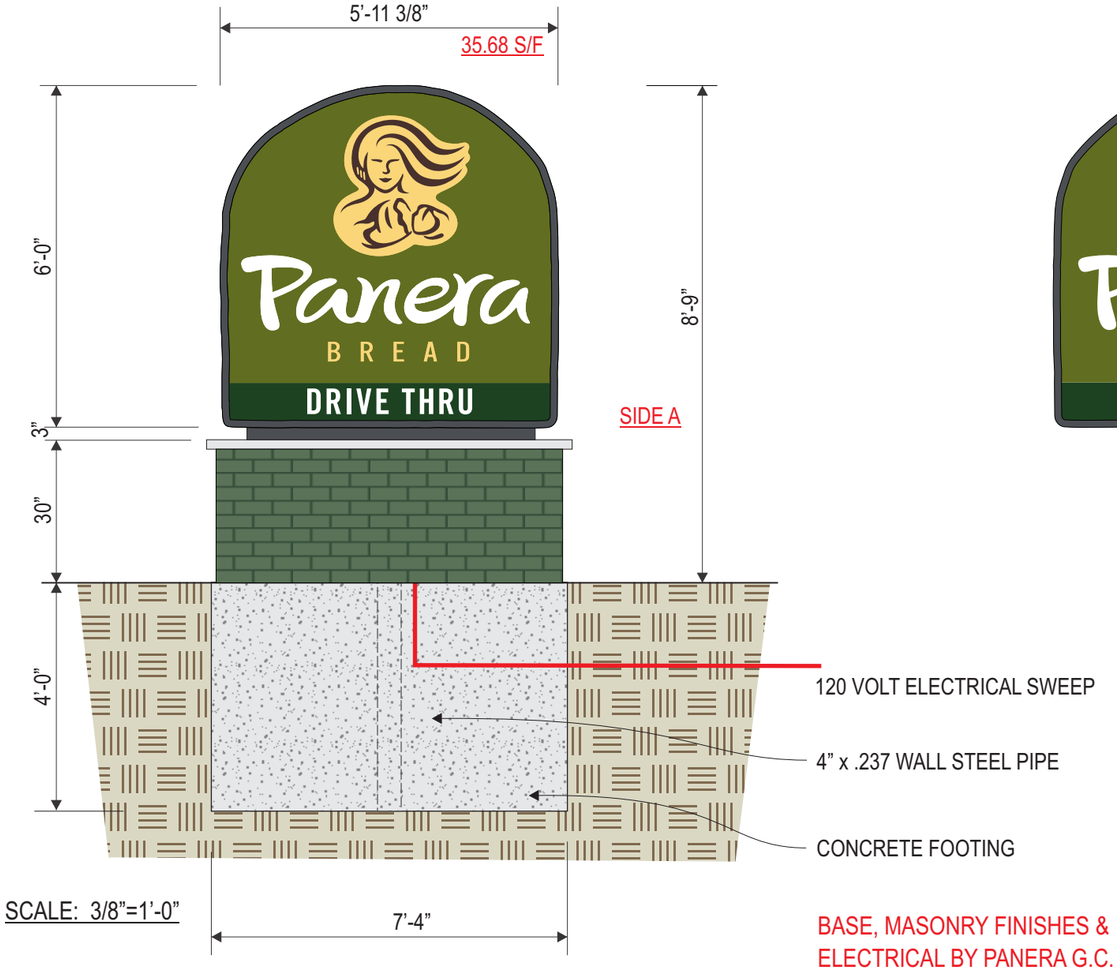
TBD Lemont Road
@ 75th Street
Downers Grove, IL 60515
LOCATION

JIM M PROJECT MANAGER

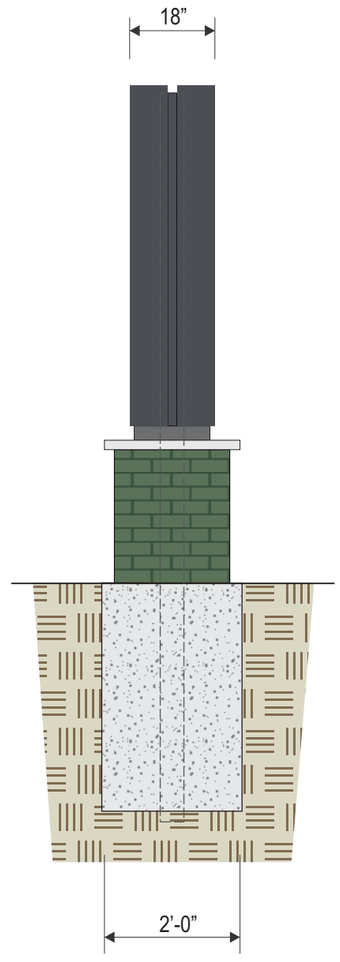
JM ARTIST

10/18/21 DATE

52941.5 DRAWING NAME







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

BASE, MASONRY FINISHES & ELECTRICAL BY PANERA G.C.

NEW D/F ILLUMINATED MONUMENT SIGN:

- (PANTONE 7540 C) PAINTED ALUMINUM FABRICATED SIGN CABINET & RETAINERS
- CLEAR POLYCARBONATE FACES
- DIGITALLY PRINTED GRAPHICS: COLORS AS SHOWN
- WHITE L.E.D. ILLUMINATION
- BRICK BASE BY G.C. TO MATCH BUILDING
- CONCRETE FOOTING & STEEL PIPE BY SIGN INSTALLER

CODE NOTES:
SIGN N.T.E. 15' HIGH, 50 SQ.FT.
15' MIN. SETBACK.
ENGINEERING REQUIRED.

PANERA GREEN	PANERA SLATE	PANTONE 476 CP	SUN DAPPLE	PANTONE 2410 C
PANTONE 2307 C	PANTONE 7540 C	CMYK: 30 / 71 / 75 / 81	PANTONE 7403 C	
C32 M2 Y100 K61	C67 M54 Y46 K40	RGB: 84 / 60 / 46	C5 M15 Y55 K0	
R104 G111 B18	R75 G79 B84	HEX: 543C2E	R238 G212 B132	
HEX #686F12	HEX #4B4F54		HEX #EED484	

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52941

CUSTOMER

1675
STORE NUMBER

TBD Lemont Road
@ 75th Street
Downers Grove, IL 60515
LOCATION

PROJECT MANAGER JIM M

JM ARTIST | 10/18/21 DATE

52941.11
DRAWING NAME

FINAL PLAT OF SUBDIVISION

PANERA BREAD SUBDIVISION

BEING A RESUBDIVISION OF LOT 5 IN DOWNERS PARK, BEING A SUBDIVISION OF A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS



SITE MAP
NOT TO SCALE

NORTH

0 40 80 120
GRAPHIC SCALE IN FEET

LEGEND:

- SURVEYED BOUNDARY
- EXISTING LOT/PARCEL LINE
- PROPOSED LOT LINE
- RIGHT OF WAY LINE
- SETBACK LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- SECTION LINES
- SET R.R. SPIKE/NAIL IN ASPHALT OR IRON PIN W/CAP IN SOIL OR CUT CROSS IN CONCRETE
- REBAR FOUND
- IRON PIPE FOUND
- MAG NAIL FOUND
- CHISELED CROSS FOUND

SURVEYOR'S NOTES:

1. "M." DESIGNATES MEASURED DIMENSION/BEARING, "R." DESIGNATES RECORD DIMENSION/BEARING.
2. DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
3. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
4. THE BASIS OF MEASURED BEARINGS AND HORIZONTAL DATUM SHOWN HEREON IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD 83). SAID BEARINGS ORIGINATED FROM SAID COORDINATE SYSTEM BY GPS OBSERVATIONS AND OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
5. IRON PIPES OR SURVEYOR'S NAIL ARE SET AT ALL LOT CORNERS UNLESS OTHERWISE NOTED.
6. ALL EASEMENTS ARE HERETOFORE DEDICATED UNLESS OTHERWISE NOTED.
7. ALL EASEMENTS DEPICTED ON THE PLAT MAP ARE FOR PUBLIC UTILITIES UNLESS OTHERWISE NOTED.

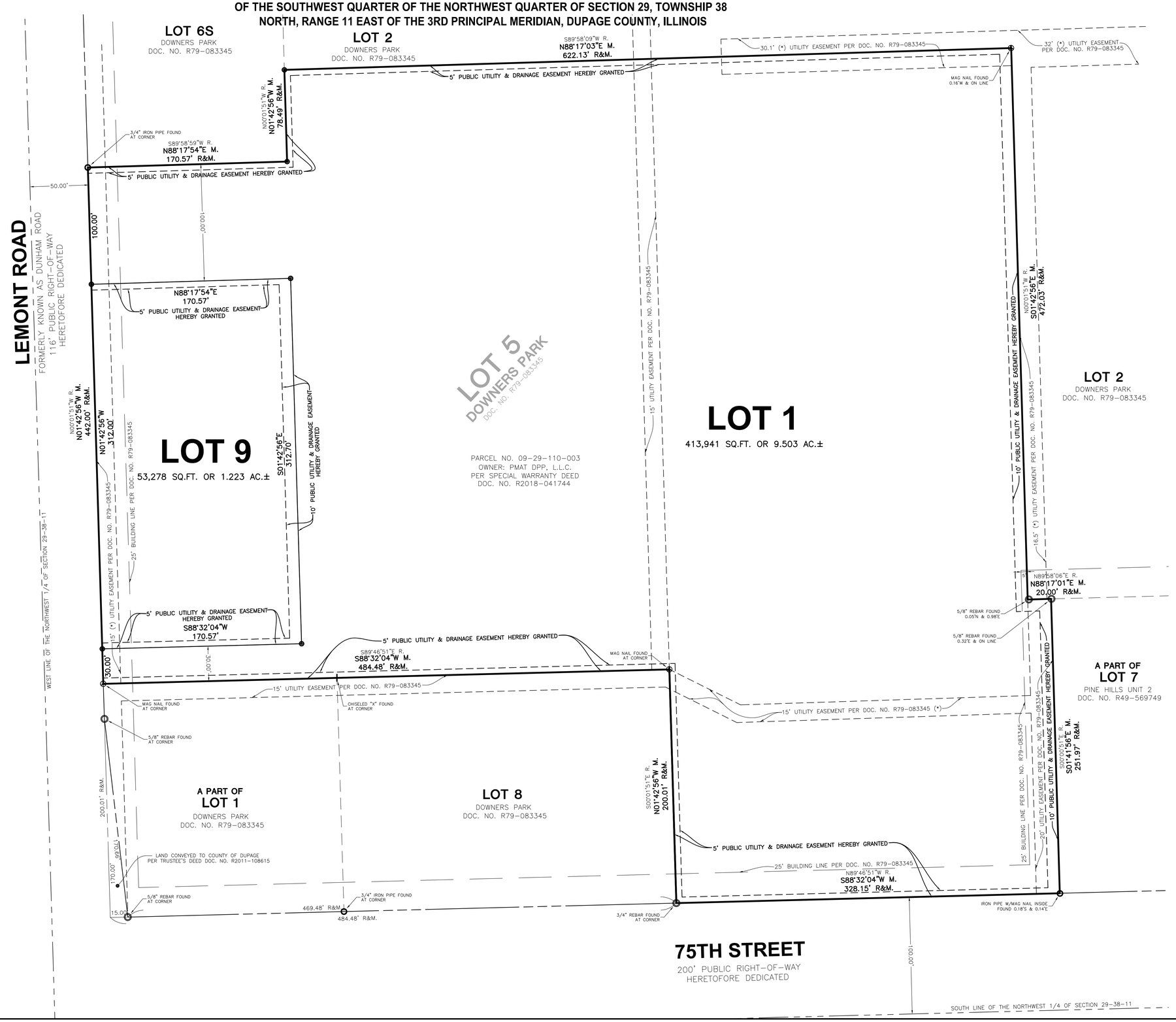
(•) DUE TO A PARTIALLY ILLEGIBLE COPY OF THE RECORDED PLAT PROVIDED TO SURVEYOR, SOME OF THE INFORMATION SHOWN HEREON IS APPROXIMATE.

AREA OF SURVEY:

467,219 S.F. OR 10.726 ACRES (MORE OR LESS)

PROPERTY DESCRIPTION:

LOT 5 IN DOWNERS PARK, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SUBDIVISION, RECORDED AS DOCUMENT NUMBER R79-083345, IN DUPAGE COUNTY, ILLINOIS.



WARNING

CALL BEFORE YOU DIG 800-892-0123

NO.	DATE	REVISION
1.	10/15/21	PER THE VILLAGE COMMENTS

PROJECT NO.: 81934
DATE 09/23/21
SCALE AS SHOWN
DES. SRK
DR. PTK
CKD. SRK

WOOLPERT, INC.
1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731

WOOLPERT
DESIGN | GEOSPATIAL | INFRASTRUCTURE

PANERA BREAD SUBDIVISION
A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS

FINAL PLAT OF SUBDIVISION

SHEET NO.
1 of 2

C:\GS\Projects\Various\81934 - Downers Park Plaza - Outparcel on 75th - Panera\Drawings\81934 - Plat-R1.dwg, Plotted By: Calle-Zaczek, Plotted: Oct 20, 2021 - 2:31pm

FINAL PLAT OF SUBDIVISION

PANERA BREAD SUBDIVISION

BEING A RESUBDIVISION OF LOT 5 IN DOWNERS PARK, BEING A SUBDIVISION OF A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS

SCHOOL DISTRICT BOUNDARY STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THE UNDERSIGNED DO HEREBY CERTIFY THAT, AS OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND KNOWN AS 7349 LEMONT ROAD, DOWNERS GROVE, IL 60516-3807, TO THE BEST OF THEIR KNOWLEDGE, SAID PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE HIGH SCHOOL DISTRICT 99, AND ELEMENTARY SCHOOL DISTRICT 58 IN DUPAGE COUNTY, ILLINOIS.

DATED AT _____, ILLINOIS THIS ___ DAY OF _____, A.D., 20___.

BY: _____

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____ HEREBY CERTIFIES THAT THEY ARE THE OWNERS OF THE ABOVE-DESCRIBED PROPERTY AND HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT HEREON DRAWN.

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

OWNER: _____

OWNER: _____

NOTARY'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I HEREBY CERTIFY THAT THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE ARE KNOWN TO ME AS SUCH OWNERS.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, A.D., 20_____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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.

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

_____
COLLECTOR

DUPAGE COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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

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

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF DUPAGE COUTY, ILLINOIS,

THIS _____ DAY OF_____, A.D., 20____.

_____
COUNTY CLERK

DUPAGE COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON

THE _____ DAY OF _____, A.D., 20_____. AT_____ O'CLOCK___ M,

AS DOCUMENT NUMBER_____

_____
RECORDER OF DEEDS

PREPARED FOR:

PMAT DPP LLC

ADDRESS:
109 NORTHPARK BLVD, NO 300
COVINGTON, LA 70433-5093

VILLAGE COLLECTOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____ COLLECTOR OF THE VILLAGE OF DOWNERS 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.

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

_____
COLLECTOR

PLAN COMMISSION'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF DOWNERS GROVE,
THIS _____ DAY OF _____, A.D., 20_____.

_____
CHAIRMAN

VILLAGE COUNCIL'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED THIS _____ DAY OF _____, A.D., 20 ___
BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE.

_____ _____
VILLAGE CLERK MAYOR

PUBLIC UTILITIES AND DRAINAGE EASEMENT PROVISIONS

EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE, ILLINOIS AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE OF DOWNERS GROVE, INCLUDING, BUT NOT LIMITED TO ILLINOIS BELL TELEPHONE COMPANY DBA AT&T ILLINOIS, NORTHERN ILLINOIS GAS COMPANY AND THEIR SUCCESSORS AND ASSIGNS, UNDER AND THROUGH ALL OF THE AREAS MARKED "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR (P.U.D.E.) ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, COMMUNITY ANTENNA TELEVISION SYSTEMS, POTABLE WATER AND INCLUDING STORM AND/OR SANITARY SEWERS, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENTS THAT INTERFERE WITH THE OPERATIONS OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE USED FOR PAVEMENT, GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED BOTH FOR SEWERS AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF DOWNERS GROVE.

EASEMENTS ARE HEREBY RESERVED AND GRANTED TO THE VILLAGE OF DOWNERS GROVE, COUNTY OF DUPAGE AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SUBDIVIDED HEREBY, OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES, INCLUDING WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE.

EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO:

COMMONWEALTH EDISON COMPANY
AND
ILLINOIS BELL TELEPHONE COMPANY DBA AT&T ILLINOIS, GRANTEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES; GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS, TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES, AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2(C), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL , RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

DECLARATION OF RESTRICTIVE COVENANTS

THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAT OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANTS AND RESTRICTIONS:

(a) ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED WHOLLY UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.

(b) AN EASEMENT FOR SERVING THE SUBDIVISION, AND OTHER PROPERTY WITH STORM DRAINAGE, SANITARY SEWER, STREET LIGHTING, POTABLE WATER SERVICE, AND OTHER PUBLIC UTILITY SERVICES, IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE AND DOWNERS GROVE SANITARY DISTRICT, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEPARATELY, TO INSTALL, OPERATE AND MAINTAIN, AND REMOVE, FROM TIME TO TIME, FACILITIES AND EQUIPMENT USED IN CONNECTION WITH THE PUBLIC WATER SUPPLY, TRANSMISSION LINES, SANITARY SEWERS, STORM DRAINAGE SYSTEMS, STREET LIGHTING SYSTEM, OR OTHER PUBLIC UTILITY SERVICE, AND THEIR APPURTENANCES, EITHER ON, OVER, ACROSS, BELOW OR THROUGH THE GROUND SHOWN WITHIN THE DOTTED LINES ON THE PLAT MARKED "PUBLIC UTILITY AND/OR DRAINAGE EASEMENT," OR SIMILAR LANGUAGE DESIGNATING A STORMWATER OR SEWER EASEMENT, AND THE PROPERTY DESIGNED ON THE PLAT FOR STREETS AND ALLEYS, TOGETHER WITH THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES; OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES FACILITIES OR IN, UPON OR OVER, THE PROPERTY WITHIN THE STORMWATER OR SEWER EASEMENT WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

WHEREAS, SAID LOTS WILL BE CONVEYED TO PURCHASERS SUBJECT TO THIS DECLARATION TO THE END THAT THE RESTRICTIONS IMPOSED SHALL INURE TO THE BENEFIT OF EACH AND ALL OF THE PURCHASERS OF SUCH LOTS WHETHER THEY SHALL HAVE BECOME SUCH BEFORE OR AFTER THE DATE THEREOF, AND THEIR RESPECTIVE HEIRS AND ASSIGNS, AND

WHEREAS, THE AFORESAID PROPERTY DESCRIBED ON THE ATTACHED PLAT IS LOCATED ENTIRELY WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND

WHEREAS, ALL OF THE PROVISIONS, RESTRICTIONS, CONDITIONS, COVENANTS, AGREEMENTS, AND CHARGES HEREIN CONTAINED SHALL RUN WITH AND BIND ALL OF SAID LOTS AND LAND AND SHALL INURE TO THE BENEFIT OF, AND BE ENFORCEABLE BY THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND THE OWNERS OR OWNER OF ANY OF THE LOTS OF LAND COMPRISED WITHIN SAID PLAT, AND THEIR RESPECTIVE HEIRS, EXECUTORS, ADMINISTRATORS, SUCCESSORS, GRANTEES AND ASSIGNS.

NOW, THEREFORE, ALL PERSONS, FIRMS OR CORPORATIONS NOW OWNING THE AFORESAID PROPERTY DO COVENANT AND AGREE THAT THEY OR ANY PERSON, FIRM OR CORPORATION HEREAFTER ACQUIRING ANY PROPERTY OR LOTS SHOWN UPON THE ATTACHED PLAT OF SUBDIVISION ARE HEREBY SUBJECTED TO THE FOLLOWING RESTRICTIONS RUNNING WITH SAID PROPERTY TO WHOMSOEVER OWNED, TO WIT:

OWNER HEREBY GRANTS TO THE VILLAGE OF DOWNERS GROVE A STORMWATER MANAGEMENT EASEMENT FOR THE USE AND BENEFIT OF THE VILLAGE, OVER THE STORMWATER FACILITIES WITHIN THE PROPERTY AND A RIGHT OF ACCESS TO PRIVATELY-OWNED LAND FOR THE REASONABLE EXERCISE OF THE RIGHTS GRANTED TO THE VILLAGE.

EACH OWNER OR PURCHASER SHALL BE RESPONSIBLE TO INSPECT AND MAINTAIN THE STORMWATER FACILITIES ON THEIR LOT. NO BUILDINGS OR STRUCTURES OF ANY KIND SHALL BE PLACED ON SAID EASEMENT NOR SHALL ANY OTHER CHANGE BE MADE ON THE PROPERTY THAT MIGHT MATERIALLY AFFECT THE PROPERTY MANAGEMENT, OPERATION OR CONTINUED MAINTENANCE OF ANY STORMWATER FACILITY; IMPEDE STORMWATER DRAINAGE IN OR ON THE PROPERTY; NEGATIVELY IMPACT THE WATER QUALITY OF THE STORMWATER FACILITIES; OR MATERIALLY REDUCE THE STORMWATER DETENTION OR RETENTION CAPACITY THEREOF AS PROVIDED IN THE APPROVED PLANS.

IN THE EVENT THE VILLAGE DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT THE PROHIBITIONS OF THE PRECEDING PARAGRAPH HAVE BEEN VIOLATED OR THAT PROPER MAINTENANCE OF THE STORMWATER FACILITIES IS NOT BEING PERFORMED OR THAT PROPER OPERATION OF THE STORMWATER FACILITIES IS NOT OCCURRING, ON THE PROPERTY AT ANY TIME, THE VILLAGE OR ITS CONTRACTORS OR AGENTS, AFTER TEN (10) DAYS PRIOR WRITTEN NOTICE TO THE OWNER, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON ANY OR ALL OF THE PROPERTY FOR THE PURPOSES OF (A) CORRECTING ANY VIOLATION AND (B) PERFORMING MAINTENANCE WORK ON AND TO THE STORMWATER FACILITIES.

IN THE EVENT THAT THE VILLAGE SHALL PERFORM, OR CAUSE TO BE PERFORMED, ANY WORK PURSUANT TO THE STORMWATER MANAGEMENT EASEMENT, THE VILLAGE SHALL HAVE THE RIGHT TO CHARGE THE OWNER AN AMOUNT SUFFICIENT TO DEFRAY THE ENTIRE COST OF SUCH WORK, INCLUDING ADMINISTRATIVE COSTS, EITHER BEFORE OR AFTER SUCH COST IS INCURRED, IF THE AMOUNT SO CHARGED IS NOT PAID BY THE OWNER WITHIN THIRTY (30) DAYS FOLLOWING A DEMAND IN WRITING BY THE VILLAGE FOR SUCH PAYMENT, SUCH CHARGE, TOGETHER WITH INTEREST AND COSTS OF COLLECTION, SHALL BECOME A LIEN UPON THE PROPERTY AND THE VILLAGE SHALL HAVE THE RIGHT TO COLLECT SUCH CHARGE WITH INTEREST AND COSTS, AND TO ENFORCE SUCH LIEN AS IN FORECLOSURE PROCEEDINGS AS PERMITTED BY LAW.

IN WITNESS WHEREOF, THE OWNERS HAVE SET THEIR HANDS UPON THE ATTACHED PLAT THE DAY AND DATE FIRST WRITTEN THEREON.

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

_____
OWNER

_____
OWNER

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

THIS PLAT HAS BEEN SUBMITTED FOR RECORDING BY AND RETURN TO:
NAME: _____
ADDRESS: _____

PARCEL NUMBER (PIN):

09-29-110-003

SURVEYOR'S NOTES:

1. "M." DESIGNATES MEASURED DIMENSION/BEARING, "R." DESIGNATES RECORD DIMENSION/BEARING.
2. DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
3. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
4. THE BASIS OF MEASURED BEARINGS AND HORIZONTAL DATUM SHOWN HEREON IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD 83). SAID BEARINGS ORIGINATED FROM SAID COORDINATE SYSTEM BY GPS OBSERVATIONS AND OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
5. IRON PIPES OR SURVEYOR'S NAIL ARE SET AT ALL LOT CORNERS UNLESS OTHERWISE NOTED.
6. ALL EASEMENTS ARE HERETOFORE DEDICATED UNLESS OTHERWISE NOTED.
7. ALL EASEMENTS DEPICTED ON THE PLAT MAP ARE FOR PUBLIC UTILITIES UNLESS OTHERWISE NOTED.

AREA OF SURVEY:

467,219 S.F. OR 10.726 ACRES (MORE OR LESS)

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND _____ THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS AND PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

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

_____
ILLINOIS REGISTERED PROFESSIONAL ENGINEER

_____
STATE REGISTRATION NUMBER

_____
REGISTRATION EXPIRATION DATE

PROPERTY OWNER'S SIGNATURES

BY: _____ BY: _____
OWNER OR ATTORNEY OWNER OR ATTORNEY

_____ _____
PRINTED NAME PRINTED NAME

SURVEYOR'S CERTIFICATE:

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, STEPHEN R. KREGER, ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 35-002985, DO HEREBY CERTIFY, THAT AT THE REQUEST OF THE OWNER THEREOF, I HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY;

LOT 5 IN DOWNERS PARK, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SUBDIVISION, RECORDED AS DOCUMENT NUMBER R79-083345, IN DUPAGE COUNTY, ILLINOIS.

ALL DIMENSIONS ARE IN FEET OR DECIMALS THEREOF;

½" DIAMETER BY 24" LONG IRON PIPES WILL BE SET AT ALL SUBDIVISION CORNERS, LOT CORNERS, POINTS OF CURVATURE AND POINTS OF TANGENCY IN COMPLIANCE WITH ILLINOIS STATUTES AND APPLICABLE ORDINANCES EXCEPT AS NOTED.

I FURTHER CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION WHICH WAS PREPARED IN ACCORDANCE WITH PROVISIONS OF APPLICABLE ORDINANCES OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THE MONUMENTATION SHOWN ON THE FACE OF THIS PLAT HAS BEEN FOUND OR WILL BE PLACED IN THE GROUND AS INDICATED HEREON, AFTER THE COMPLETION OF THE CONSTRUCTION OF THE IMPROVEMENTS OR WITHIN 12 MONTHS AFTER RECORDATION OF THIS PLAT, WHICHEVER SHALL OCCUR FIRST.

I FURTHER CERTIFY THAT THE PROPERTY DESCRIBED AND SHOWN ON THE PLAT HEREON DRAWN IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

I, FURTHER CERTIFY THAT ACCORDING TO THE FLOOD INSURANCE RATE MAP - MAP NUMBER 17043C0169J, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITH AN EFFECTIVE DATE OF AUGUST 1, 2019, WHICH IS THE MOST CURRENT FLOOD INSURANCE RATE MAP AVAILABLE ON FEMA'S WEBSITE, THIS SITE IS LOCATED IN ZONE " X " (NO SHADING) - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN OR IN ZONE " D " (NO SHADING) - AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE, TO THE BEST OF MY KNOWLEDGE AND BELIEF. THE SURVEYOR UTILIZED THE ABOVE REFERENCED FLOODPLAIN MAP FOR THIS DETERMINATION; FURTHERMORE, THE SURVEYOR DOES NOT CERTIFY THAT REVISED FLOODPLAIN INFORMATION HAS NOT BEEN PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY OR SOME OTHER SOURCE

GIVEN UNDER MY HAND AND SEAL THIS ___ DAY OF _____, 20___, A.D.

WOOLPERT, INC.

_____
STEPHEN R. KREGER
ILLINOIS PROFESSIONAL LAND SURVEYOR #35-002985
LICENSE EXPIRES 11/30/22

WOOLPERT, INC.
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-001393

PROFESSIONAL LAND SURVEYOR
STEPHEN R. KREGER
OAKBROOK TERRACE ILLINOIS
035-002985
STATE OF ILLINOIS

WARNING
CALL BEFORE YOU DIG
800-892-0123

NO.	DATE	REVISION
1.	10/15/21	PER THE VILLAGE COMMENTS

PROJECT NO.: 81934
DATE 09/23/21
SCALE AS SHOWN
DES. SRK
DR. PTK
CKD. SRK

WOOLPERT, INC.
1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731

WOOLPERT
DESIGN | GEOSPATIAL | INFRASTRUCTURE

PANERA BREAD SUBDIVISION
A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS

FINAL PLAT OF SUBDIVISION

SHEET NO.
2 of 2

C:\GS Projects\81934 - Downers Park Plaza - Outparcel on 75th - Panera\81934 - Plat-R1.dwg, Plotted By: Kaczmarzyk, Plotted: Oct 15, 2021 - 10:21am

Traffic Impact Study
Proposed Panera Bread Restaurant
Downers Grove, Illinois



Prepared For:

PMAT DPP LLC

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

September 23, 2021

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 a proposed Panera Bread restaurant with drive-through window to be located on an outlot parcel located within Downers Park Plaza shopping center which occupies the northeast quadrant of the intersection of 75th Street with Lemont Road in Downers Grove, Illinois. The site, which is currently occupied by a surface parking lot, is proposed to be redeveloped with an approximate 3,948 square-foot Panera Bread restaurant with drive-through window. Access will be provided via the existing access drives serving the shopping center.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed Panera Bread restaurant with drive-through window will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed Panera Bread restaurant with drive-through window.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site. The sections of this report present the following:

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

Traffic capacity analyses were conducted for the weekday morning, weekday evening and Saturday midday peak hours for the following conditions:

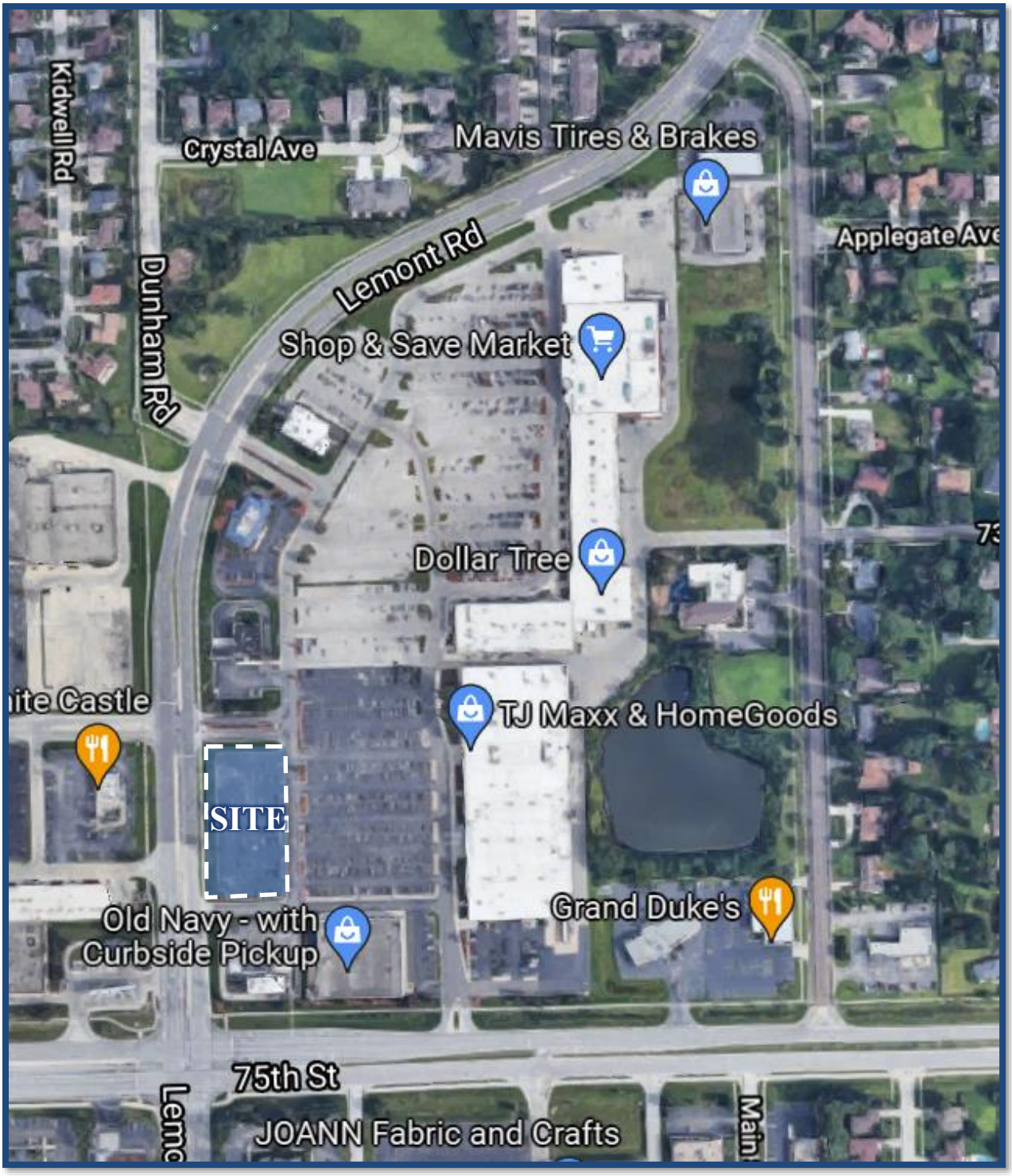
1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes including ambient traffic growth and other developments in the area.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, other developments in the area, and the traffic estimated to be generated by the full buildout of the proposed Panera Bread restaurant.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

Site Location

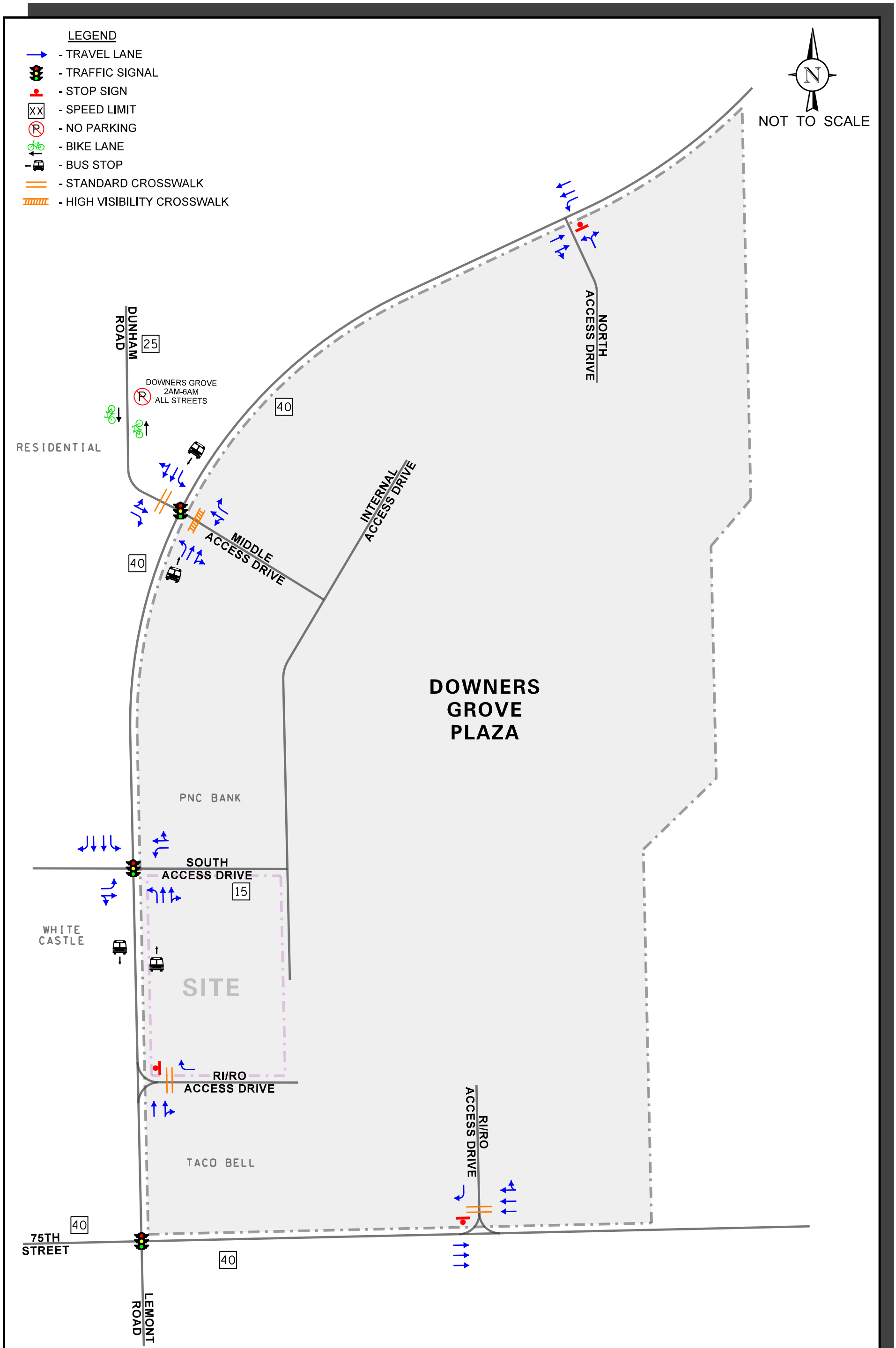
The site, which is currently occupied by a surface parking lot, will occupy an outlot parcel located in the southeast corner of the signalized intersection of Lemont Road with the main access driveway serving Downers Park Plaza, which is located in the northeast quadrant of the intersection of 75th Street with Lemont Road. The site is bounded by Lemont Road to the west and 75th Street to the south. Land uses in the vicinity of the site are primarily commercial.

Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed Panera Bread restaurant are illustrated in **Figure 3** and described below.

Lemont Road is a north-south minor arterial that generally provides two lanes in each direction separated by a raised median in the vicinity of the site. At its signalized intersection with Dunham Road, Lemont Road provides an exclusive left-turn lane, a though lane and a combined through/right-turn lane on the northbound approach. The southbound approach provides an exclusive left-turn lane, a through lane and a combined through/right-turn lane. At its signalized intersection with the main access drive serving Downers Park Plaza, Lemont Road provides an exclusive left-turn lane, a though lane and a combined through/right-turn lane on the northbound approach. The southbound approach provides an exclusive left-turn lane, a through lane and a combined through/right-turn lane. At its unsignalized intersection with the full movement access serving Downers Park Plaza, the northbound approach provides a through lane and a combined through/right-turn lane. The southbound approach provides an exclusive left-turn lane and two through lanes. At its unsignalized intersection with the right-in/right-out access drive serving Downers Park Plaza, Lemont Road provides a through lane and a combined through/right-turn lane on the northbound approach. Lemont Road is under the jurisdiction of DuPage County Division of Transportation (DuDOT) and carries an Annual Average Daily Traffic (AADT) volume of approximately 13,400 vehicles (IDOT 2016). Lemont Road has a posted speed limit of 40 miles per hour.

75th Street is an east-west other principal arterial that generally provides two lanes in each direction separated by a raised median in the vicinity of the site. At its unsignalized intersection with the right-in/right-out access drive serving Downers Park Plaza, 75th Street provides three through lanes on the eastbound approach. The westbound approach provides two through lanes and a combined through/right-turn lane. 75th Street is under the jurisdiction of DuDOT and carries an AADT volume of approximately 32,300 vehicles west of Lemont Road and 31,500 vehicles east of Lemont Road (IDOT 2016). 75th Street has a posted speed limit of 40 miles per hour.



PANERA BREAD
DOWNERS GROVE, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

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Job No: 21-239 Figure: 3

Dunham Road is a north-south major collector that generally provides one travel lane and one bike lane in each direction in the vicinity of the site. At its signalized intersection with Lemont Road, Dunham Road provides an exclusive right-turn lane and a combined through/left-turn lane on the southbound approach. The northbound approach provides a combined through/left-turn lane and a combined through/right-turn lane. A standard style crosswalk is provided on the north leg of this intersection and a high-visibility crosswalk is provided on the south leg of this intersection. Dunham Road is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 miles per hour in the northbound approach and 30 miles per hour in the southbound approach.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts on Thursday, September 9, 2021, during the weekday morning (7:00 to 9:00 A.M.) and evening (7:00 to 6:00 P.M.) peak periods and on Saturday, September 11, 2021, during the Saturday midday (12:00 to 2:00 P.M.) peak period at the following intersections:

- Lemont Road with the access drives serving Downers Park Plaza
- 75th Street with the right-in/right-out access drive serving Downers Park Plaza
- Two internal intersections off the main access drives off Lemont Road

In order to represent normal conditions, counts were adjusted based on a comparison with the hourly counts previously conducted by KLOA, Inc in the area, and were increased by 10 percent during the weekday morning peak hour, and were not increased during the weekday evening and Saturday midday peak hours. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M., the weekday evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M., and the Saturday midday peak hour of traffic occurs from 12:15 P.M. to 1:15 P.M.

Figure 4 illustrates the Year 2021 traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)
(00) - PM PEAK HOUR (5:00-6:00 PM)
[00] - SATURDAY MIDDAY PEAK HOUR (12:15 -1:15 PM)

N

NOT TO SCALE

DUNHAM ROAD

NORTH ACCESS DRIVE

INTERNAL ACCESS DRIVE

MIDDLE ACCESS DRIVE

SOUTH ACCESS DRIVE

RI/RO ACCESS DRIVE

RI/RO ACCESS DRIVE

SITE

DOWNERS GROVE PLAZA

75TH STREET

LEMONT ROAD

430 (707) [553]
29 (75) [102]
704 (614) [619]
14 (18) [10]
6 (9) [22]
12 (107) [105]
5 (11) [23]
430 (705) [536]
1 (10) [16]
8 (7) [11]
5 (19) [32]
197 (155) [146]
0 (5) [9]
2 (17) [21]
8 (37) [86]
147 (167) [146]
710 (620) [609]
12 (43) [40]
6 (43) [89]
9 (98) [141]
12 (49) [57]
6 (23) [31]
4 (16) [27]
10 (70) [106]
618 (807) [686]
12 (69) [61]
5 (12) [21]
2 (17) [39]
2 (7) [20]
14 (190) [227]
14 (102) [148]
1 (19) [24]
36 (66) [100]
3 (11) [12]
7 (42) [48]
15 (55) [66]
831 (747) [656]
9 (65) [104]
13 (55) [90]
4 (42) [47]
1 (31) [43]
4 (112) [138]
639 (1039) [961]
1 (7) [16]
854 (860) [810]
11 (92) [171]
4 (76) [111]
17 (114) [159]
873 (1303) [1066]
1327 (1432) [1210]

PANERA BREAD
DOWNERS GROVE, ILLINOIS

YEAR 2021 BASE TRAFFIC VOLUMES

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Job No: 21-239 Figure: 4

Crash Data Analysis

KLOA, Inc. obtained crash data[1] for the past five years (2016 to 2020) for the intersections of Lemont Road with the access drives serving Downers Park Plaza, 75th Street with the right-in/right-out access drive serving Downers Park Plaza and the two internal intersections off the main access drives off Lemont Road. The crash data for the intersections of Lemont Road with Dunham Road and Lemont Road with the right-in/right-out access drive is summarized in **Tables 1** and **2**, respectively. Only eight crashes were reported at the intersection of 75th Street with the right-in/right-out access drive serving Downers Park Plaza, four crashes were reported at the intersection of Lemont Road with the north access drive, four crashes were reported at the intersection of Lemont Road with the south access drive, four crashes were reported at the intersection of the internal access drive with the middle access drive, and four crashes were reported at the intersection of the internal access drive with the south access drive, over the five-year period. It should be noted that no fatalities were reported at any studied intersection between 2016 and 2020.

Table 1
LEMONT ROAD WITH DUNHAM ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2016	0	0	0	0	1	1	0	2
2017	0	0	0	0	0	2	0	2
2018	2	0	1	0	0	1	0	4
2019	0	0	0	1	0	0	0	1
2020	0	0	0	2	0	2	0	4
Total	**2**	**0**	**1**	**3**	**1**	**6**	**0**	**13**
Average	**<1.0**	**0**	**<1.0**	**<1.0**	**<1.0**	**1.2**	**0**	**2.6**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

Table 2
LEMONT ROAD WITH RIGHT-IN/RIGHT-OUT ACCESS DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2016	0	0	0	2	0	1	0	3
2017	0	0	0	1	0	1	1	3
2018	0	0	0	2	0	1	0	3
2019	0	0	0	1	0	1	0	2
2020	0	1	0	1	0	0	1	3
Total	**0**	**1**	**0**	**7**	**0**	**4**	**2**	**14**
Average	**0**	**<1.0**	**0**	**1.4**	**0**	**<1.0**	**<1.0**	**2.8**

3. Traffic Characteristics of the Proposed Restaurant

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the peak hours and then determine the directions from which the proposed traffic will approach and depart the site.

Proposed Site and Site Plan

As proposed, the site will be developed with an approximate 3,948 square-foot Panera Bread restaurant with drive-through window to be located in the southeast corner of the signalized intersection of Lemont Road with the main access driveway serving Downers Park Plaza. Access to the Downers Park Plaza shopping center is currently provided via the following:

- A full movement access drive on Lemont Road located approximately 825 feet north of Dunham Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control. Southbound left-turn movements are accommodated via an exclusive southbound left-turn lane.

- A full movement access drive on Lemont Road opposite Dunham Road. This access drive provides one inbound lane and two outbound lanes (striped as an exclusive right-turn lane and a combined through/left-turn lane) with outbound movements under stop sign control. Northbound and southbound left-turn movements are accommodated via an exclusive northbound left-turn lane and an exclusive southbound left-turn lane, respectively.

- A full movement access drive on Lemont Road located approximately 620 feet south of Dunham Road. This access drive provides one inbound lane and two outbound lanes (striped as an exclusive left-turn lane and a combined through/right-turn lane) with outbound movements under stop sign control. Northbound and southbound left-turn movements are accommodated via an exclusive northbound left-turn lane and an exclusive southbound left-turn lane, respectively.

- A right-out only access drive on Lemont Road located approximately 1,000 feet south of Dunham Road. This access drive provides one outbound lane with outbound movements under stop sign control. Left turning movements are physically restricted due to the existing median along Lemont Road.

- A right-out only access drive on 75th Street located approximately 560 feet east of Lemont Road. This access drive provides one outbound lane with outbound movements under stop sign control. Left turning movements are physically restricted due to the existing median along Lemont Road.

Based on the proposed Panera Bread restaurant plan, the following internal connections will be provided:

- A proposed exit-only access drive located approximately 130 feet south of the main signalized access drive serving Downers Park Plaza. This access drive will provide one outbound lane with outbound movements under stop sign control.

- A proposed full movement access drive located approximately 200 feet south of the main signalized access drive serving Downers Park Plaza. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- A proposed full movement access drive located approximately 330 feet south of the main signalized access drive serving Downers Park Plaza. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

A copy of the site plan is included in the Appendix.

Directional Distribution of Site Traffic

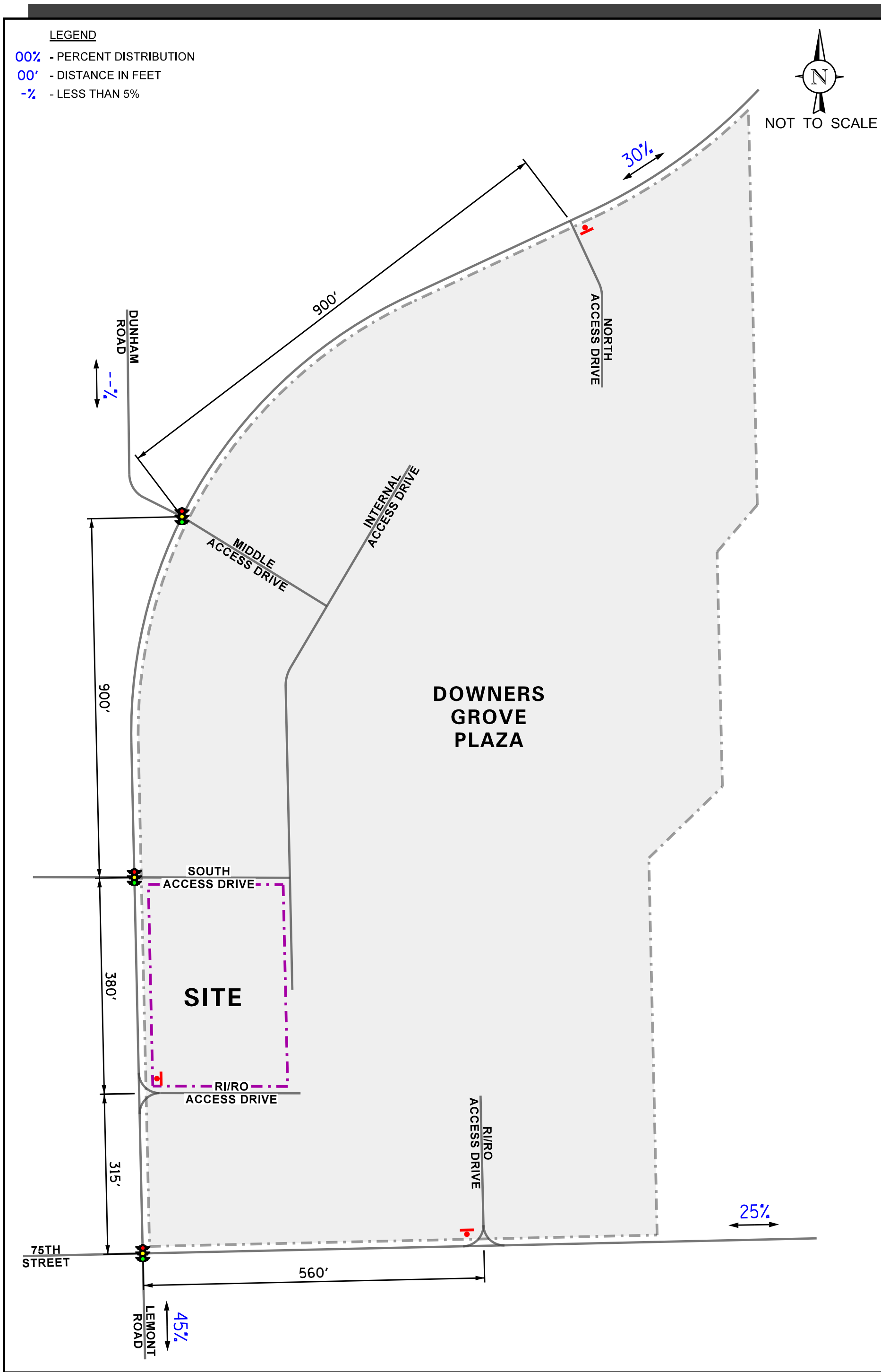
The directional distribution of how traffic will approach and depart the site was estimated based on the general travel patterns through the study area derived from the peak hour traffic volumes. **Figure 5** shows the established directional distribution for the proposed Panera Bread restaurant.

Development Traffic Generation

The estimate of vehicle traffic to be generated by the proposed Panera Bread restaurant is based upon the proposed land use types and sizes. The vehicle trip generation for the proposed Panera Bread restaurant was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. Land-Use Code 934 (Fast Food Restaurant with Drive Through Window) was utilized to estimate the trips to be generated by the proposed Panera Bread restaurant.

It is important to note that surveys conducted by ITE have shown that approximately 50 percent of trips made to fast-food restaurant uses are diverted from the existing traffic on the roadway system. 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. As such, a 50 percent pass-by reduction was applied to the trips estimated to be generated by the proposed Panera Bread restaurant. It should be noted that internal interaction will occur between the proposed Panera Bread restaurant and the existing uses, which will further reduce the estimated trips. As such, a 10 percent interaction reduction was applied.

Table 3 shows the estimated vehicle trip generation for the weekday morning, weekday evening, and Saturday midday peak hours and daily trips. The ITE trip generation summary sheets are included in the Appendix.



PANERA BREAD
DOWNERS GROVE, ILLINOIS

ESTIMATED DIRECTIONAL DISTRIBUTION

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Job No: 21-239 Figure: 5

Table 3
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION FOR PROPOSED PANERA BREAD RESTAURANT

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily Traffic
		In	Out	Total	In	Out	Total	In	Out	Total	
934	Panera Bread Restaurant (3,948 s.f.)	81	78	159	67	62	129	111	106	217	1,859
	10 % Interaction Reduction	-8	-8	-16	-7	-6	-13	-11	-11	-22	-186
	50 % Pass-By Reduction	-36	-36	-72	-29	-29	-58	-49	-49	-98	-836
Total New Trips		**37**	**34**	**71**	**31**	**27**	**58**	**51**	**46**	**97**	**837**

4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed Panera Bread restaurant.

Development Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed Panera Bread restaurant were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle trips and **Figure 7** illustrates the traffic assignment of the pass-by passenger vehicle trips.

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 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated September 21, 2021, the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling 2.1 percent to represent Year 2027 no-build conditions.

In addition, the traffic to be generated by the proposed quick-service restaurant to be located within Fairview Plaza shopping center and the full occupancy of Downers Park Plaza was added in the background conditions. It should be noted that Downers Park Plaza contains approximately 33,321 square feet of vacant space.

Figure 8 shows the Year 2027 no-build traffic conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Year 2027 Total Projected Traffic Conditions

The new and pass-by development-generated traffic (Figures 6 and 7) was added to the no-build traffic volumes (Figure 8) to determine the Year 2027 total projected traffic volumes, which are illustrated in **Figure 9**.

LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (5:00-6:00 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:15 -1:15 PM)

N

NOT TO SCALE

DUNHAM ROAD

NORTH ACCESS DRIVE

INTERNAL ACCESS DRIVE

MIDDLE ACCESS DRIVE

SOUTH ACCESS DRIVE

RI/RO ACCESS DRIVE

RI/RO ACCESS DRIVE

75TH STREET

LEMONT ROAD

SITE

DOWNERS GROVE PLAZA

11 (9) [15]

10 (8) [14]

9 (7) [12]

2 (2) [3]

2 (2) [3]

8 (6) [11]

2 (2) [3]

2 (2) [3]

9 (7) [12]

8 (6) [11]

15 (12) [21]

2 (2) [3]

26 (21) [35]

17 (14) [23]

2 (2) [3]

23 (18) [32]

9 (7) [11]

9 (8) [13]

PANERA BREAD
DOWNERS GROVE, ILLINOIS

ESTIMATED NEW SITE-GENERATED TRAFFIC VOLUMES

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Job No: 21-239 Figure: 6

LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (5:00-6:00 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:15 -1:15 PM)

N

NOT TO SCALE

DUNHAM ROAD

NORTH ACCESS DRIVE

MIDDLE ACCESS DRIVE

INTERNAL ACCESS DRIVE

DOWNERS GROVE PLAZA

+8 (+7) [+11]
-8 (-7) [-11]

+14 (+9) [+16]
+8 (+7) [+11]

SOUTH ACCESS DRIVE

+22 (+16) [+27]

+22 (+16) [+27]

+14 (+9) [+16]
-14 (-9) [-16]

SITE

RI/RO ACCESS DRIVE

RI/RO ACCESS DRIVE

+14 (+13) [+22]

+14 (+13) [+22]
-14 (-13) [-22]

75TH STREET

LEMONT ROAD

PANERA BREAD
DOWNERS GROVE, ILLINOIS

PASS-BY TRAFFIC VOLUMES

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Job No: 21-239 Figure: 7

LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)
(00) - PM PEAK HOUR (5:00-6:00 PM)
[00] - SATURDAY MIDDAY PEAK HOUR (12:15 -1:15 PM)

N

NOT TO SCALE

DUNHAM ROAD

443 (728) [572]
35 (87) [118]

721 (631) [635]
17 (21) [11]

7 15 (21) [116]
(2) [24]

NORTH ACCESS DRIVE

5 (11) [23]
444 (726) [555]
1 (12) [18]

8 (7) [11]
5 (19) [32]
197 (155) [146]

0 (6) [10]
2 (19) [23]
10 (42) [95]

MIDDLE ACCESS DRIVE

147 (167) [146]
730 (639) [625]
14 (46) [43]

13 (51) [59]
7 (26) [34]

7 (47) [95]
11 (12) [155]

INTERNAL ACCESS DRIVE

5 (20) [33]
11 (74) [116]

DOWNERS GROVE PLAZA

633 (830) [710]
12 (69) [61]
6 (24) [25]

3 (18) [42]
2 (8) [22]
17 (213) [250]

16 (114) [161]
2 (24) [28]

SOUTH ACCESS DRIVE

36 (66) [100]
3 (11) [12]
7 (42) [48]

15 (55) [69]
852 (768) [672]
10 (7) [111]

14 (59) [95]
5 (47) [53]

6 (125) [153]
2 (35) [54]

SITE

657 (1085) [1008]

1 (8) [17]

RI/RO ACCESS DRIVE

876 (886) [832]
12 (100) [183]

RI/RO ACCESS DRIVE

5 (85) [122]

20 (132) [184]
898 (1335) [1095]

75TH STREET

1363 (1468) [1243]

LEMONT ROAD

PANERA BREAD
DOWNERS GROVE, ILLINOIS

YEAR 2027 NO-BUILD TRAFFIC VOLUMES

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Job No: 21-239 Figure: 8

LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)
(00) - PM PEAK HOUR (5:00-6:00 PM)
[00] - SATURDAY MIDDAY PEAK HOUR (12:15 -1:15 PM)

N
NOT TO SCALE

DUNHAM ROAD
NORTH ACCESS DRIVE
INTERNAL ACCESS DRIVE
MIDDLE ACCESS DRIVE
SOUTH ACCESS DRIVE
RI/RO ACCESS DRIVE
RI/RO ACCESS DRIVE
SITE
DOWNERS GROVE PLAZA
75TH STREET
LEMONT ROAD

454 (737) [587]
35 (87) [118]
731 (639) [649]
17 (21) [11]
7 15 (21) [116]
(21) [24]
5 (11) [23]
453 (733) [567]
3 (14) [21]
8 (7) [11]
5 (19) [32]
197 (155) [146]
2 (8) [13]
2 (19) [23]
10 (42) [95]
147 (167) [146]
738 (645) [636]
14 (46) [43]
7 (47) [95]
11 (12) [155]
13 (51) [59]
9 (28) [37]
7 (22) [36]
11 (14) [116]
625 (823) [695]
12 (9) [16]
23 (38) [48]
25 (33) [69]
2 (8) [22]
40 (232) [282]
16 (114) [161]
4 (26) [31]
36 (66) [100]
3 (11) [12]
7 (42) [48]
14 (59) [95]
41 53 (84) [115]
15 (55) [69]
838 (759) [695]
4 (37) [57]
51 (159) [212]
672 (1097) [1029]
1 (8) [17]
893 (900) [855]
12 (100) [183]
28 (105) [155]
43 (153) [219]
884 (1322) [1073]
1363 (1468) [1243]

PANERA BREAD
DOWNERS GROVE, ILLINOIS

YEAR 2027 TOTAL PROJECTED TRAFFIC VOLUMES

KLOA
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Job No: 21-239 Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening and Saturday midday peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any road improvements or modifications 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 2021), Year 2027 no-build, and Year 2027 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using fields measures.

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, no-build and total projected conditions are presented in **Tables 4** through **8.** A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS
LEMONT ROAD WITH DUNHAM ROAD / MIDDLE ACCESS DRIVE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L/T	R	L/T	R	L	T/R	L	T/R	
Year 2021 Conditions	Weekday Morning	C 20.8	C 34.3	C 20.7	A 0.0	A 3.8	A 5.7	A 6.0	B 13.4	B 11.6
	Peak Hour	C – 33.4		C – 20.7		A – 5.4		B – 13.4		
	Weekday Evening	C 24.2	C 34.4	C 26.4	C 22.8	A 3.8	A 2.5	A 4.9	B 12.3	B 10.4
	Peak Hour	C – 33.0		C – 26.1		A – 2.8		B – 12.2		
	Saturday Midday	C 25.4	C 34.4	C 32.5	C 23.3	A 3.7	A 3.5	A 4.7	B 11.2	B 11.3
	Peak Hour	C – 32.4		C – 31.8		A – 3.5		B – 11.0		
Year 2027 No-Build Conditions	Weekday Morning	C 20.8	C 34.3	C 20.8	A 0.0	A 3.8	A 5.8	A 6.0	B 13.5	B 11.6
	Peak Hour	C – 33.4		C – 20.8		A – 5.8		B – 13.5		
	Weekday Evening	C 24.2	C 34.4	C 27.0	C 23.0	A 4.0	A 2.5	A 4.9	B 12.4	B 10.4
	Peak Hour	C – 33.0		C – 26.6		A – 2.8		B – 12.3		
	Saturday Midday	C 25.4	C 34.4	C 33.9	C 23.4	A 3.6	A 3.3	A 4.7	B 11.3	B 11.4
	Peak Hour	C – 32.4		C – 33.1		A – 3.3		B – 11.1		
Year 2027 Total Projected Conditions	Weekday Morning	C 20.8	C 34.3	C 20.8	B 20.0	A 3.2	A 5.1	A 6.0	B 13.5	B 11.3
	Peak Hour	C – 33.4		C – 20.7		A – 4.8		B – 13.5		
	Weekday Evening	C 24.2	C 34.4	C 27.0	C 23.0	A 3.5	A 2.0	A 4.9	B 12.5	B 10.2
	Peak Hour	C – 33.0		C – 26.5		A – 2.3		B – 12.3		
	Saturday Midday	C 25.4	C 34.4	C 33.9	C 23.6	A 3.8	A 3.5	A 5.0	B 11.8	B 11.6
	Peak Hour	C – 32.4		C – 32.8		A – 3.5		B – 11.6		

Letter denotes Level of Service; Delay is measured in seconds. L – Left Turns T – Through R – Right Turns

Table 5
CAPACITY ANALYSIS RESULTS
LEMONT ROAD WITH SOUTH ACCESS DRIVE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound			Overall
		L	T/R	L	T/R	L	T/R	L	T	R	
Year 2021 Conditions	Weekday Morning	C 27.8	C 21.2	C 26.9	C 25.5	A 3.0	A 5.7	A 0.6	A 2.0	A 0.0	A 5.0
	Peak Hour	C – 26.4		C – 26.6		A – 5.7		A – 1.9			
	Weekday Evening	C 28.0	B 16.6	D 43.5	B 18.7	B 12.1	B 13.4	A 5.5	A 8.2	A 0.6	B 14.2
	Peak Hour	C – 22.9		D – 40.7		B – 13.4		A – 7.6			
	Saturday Midday	C 23.2	B 16.6	C 32.6	B 18.0	A 7.9	B 11.6	A 3.3	A 7.4	A 0.2	B 12.8
	Peak Hour	C – 20.7		C – 29.5		B – 11.3		A – 6.7			
Year 2027 No-Build Conditions	Weekday Morning	C 27.8	C 21.2	C 27.2	C 24.2	A 3.0	A 5.8	A 0.7	A 2.0	A 0.0	A 5.1
	Peak Hour	C – 26.4		C – 26.5		A – 5.7		A – 2.0			
	Weekday Evening	C 28.0	B 16.6	D 48.8	B 18.8	B 12.2	B 13.7	A 5.5	A 8.4	A 0.6	B 15.1
	Peak Hour	C – 22.9		D – 45.6		B – 13.6		A – 7.7			
	Saturday Midday	C 23.1	B 16.6	C 29.0	B 18.0	A 9.0	B 13.1	A 3.8	A 8.7	A 0.2	B 13.6
	Peak Hour	C – 20.7		C – 26.8		B – 12.8		A – 7.9			
Year 2027 Total Projected Conditions	Weekday Morning	C 29.0	C 21.2	C 24.4	B 15.1	A 4.8	A 8.5	A 1.9	A 2.7	A 0.0	A 7.1
	Peak Hour	C – 27.3		C – 20.7		A – 8.4		A – 2.6			
	Weekday Evening	C 31.8	B 16.6	D 54.8	B 16.0	B 13.3	B 15.3	A 5.8	A 8.3	A 0.6	B 16.7
	Peak Hour	C – 25.0		D – 49.0		B – 15.1		A – 7.6			
	Saturday Midday	C 22.2	B 16.6	C 29.7	B 15.7	A 9.7	B 15.0	A 4.6	A 8.9	A 0.2	B 14.6
	Peak Hour	C – 20.1		C – 26.3		B – 14.6		A – 8.0			

Letter denotes Level of Service; Delay is measured in seconds. L – Left Turns T – Through R – Right Turns

Table 6
CAPACITY ANALYSIS RESULTS
UNSIGNALIZED INTERSECTIONS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Lemont Road with North Access Drive						
• Westbound Approach	B	12.9	B	13.6	B	13.5
• Southbound Left Turns	B	11.2	A	9.2	A	9.3
Lemont Road with Right-In/Right-Out Access Drive						
• Westbound Right Turns	B	11.6	B	12.0	B	12.1
75th Street with Right-In/Right-Out Access Drive						
• Southbound Right Turns	B	13.8	C	20.7	C	19.0
Middle Access Drive with Internal Drive						
• ICU Level of Service[1]	A	14.0%	A	25.7%	A	33.3%
South Access Drive with Internal Drive						
• ICU Level of Service[1]	A	13.5%	A	28.5%	A	35.3%

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Table 7
CAPACITY ANALYSIS RESULTS
UNSIGNALIZED INTERSECTIONS – YEAR 2027 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Lemont Road with North Access Drive						
• Westbound Approach	B	13.1	B	14.2	B	14.1
• Southbound Left Turns	B	11.4	A	9.3	A	9.5
Lemont Road with Right-In/Right-Out Access Drive						
• Westbound Right Turns	B	11.7	B	12.2	B	12.8
75th Street with Right-In/Right-Out Access Drive						
• Southbound Right Turns	B	14.0	C	22.3	C	20.5
Middle Access Drive with Internal Drive						
• ICU Level of Service[1]	A	15.0%	A	27.1%	A	35.2%
South Access Drive with Internal Drive						
• ICU Level of Service[1]	A	15.3%	A	30.4%	A	38.0%

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Table 8
CAPACITY ANALYSIS RESULTS
UNSIGNALIZED INTERSECTIONS – YEAR 2027 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Lemont Road with North Access Drive						
• Westbound Approach	B	13.2	B	14.4	B	14.3
• Southbound Left Turns	B	11.5	A	9.4	A	9.5
Lemont Road with Right-In/Right-Out Access Drive						
• Westbound Right Turns	B	11.8	B	12.2	B	12.9
75th Street with Right-In/Right-Out Access Drive						
• Southbound Right Turns	B	14.7	C	24.3	C	23.3
Middle Access Drive with Internal Drive						
• ICU Level of Service[1]	A	16.8%	A	27.2%	A	35.4%
South Access Drive with Internal Drive						
• ICU Level of Service[1]	A	19.7%	A	32.5%	A	41.6%

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the projected traffic volumes and the capacity analyses performed.

Lemont Road with Dunham Road and Middle Access Drive

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) B during the weekday morning, weekday evening, and Saturday midday peak hours. All approaches currently operate at LOS C or better during the peak hours.

Under Year 2027 no-build conditions, overall this intersection will continue to operate at the same existing levels of service during the weekday morning, weekday evening and Saturday midday peak hours with increases in delay of less than one second. All approaches will continue to operate at the same existing levels of service during the peak hours with increases in delay of approximately one second.

Under Year 2027 total projected conditions, overall this intersection will continue to operate at the same levels of service during the weekday morning, weekday evening and Saturday midday peak hours with increases in delay of less than one second over no-build conditions. All approaches will continue to operate at the same levels of service during the peak hours with increases in delay of approximately one second. Based on field observations, the westbound lanes should be restriped. Therefore, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed Panera Bread restaurant and no roadway or traffic control improvements will be required.

Lemont Road with South Access Drive

The results of the capacity analysis indicate that overall this intersection currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening and Saturday midday peak hours. All approaches currently operate at an acceptable LOS D or better during the peak hours.

Under Year 2027 no-build conditions, overall this intersection will continue to operate at the same existing levels of service during the weekday morning, weekday evening and Saturday midday peak hours with increases in delay of less than one second. All approaches will continue to operate at the same existing levels of service during the peak hours with increases in delay of approximately five seconds.

Under Year 2027 total projected conditions, overall this intersection will continue to operate at the same levels of service during the weekday morning, weekday evening and Saturday midday peak hours with increases in delay of approximately two seconds or less over no-build conditions. All approaches will continue to operate at the same levels of service during the peak hours with increases in delay of less than three seconds. Based on a review of the simulation, the westbound queues extend beyond the south leg of the internal intersection during the weekday evening peak hour. However, it is important to note that the queues will clear with every green phase.

Based on field observations, the westbound lanes should be restriped. Therefore, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed Panera Bread restaurant and no roadway or traffic control improvements will be required.

Lemont Avenue with North Access Drive

The results of the capacity analysis indicate that the westbound approach currently operate at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours. In addition, the southbound left turning movements currently operates at LOS B or better during the peak hours.

Under Year 2027 no-build conditions, the westbound approach and the southbound left turning movements will continue to operate at the same existing levels of service with increases in delay of less than one second.

Under Year 2027 total projected conditions, the westbound approach and the southbound left turning movements will continue to operate at the same levels of service during the weekday morning, weekday evening and Saturday midday peak hours with increases in delay of less than one second over no-build conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed Panera Bread restaurant and no roadway or traffic control improvements will be required.

Lemont Avenue with Right-Out Only Access Drive

The results of the capacity analysis indicate that the outbound movements are operating at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours.

Under Year 2027 no-build conditions, all movements will operate at the same existing levels of service during both peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at the same levels of service during both peak hours with increases in delay of less than one second over no-build conditions. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed Panera Bread and will ensure efficient and flexible access is provided.

75th Street with Right-Out Only Access Drive

The results of the capacity analysis indicate that the outbound movements are operating at LOS B during the weekday morning peak hour and LOS C during the weekday evening and Saturday midday peak hours.

Under Year 2027 no-build conditions, all movements will operate at the same existing levels of service during both peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at the same levels of service during both peak hours with increases in delay of less than one second over no-build conditions. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed Panera Bread and will ensure efficient and flexible access is provided.

Middle Access Drive with Internal Drive

Because of the traffic control configuration of this intersection where the eastbound traffic is free flow and the other two approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. This intersections traffic control is designed to allow eastbound movements to operate under free flow conditions in order to keep eastbound queues from extending onto the middle access drive. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 14 percent of the capacity of the intersection during the weekday morning peak hour and approximately 25 to 33 percent of its capacity during the weekday evening and Saturday midday peak hours.

Under Year 2027 no-build conditions, it is projected that the intersection will utilize approximately 15 percent of its capacity during the weekday morning peak hour and 27 to 35 percent of its capacity during the weekday evening and Saturday midday peak hours

Under Year 2027 total projected conditions, it is projected that the intersection will utilize approximately 17 percent of its capacity during the weekday morning peak hour and 27 to 35 percent of its capacity during the weekday evening and Saturday midday peak hours. As a result, the intersection will continue to operate efficiently and with minimal delay. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

South Access Drive with Internal Drive

Because of the traffic control configuration of this intersection where the eastbound traffic is free flow and the other two approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. This intersections traffic control is designed to allow eastbound movements to operate under free flow conditions in order to keep eastbound queues from extending onto the middle access drive. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 14 percent of the capacity of the intersection during the weekday morning peak hour and approximately 29 to 35 percent of its capacity during the weekday evening and Saturday midday peak hours.

Under Year 2027 no-build conditions, it is projected that the intersection will utilize approximately 15 percent of its capacity during the weekday morning peak hour and 30 to 38 percent of its capacity during the weekday evening and Saturday midday peak hours

Under Year 2027 total projected conditions, it is projected that the intersection will utilize approximately 20 percent of its capacity during the weekday morning peak hour and 32 to 42 percent of its capacity during the weekday evening and Saturday midday peak hours. As a result, the intersection will continue to operate efficiently and with minimal delay. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

On-Site Circulation and Drive-Through Stacking

The drive-through facility for the proposed Panera Bread restaurant will extend along the north and west sides of the building. As proposed, vehicles will enter the drive-through lane at the northeast corner of the building and exit at the southwest corner of the building. A review of the site plan indicated that approximately eight vehicles will be able to be accommodated within the drive-through lane without blocking the access drives or internal circulation.

Based on observations previously conducted by KLOA at a Panera Bread restaurant in Naperville, which included the number of vehicles utilizing the drive-through lane, the service time, the arrival rate and the average and maximum queues observed at the ordering board and the pick-up window, the following was determined.

- The average queue at the ordering board during the lunch peak period was four vehicles with a maximum queue of six vehicles occurring only once.

- The average queue at the pick-up window during the lunch peak period was two vehicles with a maximum queue of three vehicles.

- The average time from a vehicle arriving at the ordering board to the time the vehicle departs the pick-up window was 146 seconds.

Therefore, based on these observations, the proposed stacking of eight vehicles within the drive through lane will be adequate in accommodating the drive-through demand without spilling outside of the designated drive-through lane or affecting the circulation through parking lot. Wayfinding signage should be provided directing vehicles to the entrance of the drive-through. Additionally, exiting movements from the drive-through should be under stop sign control.

Parking Evaluation

Existing Parking Demand

Parking inventory and occupancy surveys were conducted in the parking lots serving Downers Park Plaza. The surveys were performed every hour from 8:00 A.M. to 8:00 P.M. on Wednesday, September 1, 2021, and Saturday, September 11, 2021. The surveys were broken out by rows as shown in **Figure 10**. The results of the parking inventory and occupancy surveys are shown in **Tables 9** and **10**.

Downers Park Plaza has a total of 1,405 parking spaces and had a peak parking demand of 448 vehicles on Thursday at 1:00 P.M. and 481 vehicles on Saturday at 12:00 P.M. With a total of 1,405 parking spaces parking spaces available, approximately 32 percent of the parking spaces were occupied during the plaza's peak parking demand on Thursday and approximately 34 percent of the parking spaces were occupied during the plaza's peak parking demand on Saturday.



Parking Occupancy Surveys **Figure 10**

Table 9
EXISTING PARKING SURVEYS – THURSDAY, SEPTEMBER 9, 2021

Time	Parking Lots																Total	Percent Occupied
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
8:00 AM	1	0	0	6	1	24	42	15	0	11	8	10	0	1	25	3	147	10%
9:00 AM	4	0	1	12	4	51	47	15	1	22	21	10	0	1	22	5	216	15%
10:00 AM	5	0	1	21	4	61	61	21	1	44	63	11	1	1	22	7	324	23%
11:00 AM	12	0	2	26	6	76	78	20	0	55	79	10	2	1	20	5	392	28%
12:00 PM	31	0	2	28	2	82	80	22	2	47	79	12	2	1	14	5	409	29%
1:00 PM	24	0	2	31	3	83	75	22	0	61	108	14	3	0	17	5	448	32%
2:00 PM	22	0	0	24	3	87	61	21	1	50	103	14	4	0	15	4	409	29%
3:00 PM	18	0	0	21	2	78	49	22	2	49	94	14	2	0	15	5	371	26%
4:00 PM	29	**0**	0	22	3	76	51	20	0	45	90	14	5	0	15	3	373	27%
5:00 PM	44	0	0	20	5	72	53	18	0	32	72	15	4	0	11	3	349	25%
6:00 PM	55	0	1	14	4	62	38	17	1	37	91	13	4	0	12	4	353	25%
7:00 PM	45	0	1	8	3	45	29	7	0	38	76	12	4	0	12	3	283	20%
8:00 PM	52	0	0	7	5	32	27	4	0	33	54	11	2	0	13	3	243	17%
Inventory	**65**	**0**	**13**	**187**	**143**	**201**	**222**	**41**	**0**	**95**	**249**	**101**	**33**	**13**	**42**	**0**	**1405**	

Table 10
EXISTING PARKING SURVEYS – SATURDAY, SEPTEMBER 11, 2021

Time	Parking Lots																Total	Percent Occupied
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
8:00 AM	0	0	0	7	1	24	34	13	0	8	9	10	0	0	18	3	127	9%
9:00 AM	0	0	1	7	1	48	47	12	1	10	16	11	0	0	20	3	177	13%
10:00 AM	2	0	0	12	3	67	61	16	2	38	75	13	1	0	15	5	310	22%
11:00 AM	10	0	0	12	4	80	76	17	0	42	95	14	1	0	13	4	368	26%
12:00 PM	29	0	1	23	4	97	103	16	1	51	123	15	1	0	11	6	481	34%
1:00 PM	28	0	0	24	3	82	91	16	2	47	115	15	4	1	15	4	447	32%
2:00 PM	38	0	1	30	2	69	79	15	1	52	142	20	5	1	11	5	471	34%
3:00 PM	37	0	1	26	5	70	68	11	1	52	138	17	4	0	10	5	445	32%
4:00 PM	35	**0**	0	27	6	67	54	4	2	41	124	13	3	0	11	5	392	28%
5:00 PM	39	0	0	26	5	65	47	3	0	35	102	13	4	0	12	4	355	25%
6:00 PM	42	0	0	15	3	49	40	3	1	31	83	14	4	0	13	3	301	21%
7:00 PM	45	0	0	15	7	41	36	1	0	30	62	12	4	0	11	3	267	19%
8:00 PM	50	0	0	10	6	30	34	2	1	29	36	12	2	0	10	2	224	16%
Inventory	**65**	**0**	**13**	**187**	**143**	**201**	**222**	**41**	**0**	**95**	**249**	**101**	**33**	**13**	**42**	**0**	**1405**	

Projected Parking Demand

The projected parking demand of Downers Park Plaza was determined as follows:

- The estimated parking demand of the proposed Panera Bread restaurant was based on the Village of Downers Grove Municipal Code (ratio of 10 spaces per 1,000 s.f.) which is higher than the rates provided in the Institute of Transportation Engineers *Parking Generation Manual*, 5th Edition. The hourly distribution for proposed Panera Bread restaurant was also based on the Village of Downers Municipal Code. **Table 11** summarizes the hourly distribution of parking demand for the Panera Bread restaurant with a drive-through window.

- The estimated parking demand of the vacant space was based on the Village of Downers Grove Municipal Code (ratio of four spaces per 1,000 s.f.), which is higher than the rates provided in the Institute of Transportation Engineers *Parking Generation Manual*, 5th Edition. The hourly distribution for vacant space was also based on the Village of Downers Municipal Code. **Table 12** summarizes the hourly distribution of parking demand for the vacant space.

Table 11
PROJECTED PANERA BREAD HOURLY PARKING OCCUPANCY

Time Period	Weekday	Weekend
8:00 AM	27	27
9:00 AM	27	27
10:00 AM	27	27
11:00 AM	27	27
12:00 AM	27	27
1:00 PM	27	27
2:00 PM	27	27
3:00 PM	27	27
4:00 PM	27	27
5:00 PM	27	27
6:00 PM	39	39
7:00 PM	39	39
8:00 PM	39	39

Table 12
VACANT HOURLY PARKING OCCUPANCY

Time Period	Weekday	Weekend
8:00 AM	93	133
9:00 AM	93	133
10:00 AM	93	133
11:00 AM	93	133
12:00 AM	93	133
1:00 PM	93	133
2:00 PM	93	133
3:00 PM	93	133
4:00 PM	93	133
5:00 PM	93	133
6:00 PM	120	80
7:00 PM	120	80
8:00 PM	120	80

Projected Parking Demand Results

Tables 13 and **14** show the total projected parking demand of Downers Park Plaza based on the following:

- The existing hourly parking demand.
- The additional hourly parking demand estimated to be generated by the proposed Panera Bread with a drive-through window.
- The additional hourly parking demand estimated to be generated by the full occupancy of Downers Park Plaza.

It should be noted that the number of parking spaces will be reduced by 101 parking spaces due to the buildout of the proposed Panera Bread restaurant, resulting in a proposed parking supply of 1,304 parking spaces.

Table 13
PROJECTED HOURLY PARKING OCCUPANCY - WEEKDAY

Time	Existing Surveys	Proposed Panera Bread	Vacant Space	Total	Percent Occupied
8:00 AM	147	27	93	267	20%
9:00 AM	216	27	93	336	26%
10:00 AM	324	27	93	444	34%
11:00 AM	392	27	93	512	39%
12:00 PM	409	27	93	529	41%
1:00 PM	448	27	93	568	44%
2:00 PM	409	27	93	529	41%
3:00 PM	371	27	93	491	38%
4:00 PM	373	27	93	493	38%
5:00 PM	349	27	93	469	36%
6:00 PM	353	39	120	512	39%
7:00 PM	283	39	120	442	34%
8:00 PM	243	39	120	402	31%
Inventory				**1304**	

Table 14
PROJECTED HOURLY PARKING OCCUPANCY - SATURDAY

Time	Existing Surveys	Proposed Panera Bread	Vacant Space	Total	Percent Occupied
8:00 AM	127	27	133	287	20%
9:00 AM	177	27	133	337	24%
10:00 AM	310	27	133	470	33%
11:00 AM	368	27	133	528	38%
12:00 PM	481	27	133	641	46%
1:00 PM	447	27	133	607	43%
2:00 PM	471	27	133	631	45%
3:00 PM	445	27	133	605	43%
4:00 PM	392	27	133	552	39%
5:00 PM	355	27	133	515	37%
6:00 PM	301	39	80	420	30%
7:00 PM	267	39	80	386	27%
8:00 PM	224	39	80	343	24%
Inventory				**1304**	

The following summarizes the results of the projected parking demand:

- *Weekday Peak Parking Demand*. Downers Park Plaza is estimated to have a peak parking demand of approximately 568 vehicles (44 percent) on a Thursday at 12:00 P.M.

- *Weekend Peak Parking Demand*. Downers Park Plaza is estimated to have a peak parking demand of approximately 641 vehicles (46 percent) on a Saturday at 1:00 P.M.

Based on the projected parking demand it can be seen that the proposed parking supply is sufficient to accommodate the parking demand of the proposed Panera Bread restaurant with a drive-through window.

6. Conclusion

Based on existing conditions and the traffic capacity analyses, the findings and recommendations of this study are outlined below:

- The volume of traffic estimated to be generated by the proposed Panera Bread restaurant will be reduced due to pass-by trips and internal capture.
- The results of the capacity analysis indicate that the traffic that will be generated by the proposed Panera Bread restaurant will not have a significant impact on the area roadways.
- The access system serving Downers Park Plaza will ensure an adequate and flexible access system is provided to accommodate the traffic that will be generated by the proposed Panera Bread restaurant.
- The site plan provides for efficient circulation and adequate stacking for the proposed Panera Bread restaurant.
- Appropriate wayfinding signs and striping should be provided within the site directing customers to and from the entrance of the drive-through lane.
- "Do Not Enter" signs should be placed at the exit of the drive-through lane to deter opposing traffic from entering the drive-through lane from the one-way exit direction.
- Exiting movements from the drive-through lane should be under stop sign control.
- Based on field observations, the westbound lanes should be restriped at the signalized access drives serving Downers Park Plaza.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with Dunham Rd
Site Code:
Start Date: 09/09/2021
Page No: 1

Turning Movement Data

Start Time	Dunham Rd Eastbound						Downers Park Plaza Westbound						Lemont Rd Northbound						Lem,ont Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	0	37	0	38	0	0	0	0	0	0	0	16	107	2	0	125	0	0	71	0	0	71	234
7:15 AM	0	4	1	29	0	34	0	2	1	0	0	3	0	49	149	0	0	198	0	0	94	3	0	97	332
7:30 AM	0	0	2	47	0	49	0	2	0	0	0	2	0	42	165	4	0	211	0	0	93	1	0	94	356
7:45 AM	0	0	0	68	0	68	0	1	1	0	0	2	0	38	180	3	0	221	0	1	101	0	0	102	393
Hourly Total	0	5	3	181	0	189	0	5	2	0	0	7	0	145	601	9	0	755	0	1	359	4	0	364	1315
8:00 AM	0	4	3	53	0	60	0	3	0	0	0	3	0	18	141	3	0	162	0	0	96	1	0	97	322
8:15 AM	0	0	2	31	0	33	0	2	0	0	0	2	0	15	140	6	0	161	0	0	115	2	0	117	313
8:30 AM	0	1	1	27	0	29	0	2	2	2	0	6	0	16	123	5	0	144	0	2	95	2	0	99	278
8:45 AM	0	4	3	15	0	22	0	5	0	0	1	5	0	15	124	8	0	147	0	1	94	2	1	97	271
Hourly Total	0	9	9	126	0	144	0	12	2	2	1	16	0	64	528	22	0	614	0	3	400	7	1	410	1184
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	3	42	0	47	0	15	6	2	0	23	0	23	158	7	0	188	0	5	169	1	0	175	433
4:15 PM	0	2	8	39	0	49	0	9	3	4	0	16	0	40	138	5	0	183	0	8	179	4	0	191	439
4:30 PM	0	3	3	30	0	36	0	14	7	2	0	23	0	23	131	13	0	167	1	2	195	2	0	200	426
4:45 PM	0	0	9	26	0	35	0	8	2	1	0	11	0	40	169	8	0	217	0	5	152	5	0	162	425
Hourly Total	0	7	23	137	0	167	0	46	18	9	0	73	0	126	596	33	0	755	1	20	695	12	0	728	1723
5:00 PM	0	3	5	35	0	43	0	8	2	3	0	13	0	33	145	10	0	188	0	0	181	1	0	182	426
5:15 PM	0	0	6	40	0	46	0	10	4	0	1	14	1	39	163	7	1	210	0	4	169	4	0	177	447
5:30 PM	0	1	4	41	0	46	0	10	10	0	0	20	0	49	132	13	0	194	0	2	180	2	0	184	444
5:45 PM	0	3	4	39	0	46	0	9	2	2	0	13	0	45	167	13	0	225	0	4	145	4	0	153	437
Hourly Total	0	7	19	155	0	181	0	37	18	5	1	60	1	166	607	43	1	817	0	10	675	11	0	696	1754
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	2	8	41	3	51	0	25	4	0	0	29	0	20	132	12	0	164	0	2	147	4	1	153	397
12:15 PM	0	2	1	33	1	36	0	18	8	2	0	28	2	24	176	14	0	216	0	1	130	8	0	139	419
12:30 PM	0	4	9	33	2	46	0	18	3	2	1	23	2	38	140	12	0	192	0	6	117	6	0	129	390
12:45 PM	0	2	11	35	0	48	1	24	8	2	0	35	0	36	134	7	0	177	0	5	148	6	2	159	419
Hourly Total	0	10	29	142	6	181	1	85	23	6	1	115	4	118	582	45	0	749	0	14	542	24	3	580	1625
1:00 PM	0	3	11	45	0	59	0	25	2	3	0	30	0	44	147	7	0	198	0	2	141	3	0	146	433
1:15 PM	0	1	7	44	1	52	0	23	5	4	0	32	0	19	113	16	0	148	0	1	133	4	0	138	370
1:30 PM	0	4	4	40	0	48	0	18	12	3	0	33	1	27	122	14	0	164	0	8	138	1	0	147	392
1:45 PM	0	5	4	27	0	36	0	17	7	1	0	25	0	26	119	6	1	151	0	3	145	4	2	152	364
Hourly Total	0	13	26	156	1	195	0	83	26	11	0	120	1	116	501	43	1	661	0	14	557	12	2	583	1559
Grand Total	0	51	109	897	7	1057	1	268	89	33	3	391	6	735	3415	195	2	4351	1	62	3228	70	6	3361	9160
Approach %	0.0	4.8	10.3	84.9	-	-	0.3	68.5	22.8	8.4	-	-	0.1	16.9	78.5	4.5	-	-	0.0	1.8	96.0	2.1	-	-	-
Total %	0.0	0.6	1.2	9.8	-	11.5	0.0	2.9	1.0	0.4	-	4.3	0.1	8.0	37.3	2.1	-	47.5	0.0	0.7	35.2	0.8	-	36.7	-

Lights	0	49	107	886	-	1042	1	267	85	33	-	386	6	722	3339	190	-	4257	1	62	3170	66	-	3299	8984
% Lights	-	96.1	98.2	98.8	-	98.6	100.0	99.6	95.5	100.0	-	98.7	100.0	98.2	97.8	97.4	-	97.8	100.0	100.0	98.2	94.3	-	98.2	98.1
Buses	0	0	0	4	-	4	0	0	1	0	-	1	0	6	19	0	-	25	0	0	13	1	-	14	44
% Buses	-	0.0	0.0	0.4	-	0.4	0.0	0.0	1.1	0.0	-	0.3	0.0	0.8	0.6	0.0	-	0.6	0.0	0.0	0.4	1.4	-	0.4	0.5
Single-Unit Trucks	0	2	0	7	-	9	0	1	0	0	-	1	0	6	43	5	-	54	0	0	41	2	-	43	107
% Single-Unit Trucks	-	3.9	0.0	0.8	-	0.9	0.0	0.4	0.0	0.0	-	0.3	0.0	0.8	1.3	2.6	-	1.2	0.0	0.0	1.3	2.9	-	1.3	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	14	0	-	14	0	0	4	1	-	5	19
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.1	1.4	-	0.1	0.2
Bicycles on Road	0	0	2	0	-	2	0	0	3	0	-	3	0	1	0	0	-	1	0	0	0	0	-	0	6
% Bicycles on Road	-	0.0	1.8	0.0	-	0.2	0.0	0.0	3.4	0.0	-	0.8	0.0	0.1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with Dunham Rd
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Dunham Rd Eastbound						Downers Park Plaza Westbound						Lemont Rd Northbound						Lem,ont Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	4	1	29	0	34	0	2	1	0	0	3	0	49	149	0	0	198	0	0	94	3	0	97	332
7:30 AM	0	0	2	47	0	49	0	2	0	0	0	2	0	42	165	4	0	211	0	0	93	1	0	94	356
7:45 AM	0	0	0	68	0	68	0	1	1	0	0	2	0	38	180	3	0	221	0	1	101	0	0	102	393
8:00 AM	0	4	3	53	0	60	0	3	0	0	0	3	0	18	141	3	0	162	0	0	96	1	0	97	322
Total	0	8	6	197	0	211	0	8	2	0	0	10	0	147	635	10	0	792	0	1	384	5	0	390	1403
Approach %	0.0	3.8	2.8	93.4	-	-	0.0	80.0	20.0	0.0	-	-	0.0	18.6	80.2	1.3	-	-	0.0	0.3	98.5	1.3	-	-	-
Total %	0.0	0.6	0.4	14.0	-	15.0	0.0	0.6	0.1	0.0	-	0.7	0.0	10.5	45.3	0.7	-	56.5	0.0	0.1	27.4	0.4	-	27.8	-
PHF	0.000	0.500	0.500	0.724	-	0.776	0.000	0.667	0.500	0.000	-	0.833	0.000	0.750	0.882	0.625	-	0.896	0.000	0.250	0.950	0.417	-	0.956	0.892
Lights	0	8	5	196	-	209	0	8	1	0	-	9	0	142	611	9	-	762	0	1	366	4	-	371	1351
% Lights	-	100.0	83.3	99.5	-	99.1	-	100.0	50.0	-	-	90.0	-	96.6	96.2	90.0	-	96.2	-	100.0	95.3	80.0	-	95.1	96.3
Buses	0	0	0	1	-	1	0	0	1	0	-	1	0	4	4	0	-	8	0	0	6	1	-	7	17
% Buses	-	0.0	0.0	0.5	-	0.5	-	0.0	50.0	-	-	10.0	-	2.7	0.6	0.0	-	1.0	-	0.0	1.6	20.0	-	1.8	1.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	13	1	-	15	0	0	10	0	-	10	25
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.7	2.0	10.0	-	1.9	-	0.0	2.6	0.0	-	2.6	1.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	7	0	0	2	0	-	2	9
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	1.1	0.0	-	0.9	-	0.0	0.5	0.0	-	0.5	0.6
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	16.7	0.0	-	0.5	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
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 epurguette@kloainc.com

Count Name: Lemont Rd with Dunham Rd
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Dunham Rd Eastbound						Downers Park Plaza Westbound						Lemont Rd Northbound						Lem,ont Rd 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	3	5	35	0	43	0	8	2	3	0	13	0	33	145	10	0	188	0	0	181	1	0	182	426
5:15 PM	0	0	6	40	0	46	0	10	4	0	1	14	1	39	163	7	1	210	0	4	169	4	0	177	447
5:30 PM	0	1	4	41	0	46	0	10	10	0	0	20	0	49	132	13	0	194	0	2	180	2	0	184	444
5:45 PM	0	3	4	39	0	46	0	9	2	2	0	13	0	45	167	13	0	225	0	4	145	4	0	153	437
Total	0	7	19	155	0	181	0	37	18	5	1	60	1	166	607	43	1	817	0	10	675	11	0	696	1754
Approach %	0.0	3.9	10.5	85.6	-	-	0.0	61.7	30.0	8.3	-	-	0.1	20.3	74.3	5.3	-	-	0.0	1.4	97.0	1.6	-	-	-
Total %	0.0	0.4	1.1	8.8	-	10.3	0.0	2.1	1.0	0.3	-	3.4	0.1	9.5	34.6	2.5	-	46.6	0.0	0.6	38.5	0.6	-	39.7	-
PHF	0.000	0.583	0.792	0.945	-	0.984	0.000	0.925	0.450	0.417	-	0.750	0.250	0.847	0.909	0.827	-	0.908	0.000	0.625	0.932	0.688	-	0.946	0.981
Lights	0	7	19	155	-	181	0	37	16	5	-	58	1	166	601	42	-	810	0	10	666	11	-	687	1736
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	88.9	100.0	-	96.7	100.0	100.0	99.0	97.7	-	99.1	-	100.0	98.7	100.0	-	98.7	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	1	-	5	0	0	7	0	-	7	12
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.7	2.3	-	0.6	-	0.0	1.0	0.0	-	1.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
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	11.1	0.0	-	3.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	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 epurguette@kloainc.com

Count Name: Lemont Rd with Dunham Rd
Site Code:
Start Date: 09/09/2021
Page No: 5

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Dunham Rd Eastbound						Downers Park Plaza Westbound						Lemont Rd Northbound						Lem,ont Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:15 PM	0	2	1	33	1	36	0	18	8	2	0	28	2	24	176	14	0	216	0	1	130	8	0	139	419
12:30 PM	0	4	9	33	2	46	0	18	3	2	1	23	2	38	140	12	0	192	0	6	117	6	0	129	390
12:45 PM	0	2	11	35	0	48	1	24	8	2	0	35	0	36	134	7	0	177	0	5	148	6	2	159	419
1:00 PM	0	3	11	45	0	59	0	25	2	3	0	30	0	44	147	7	0	198	0	2	141	3	0	146	433
Total	0	11	32	146	3	189	1	85	21	9	1	116	4	142	597	40	0	783	0	14	536	23	2	573	1661
Approach %	0.0	5.8	16.9	77.2	-	-	0.9	73.3	18.1	7.8	-	-	0.5	18.1	76.2	5.1	-	-	0.0	2.4	93.5	4.0	-	-	-
Total %	0.0	0.7	1.9	8.8	-	11.4	0.1	5.1	1.3	0.5	-	7.0	0.2	8.5	35.9	2.4	-	47.1	0.0	0.8	32.3	1.4	-	34.5	-
PHF	0.000	0.688	0.727	0.811	-	0.801	0.250	0.850	0.656	0.750	-	0.829	0.500	0.807	0.848	0.714	-	0.906	0.000	0.583	0.905	0.719	-	0.901	0.959
Lights	0	10	32	145	-	187	1	85	21	9	-	116	4	140	588	39	-	771	0	14	529	20	-	563	1637
% Lights	-	90.9	100.0	99.3	-	98.9	100.0	100.0	100.0	100.0	-	100.0	100.0	98.6	98.5	97.5	-	98.5	-	100.0	98.7	87.0	-	98.3	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	1	0	-	1	3
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.7	0.2	0.0	-	0.3	-	0.0	0.2	0.0	-	0.2	0.2
Single-Unit Trucks	0	1	0	1	-	2	0	0	0	0	-	0	0	1	7	1	-	9	0	0	6	2	-	8	19
% Single-Unit Trucks	-	9.1	0.0	0.7	-	1.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.7	1.2	2.5	-	1.1	-	0.0	1.1	8.7	-	1.4	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.1	-	0.0	0.0	4.3	-	0.2	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	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with Dual Access Drive
Site Code:
Start Date: 09/09/2021
Page No: 1

Turning Movement Data

Start Time	West Shoping Center Drive Eastbound					Downers Park Plaza rd Westbound						Lemont Rd Northbound						Lemont Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	4	2	1	7	0	1	0	0	0	1	1	3	130	2	0	136	0	0	115	3	0	118	262
7:15 AM	0	9	0	1	10	0	0	0	0	0	0	1	3	172	1	0	177	0	1	115	1	0	117	304
7:30 AM	0	5	0	3	8	0	6	1	0	0	7	0	4	214	3	0	221	0	1	142	2	0	145	381
7:45 AM	0	13	2	3	18	0	4	1	1	0	6	0	1	190	2	0	193	0	1	151	6	0	158	375
Hourly Total	0	31	4	8	43	0	11	2	1	0	14	2	11	706	8	0	727	0	3	523	12	0	538	1322
8:00 AM	0	9	1	0	10	0	4	0	1	0	5	1	5	166	3	0	175	1	1	154	3	0	159	349
8:15 AM	0	6	2	3	11	0	5	0	0	0	5	2	5	158	10	0	175	0	0	135	3	0	138	329
8:30 AM	0	4	1	3	8	0	9	1	0	0	10	0	1	147	8	0	156	0	0	115	5	0	120	294
8:45 AM	0	8	1	5	14	0	9	0	2	1	11	2	3	131	8	0	144	0	0	114	4	0	118	287
Hourly Total	0	27	5	11	43	0	27	1	3	1	31	5	14	602	29	0	650	1	1	518	15	0	535	1259
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	13	5	7	25	0	26	3	6	0	35	2	9	157	22	0	190	1	3	214	10	0	228	478
4:15 PM	0	11	5	8	24	0	26	0	8	0	34	4	10	165	24	0	203	0	6	215	12	0	233	494
4:30 PM	0	21	4	11	36	0	51	2	2	0	55	3	13	145	14	0	175	0	7	214	14	0	235	501
4:45 PM	0	16	6	3	25	0	29	2	11	0	42	4	11	182	15	0	212	0	5	183	10	0	198	477
Hourly Total	0	61	20	29	110	0	132	7	27	0	166	13	43	649	75	0	780	1	21	826	46	0	894	1950
5:00 PM	0	13	2	10	25	0	68	1	3	0	72	5	11	162	18	0	196	0	4	173	18	0	195	488
5:15 PM	0	20	4	8	32	0	37	2	8	0	47	0	14	179	15	0	208	0	1	218	16	0	235	522
5:30 PM	0	9	3	14	26	0	42	3	4	0	49	2	9	182	16	0	209	1	6	210	18	0	235	519
5:45 PM	0	24	2	10	36	0	43	1	2	0	46	1	13	194	16	0	224	0	7	167	17	0	191	497
Hourly Total	0	66	11	42	119	0	190	7	17	0	214	8	47	717	65	0	837	1	18	768	69	0	856	2026
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	14	3	12	29	0	59	9	6	0	74	0	16	147	30	0	193	0	5	179	11	0	195	491
12:15 PM	0	29	2	10	41	0	49	4	10	0	63	1	13	169	27	0	210	0	5	165	15	0	185	499
12:30 PM	0	18	5	15	38	0	59	2	7	1	68	4	18	179	23	0	224	0	6	165	9	0	180	510
12:45 PM	0	28	2	8	38	0	60	7	6	0	73	1	16	134	31	0	182	1	6	152	18	0	177	470
Hourly Total	0	89	12	45	146	0	227	22	29	1	278	6	63	629	111	0	809	1	22	661	53	0	737	1970
1:00 PM	0	25	3	15	43	0	52	7	16	0	75	1	12	160	23	0	196	0	3	185	19	0	207	521
1:15 PM	0	16	2	10	28	1	62	4	5	0	72	4	26	125	20	0	175	0	6	180	18	0	204	479
1:30 PM	0	21	11	11	43	0	56	9	14	0	79	0	12	120	28	0	160	0	6	166	21	0	193	475
1:45 PM	0	17	5	12	34	0	62	4	11	1	77	3	13	128	25	0	169	1	8	163	21	0	193	473
Hourly Total	0	79	21	48	148	1	232	24	46	1	303	8	63	533	96	0	700	1	23	694	79	0	797	1948
Grand Total	0	353	73	183	609	1	819	63	123	3	1006	42	241	3836	384	0	4503	5	88	3990	274	0	4357	10475
Approach %	0.0	58.0	12.0	30.0	-	0.1	81.4	6.3	12.2	-	-	0.9	5.4	85.2	8.5	-	-	0.1	2.0	91.6	6.3	-	-	-
Total %	0.0	3.4	0.7	1.7	5.8	0.0	7.8	0.6	1.2	-	9.6	0.4	2.3	36.6	3.7	-	43.0	0.0	0.8	38.1	2.6	-	41.6	-

Lights	0	348	71	179	598	1	818	63	123	-	1005	42	239	3745	384	-	4410	5	88	3927	270	-	4290	10303
% Lights	-	98.6	97.3	97.8	98.2	100.0	99.9	100.0	100.0	-	99.9	100.0	99.2	97.6	100.0	-	97.9	100.0	100.0	98.4	98.5	-	98.5	98.4
Buses	0	0	1	0	1	0	0	0	0	-	0	0	0	24	0	-	24	0	0	18	2	-	20	45
% Buses	-	0.0	1.4	0.0	0.2	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.6	0.0	-	0.5	0.0	0.0	0.5	0.7	-	0.5	0.4
Single-Unit Trucks	0	5	0	4	9	0	1	0	0	-	1	0	2	54	0	-	56	0	0	41	2	-	43	109
% Single-Unit Trucks	-	1.4	0.0	2.2	1.5	0.0	0.1	0.0	0.0	-	0.1	0.0	0.8	1.4	0.0	-	1.2	0.0	0.0	1.0	0.7	-	1.0	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	13	0	-	13	0	0	4	0	-	4	17
% Articulated Trucks	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.1	0.0	-	0.1	0.2
Bicycles on Road	0	0	1	0	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	1.4	0.0	0.2	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	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with Dual Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	West Shoping Center Drive Eastbound					Downers Park Plaza rd Westbound						Lemont Rd Northbound						Lemont Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	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	
7:15 AM	0	9	0	1	10	0	0	0	0	0	0	1	3	172	1	0	177	0	1	115	1	0	117	304
7:30 AM	0	5	0	3	8	0	6	1	0	0	7	0	4	214	3	0	221	0	1	142	2	0	145	381
7:45 AM	0	13	2	3	18	0	4	1	1	0	6	0	1	190	2	0	193	0	1	151	6	0	158	375
8:00 AM	0	9	1	0	10	0	4	0	1	0	5	1	5	166	3	0	175	1	1	154	3	0	159	349
Total	0	36	3	7	46	0	14	2	2	0	18	2	13	742	9	0	766	1	4	562	12	0	579	1409
Approach %	0.0	78.3	6.5	15.2	-	0.0	77.8	11.1	11.1	-	-	0.3	1.7	96.9	1.2	-	-	0.2	0.7	97.1	2.1	-	-	-
Total %	0.0	2.6	0.2	0.5	3.3	0.0	1.0	0.1	0.1	-	1.3	0.1	0.9	52.7	0.6	-	54.4	0.1	0.3	39.9	0.9	-	41.1	-
PHF	0.000	0.692	0.375	0.583	0.639	0.000	0.583	0.500	0.500	-	0.643	0.500	0.650	0.867	0.750	-	0.867	0.250	1.000	0.912	0.500	-	0.910	0.925
Lights	0	36	3	6	45	0	14	2	2	-	18	2	13	712	9	-	736	1	4	545	10	-	560	1359
% Lights	-	100.0	100.0	85.7	97.8	-	100.0	100.0	100.0	-	100.0	100.0	100.0	96.0	100.0	-	96.1	100.0	100.0	97.0	83.3	-	96.7	96.5
Buses	0	0	0	0	0	0	0	0	0	-	0	0	0	8	0	-	8	0	0	6	1	-	7	15
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.1	0.0	-	1.0	0.0	0.0	1.1	8.3	-	1.2	1.1
Single-Unit Trucks	0	0	0	1	1	0	0	0	0	-	0	0	0	16	0	-	16	0	0	9	1	-	10	27
% Single-Unit Trucks	-	0.0	0.0	14.3	2.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	2.2	0.0	-	2.1	0.0	0.0	1.6	8.3	-	1.7	1.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	6	0	-	6	0	0	2	0	-	2	8
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.8	0.0	-	0.8	0.0	0.0	0.4	0.0	-	0.3	0.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with Dual Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (5:00 PM)

Start Time	West Shoping Center Drive Eastbound					Downers Park Plaza rd Westbound						Lemont Rd Northbound						Lemont Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	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	13	2	10	25	0	68	1	3	0	72	5	11	162	18	0	196	0	4	173	18	0	195	488
5:15 PM	0	20	4	8	32	0	37	2	8	0	47	0	14	179	15	0	208	0	1	218	16	0	235	522
5:30 PM	0	9	3	14	26	0	42	3	4	0	49	2	9	182	16	0	209	1	6	210	18	0	235	519
5:45 PM	0	24	2	10	36	0	43	1	2	0	46	1	13	194	16	0	224	0	7	167	17	0	191	497
Total	0	66	11	42	119	0	190	7	17	0	214	8	47	717	65	0	837	1	18	768	69	0	856	2026
Approach %	0.0	55.5	9.2	35.3	-	0.0	88.8	3.3	7.9	-	-	1.0	5.6	85.7	7.8	-	-	0.1	2.1	89.7	8.1	-	-	-
Total %	0.0	3.3	0.5	2.1	5.9	0.0	9.4	0.3	0.8	-	10.6	0.4	2.3	35.4	3.2	-	41.3	0.0	0.9	37.9	3.4	-	42.3	-
PHF	0.000	0.688	0.688	0.750	0.826	0.000	0.699	0.583	0.531	-	0.743	0.400	0.839	0.924	0.903	-	0.934	0.250	0.643	0.881	0.958	-	0.911	0.970
Lights	0	66	11	42	119	0	189	7	17	-	213	8	47	711	65	-	831	1	18	760	69	-	848	2011
% Lights	-	100.0	100.0	100.0	100.0	-	99.5	100.0	100.0	-	99.5	100.0	100.0	99.2	100.0	-	99.3	100.0	100.0	99.0	100.0	-	99.1	99.3
Buses	0	0	0	0	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	-	1	0	0	5	0	-	5	0	0	6	0	-	6	12
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0	-	0.5	0.0	0.0	-	0.5	0.0	0.0	0.7	0.0	-	0.6	0.0	0.0	0.8	0.0	-	0.7	0.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% 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	0.1	0.0	-	0.1	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
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with Dual Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	West Shoping Center Drive Eastbound					Downers Park Plaza rd Westbound						Lemont Rd Northbound						Lemont Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	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	
12:15 PM	0	29	2	10	41	0	49	4	10	0	63	1	13	169	27	0	210	0	5	165	15	0	185	499
12:30 PM	0	18	5	15	38	0	59	2	7	1	68	4	18	179	23	0	224	0	6	165	9	0	180	510
12:45 PM	0	28	2	8	38	0	60	7	6	0	73	1	16	134	31	0	182	1	6	152	18	0	177	470
1:00 PM	0	25	3	15	43	0	52	7	16	0	75	1	12	160	23	0	196	0	3	185	19	0	207	521
Total	0	100	12	48	160	0	220	20	39	1	279	7	59	642	104	0	812	1	20	667	61	0	749	2000
Approach %	0.0	62.5	7.5	30.0	-	0.0	78.9	7.2	14.0	-	-	0.9	7.3	79.1	12.8	-	-	0.1	2.7	89.1	8.1	-	-	-
Total %	0.0	5.0	0.6	2.4	8.0	0.0	11.0	1.0	2.0	-	14.0	0.4	3.0	32.1	5.2	-	40.6	0.1	1.0	33.4	3.1	-	37.5	-
PHF	0.000	0.862	0.600	0.800	0.930	0.000	0.917	0.714	0.609	-	0.930	0.438	0.819	0.897	0.839	-	0.906	0.250	0.833	0.901	0.803	-	0.905	0.960
Lights	0	98	12	47	157	0	220	20	39	-	279	7	59	631	104	-	801	1	20	660	61	-	742	1979
% Lights	-	98.0	100.0	97.9	98.1	-	100.0	100.0	100.0	-	100.0	100.0	100.0	98.3	100.0	-	98.6	100.0	100.0	99.0	100.0	-	99.1	99.0
Buses	0	0	0	0	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	3
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.1	0.0	-	0.1	0.2
Single-Unit Trucks	0	2	0	1	3	0	0	0	0	-	0	0	0	7	0	-	7	0	0	6	0	-	6	16
% Single-Unit Trucks	-	2.0	0.0	2.1	1.9	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.1	0.0	-	0.9	0.0	0.0	0.9	0.0	-	0.8	0.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.2	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	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with North Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Data

Start Time	Lemont Rd Eastbound					Lemont Rd Westbound					North Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	108	2	0	110	0	1	80	0	81	0	0	1	1	1	192
7:15 AM	0	150	1	1	151	0	9	91	0	100	0	0	1	0	1	252
7:30 AM	0	166	1	0	167	0	4	98	0	102	0	1	3	0	4	273
7:45 AM	0	160	4	0	164	0	7	96	1	103	0	2	2	0	4	271
Hourly Total	0	584	8	1	592	0	21	365	1	386	0	3	7	1	10	988
8:00 AM	0	152	8	0	160	0	9	99	0	108	0	3	6	0	9	277
8:15 AM	0	145	1	0	146	0	14	103	0	117	0	1	6	0	7	270
8:30 AM	0	115	4	0	119	0	9	97	0	106	0	1	13	0	14	239
8:45 AM	0	127	2	0	129	0	15	102	0	117	0	3	11	1	14	260
Hourly Total	0	539	15	0	554	0	47	401	0	448	0	8	36	1	44	1046
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	155	4	0	159	0	20	166	0	186	0	2	25	0	27	372
4:15 PM	0	147	4	0	151	0	23	193	0	216	0	3	35	0	38	405
4:30 PM	0	132	5	0	137	0	20	203	0	223	0	2	20	0	22	382
4:45 PM	0	151	7	0	158	0	20	166	0	186	0	2	31	0	33	377
Hourly Total	0	585	20	0	605	0	83	728	0	811	0	9	111	0	120	1536
5:00 PM	0	153	4	0	157	0	23	176	0	199	0	4	22	0	26	382
5:15 PM	0	162	4	0	166	1	15	172	0	188	0	5	30	0	35	389
5:30 PM	0	135	4	0	139	0	22	177	0	199	0	5	20	1	25	363
5:45 PM	0	164	6	0	170	0	14	137	0	151	0	5	35	0	40	361
Hourly Total	0	614	18	0	632	1	74	662	0	737	0	19	107	1	126	1495
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	127	5	0	132	0	25	142	0	167	0	2	33	0	35	334
12:15 PM	0	175	4	0	179	0	26	129	0	155	0	5	28	0	33	367
12:30 PM	0	155	1	0	156	0	25	139	0	164	0	5	29	1	34	354
12:45 PM	0	135	1	0	136	0	29	146	0	175	0	6	30	0	36	347
Hourly Total	0	592	11	0	603	0	105	556	0	661	0	18	120	1	138	1402
1:00 PM	0	154	4	0	158	0	22	135	0	157	0	6	18	1	24	339
1:15 PM	0	111	3	0	114	0	30	147	0	177	0	1	36	0	37	328
1:30 PM	0	123	2	0	125	0	28	130	0	158	0	3	33	0	36	319
1:45 PM	0	128	3	0	131	0	24	150	0	174	0	6	33	0	39	344
Hourly Total	0	516	12	0	528	0	104	562	0	666	0	16	120	1	136	1330
Grand Total	0	3430	84	1	3514	1	434	3274	1	3709	0	73	501	5	574	7797
Approach %	0.0	97.6	2.4	-	-	0.0	11.7	88.3	-	-	0.0	12.7	87.3	-	-	-
Total %	0.0	44.0	1.1	-	45.1	0.0	5.6	42.0	-	47.6	0.0	0.9	6.4	-	7.4	-
Lights	0	3353	79	-	3432	1	431	3210	-	3642	0	69	499	-	568	7642

% Lights	-	97.8	94.0	-	97.7	100.0	99.3	98.0	-	98.2	-	94.5	99.6	-	99.0	98.0
Buses	0	17	0	-	17	0	1	16	-	17	0	0	0	-	0	34
% Buses	-	0.5	0.0	-	0.5	0.0	0.2	0.5	-	0.5	-	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	48	3	-	51	0	1	45	-	46	0	3	1	-	4	101
% Single-Unit Trucks	-	1.4	3.6	-	1.5	0.0	0.2	1.4	-	1.2	-	4.1	0.2	-	0.7	1.3
Articulated Trucks	0	12	2	-	14	0	1	3	-	4	0	1	1	-	2	20
% Articulated Trucks	-	0.3	2.4	-	0.4	0.0	0.2	0.1	-	0.1	-	1.4	0.2	-	0.3	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with North Access Drive
Site Code:
Start Date: 09/09/2021
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Lemont Rd Eastbound					Lemont Rd Westbound					North Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	150	1	1	151	0	9	91	0	100	0	0	1	0	1	252
7:30 AM	0	166	1	0	167	0	4	98	0	102	0	1	3	0	4	273
7:45 AM	0	160	4	0	164	0	7	96	1	103	0	2	2	0	4	271
8:00 AM	0	152	8	0	160	0	9	99	0	108	0	3	6	0	9	277
Total	0	628	14	1	642	0	29	384	1	413	0	6	12	0	18	1073
Approach %	0.0	97.8	2.2	-	-	0.0	7.0	93.0	-	-	0.0	33.3	66.7	-	-	-
Total %	0.0	58.5	1.3	-	59.8	0.0	2.7	35.8	-	38.5	0.0	0.6	1.1	-	1.7	-
PHF	0.000	0.946	0.438	-	0.961	0.000	0.806	0.970	-	0.956	0.000	0.500	0.500	-	0.500	0.968
Lights	0	607	12	-	619	0	27	367	-	394	0	3	12	-	15	1028
% Lights	-	96.7	85.7	-	96.4	-	93.1	95.6	-	95.4	-	50.0	100.0	-	83.3	95.8
Buses	0	4	0	-	4	0	1	8	-	9	0	0	0	-	0	13
% Buses	-	0.6	0.0	-	0.6	-	3.4	2.1	-	2.2	-	0.0	0.0	-	0.0	1.2
Single-Unit Trucks	0	12	0	-	12	0	0	8	-	8	0	2	0	-	2	22
% Single-Unit Trucks	-	1.9	0.0	-	1.9	-	0.0	2.1	-	1.9	-	33.3	0.0	-	11.1	2.1
Articulated Trucks	0	5	2	-	7	0	1	1	-	2	0	1	0	-	1	10
% Articulated Trucks	-	0.8	14.3	-	1.1	-	3.4	0.3	-	0.5	-	16.7	0.0	-	5.6	0.9
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with North Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Lemont Rd Eastbound					Lemont Rd Westbound					North Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
5:00 PM	0	153	4	0	157	0	23	176	0	199	0	4	22	0	26	382
5:15 PM	0	162	4	0	166	1	15	172	0	188	0	5	30	0	35	389
5:30 PM	0	135	4	0	139	0	22	177	0	199	0	5	20	1	25	363
5:45 PM	0	164	6	0	170	0	14	137	0	151	0	5	35	0	40	361
Total	0	614	18	0	632	1	74	662	0	737	0	19	107	1	126	1495
Approach %	0.0	97.2	2.8	-	-	0.1	10.0	89.8	-	-	0.0	15.1	84.9	-	-	-
Total %	0.0	41.1	1.2	-	42.3	0.1	4.9	44.3	-	49.3	0.0	1.3	7.2	-	8.4	-
PHF	0.000	0.936	0.750	-	0.929	0.250	0.804	0.935	-	0.926	0.000	0.950	0.764	-	0.788	0.961
Lights	0	609	16	-	625	1	74	652	-	727	0	19	107	-	126	1478
% Lights	-	99.2	88.9	-	98.9	100.0	100.0	98.5	-	98.6	-	100.0	100.0	-	100.0	98.9
Buses	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Buses	-	0.2	0.0	-	0.2	0.0	0.0	0.2	-	0.1	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	4	2	-	6	0	0	8	-	8	0	0	0	-	0	14
% Single-Unit Trucks	-	0.7	11.1	-	0.9	0.0	0.0	1.2	-	1.1	-	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.2	-	0.1	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with North Access Drive
Site Code:
Start Date: 09/09/2021
Page No: 5

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Lemont Rd Eastbound					Lemont Rd Westbound					North Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:15 PM	0	175	4	0	179	0	26	129	0	155	0	5	28	0	33	367
12:30 PM	0	155	1	0	156	0	25	139	0	164	0	5	29	1	34	354
12:45 PM	0	135	1	0	136	0	29	146	0	175	0	6	30	0	36	347
1:00 PM	0	154	4	0	158	0	22	135	0	157	0	6	18	1	24	339
Total	0	619	10	0	629	0	102	549	0	651	0	22	105	2	127	1407
Approach %	0.0	98.4	1.6	-	-	0.0	15.7	84.3	-	-	0.0	17.3	82.7	-	-	-
Total %	0.0	44.0	0.7	-	44.7	0.0	7.2	39.0	-	46.3	0.0	1.6	7.5	-	9.0	-
PHF	0.000	0.884	0.625	-	0.878	0.000	0.879	0.940	-	0.930	0.000	0.917	0.875	-	0.882	0.958
Lights	0	607	10	-	617	0	102	538	-	640	0	22	105	-	127	1384
% Lights	-	98.1	100.0	-	98.1	-	100.0	98.0	-	98.3	-	100.0	100.0	-	100.0	98.4
Buses	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Buses	-	0.2	0.0	-	0.2	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	9	0	-	9	0	0	9	-	9	0	0	0	-	0	18
% Single-Unit Trucks	-	1.5	0.0	-	1.4	-	0.0	1.6	-	1.4	-	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	2	0	-	2	0	0	1	-	1	0	0	0	-	0	3
% Articulated Trucks	-	0.3	0.0	-	0.3	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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(847)518-9990 epurguette@kloainc.com

Count Name: Lemont Rd with South Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Data

Start Time	Downers Park Plaza Rd Westbound					Lemont Rd Northbound					Lemont Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	125	2	0	127	0	0	114	0	114	241
7:15 AM	0	0	0	0	0	0	180	4	0	184	0	0	112	0	112	296
7:30 AM	0	0	0	0	0	0	217	2	0	219	0	0	152	0	152	371
7:45 AM	0	0	1	1	1	0	200	4	0	204	0	0	166	0	166	371
Hourly Total	0	0	1	1	1	0	722	12	0	734	0	0	544	0	544	1279
8:00 AM	0	0	0	0	0	0	179	1	0	180	0	0	151	0	151	331
8:15 AM	0	0	0	0	0	0	153	7	0	160	0	0	164	0	164	324
8:30 AM	0	0	0	0	0	0	167	6	0	173	0	0	132	0	132	305
8:45 AM	0	0	0	0	0	0	161	6	0	167	0	0	128	0	128	295
Hourly Total	0	0	0	0	0	0	660	20	0	680	0	0	575	0	575	1255
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	0	0	198	19	0	217	0	0	225	0	225	442
4:15 PM	0	0	7	0	7	0	210	34	0	244	0	0	271	0	271	522
4:30 PM	0	0	5	0	5	0	153	23	0	176	0	0	288	0	288	469
4:45 PM	0	0	5	0	5	0	209	15	0	224	0	0	237	0	237	466
Hourly Total	0	0	17	0	17	0	770	91	0	861	0	0	1021	0	1021	1899
5:00 PM	0	0	4	0	4	0	209	21	0	230	0	0	249	0	249	483
5:15 PM	0	0	0	1	0	0	205	21	2	226	0	0	295	0	295	521
5:30 PM	0	0	1	0	1	0	213	22	0	235	0	0	262	0	262	498
5:45 PM	0	0	2	0	2	0	229	28	0	257	0	0	233	0	233	492
Hourly Total	0	0	7	1	7	0	856	92	2	948	0	0	1039	0	1039	1994
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	0	3	0	3	0	194	29	0	223	0	0	250	0	250	476
12:15 PM	0	0	5	0	5	0	210	47	0	257	0	0	237	0	237	499
12:30 PM	0	0	4	1	4	0	214	42	0	256	0	0	222	0	222	482
12:45 PM	0	0	4	0	4	0	184	43	0	227	0	0	194	0	194	425
Hourly Total	0	0	16	1	16	0	802	161	0	963	0	0	903	0	903	1882
1:00 PM	0	0	3	1	3	0	193	39	0	232	0	0	290	0	290	525
1:15 PM	0	0	10	0	10	0	169	50	0	219	0	0	255	0	255	484
1:30 PM	0	0	0	0	0	0	163	48	0	211	0	0	259	0	259	470
1:45 PM	0	0	8	1	8	0	159	51	0	210	0	0	247	0	247	465
Hourly Total	0	0	21	2	21	0	684	188	0	872	0	0	1051	0	1051	1944
Grand Total	0	0	62	5	62	0	4494	564	2	5058	0	0	5133	0	5133	10253
Approach %	0.0	0.0	100.0	-	-	0.0	88.8	11.2	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.6	-	0.6	0.0	43.8	5.5	-	49.3	0.0	0.0	50.1	-	50.1	-
Lights	0	0	62	-	62	0	4406	556	-	4962	0	0	5066	-	5066	10090

% Lights	-	-	100.0	-	100.0	-	98.0	98.6	-	98.1	-	-	98.7	-	98.7	98.4
Buses	0	0	0	-	0	0	24	1	-	25	0	0	14	-	14	39
% Buses	-	-	0.0	-	0.0	-	0.5	0.2	-	0.5	-	-	0.3	-	0.3	0.4
Single-Unit Trucks	0	0	0	-	0	0	49	2	-	51	0	0	48	-	48	99
% Single-Unit Trucks	-	-	0.0	-	0.0	-	1.1	0.4	-	1.0	-	-	0.9	-	0.9	1.0
Articulated Trucks	0	0	0	-	0	0	13	2	-	15	0	0	5	-	5	20
% Articulated Trucks	-	-	0.0	-	0.0	-	0.3	0.4	-	0.3	-	-	0.1	-	0.1	0.2
Bicycles on Road	0	0	0	-	0	0	2	3	-	5	0	0	0	-	0	5
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.5	-	0.1	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	5	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: Lemont Rd with South Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Downers Park Plaza Rd Westbound					Lemont Rd Northbound					Lemont Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:15 AM	0	0	0	0	0	0	180	4	0	184	0	0	112	0	112	296
7:30 AM	0	0	0	0	0	0	217	2	0	219	0	0	152	0	152	371
7:45 AM	0	0	1	1	1	0	200	4	0	204	0	0	166	0	166	371
8:00 AM	0	0	0	0	0	0	179	1	0	180	0	0	151	0	151	331
Total	0	0	1	1	1	0	776	11	0	787	0	0	581	0	581	1369
Approach %	0.0	0.0	100.0	-	-	0.0	98.6	1.4	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.1	-	0.1	0.0	56.7	0.8	-	57.5	0.0	0.0	42.4	-	42.4	-
PHF	0.000	0.000	0.250	-	0.250	0.000	0.894	0.688	-	0.898	0.000	0.000	0.875	-	0.875	0.923
Lights	0	0	1	-	1	0	749	10	-	759	0	0	564	-	564	1324
% Lights	-	-	100.0	-	100.0	-	96.5	90.9	-	96.4	-	-	97.1	-	97.1	96.7
Buses	0	0	0	-	0	0	8	0	-	8	0	0	5	-	5	13
% Buses	-	-	0.0	-	0.0	-	1.0	0.0	-	1.0	-	-	0.9	-	0.9	0.9
Single-Unit Trucks	0	0	0	-	0	0	13	1	-	14	0	0	10	-	10	24
% Single-Unit Trucks	-	-	0.0	-	0.0	-	1.7	9.1	-	1.8	-	-	1.7	-	1.7	1.8
Articulated Trucks	0	0	0	-	0	0	6	0	-	6	0	0	2	-	2	8
% Articulated Trucks	-	-	0.0	-	0.0	-	0.8	0.0	-	0.8	-	-	0.3	-	0.3	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Lemont Rd with South Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Downers Park Plaza Rd Westbound					Lemont Rd Northbound					Lemont Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
5:00 PM	0	0	4	0	4	0	209	21	0	230	0	0	249	0	249	483
5:15 PM	0	0	0	1	0	0	205	21	2	226	0	0	295	0	295	521
5:30 PM	0	0	1	0	1	0	213	22	0	235	0	0	262	0	262	498
5:45 PM	0	0	2	0	2	0	229	28	0	257	0	0	233	0	233	492
Total	0	0	7	1	7	0	856	92	2	948	0	0	1039	0	1039	1994
Approach %	0.0	0.0	100.0	-	-	0.0	90.3	9.7	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.4	-	0.4	0.0	42.9	4.6	-	47.5	0.0	0.0	52.1	-	52.1	-
PHF	0.000	0.000	0.438	-	0.438	0.000	0.934	0.821	-	0.922	0.000	0.000	0.881	-	0.881	0.957
Lights	0	0	7	-	7	0	848	91	-	939	0	0	1029	-	1029	1975
% Lights	-	-	100.0	-	100.0	-	99.1	98.9	-	99.1	-	-	99.0	-	99.0	99.0
Buses	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Buses	-	-	0.0	-	0.0	-	0.1	0.0	-	0.1	-	-	0.1	-	0.1	0.1
Single-Unit Trucks	0	0	0	-	0	0	7	0	-	7	0	0	8	-	8	15
% Single-Unit Trucks	-	-	0.0	-	0.0	-	0.8	0.0	-	0.7	-	-	0.8	-	0.8	0.8
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	1.1	-	0.1	-	-	0.1	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	2	-	-	-	-	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 epurguette@kloainc.com

Count Name: Lemont Rd with South Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Downers Park Plaza Rd Westbound					Lemont Rd Northbound					Lemont Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
12:15 PM	0	0	5	0	5	0	210	47	0	257	0	0	237	0	237	499
12:30 PM	0	0	4	1	4	0	214	42	0	256	0	0	222	0	222	482
12:45 PM	0	0	4	0	4	0	184	43	0	227	0	0	194	0	194	425
1:00 PM	0	0	3	1	3	0	193	39	0	232	0	0	290	0	290	525
Total	0	0	16	2	16	0	801	171	0	972	0	0	943	0	943	1931
Approach %	0.0	0.0	100.0	-	-	0.0	82.4	17.6	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.8	-	0.8	0.0	41.5	8.9	-	50.3	0.0	0.0	48.8	-	48.8	-
PHF	0.000	0.000	0.800	-	0.800	0.000	0.936	0.910	-	0.946	0.000	0.000	0.813	-	0.813	0.920
Lights	0	0	16	-	16	0	792	170	-	962	0	0	935	-	935	1913
% Lights	-	-	100.0	-	100.0	-	98.9	99.4	-	99.0	-	-	99.2	-	99.2	99.1
Buses	0	0	0	-	0	0	2	1	-	3	0	0	1	-	1	4
% Buses	-	-	0.0	-	0.0	-	0.2	0.6	-	0.3	-	-	0.1	-	0.1	0.2
Single-Unit Trucks	0	0	0	-	0	0	5	0	-	5	0	0	6	-	6	11
% Single-Unit Trucks	-	-	0.0	-	0.0	-	0.6	0.0	-	0.5	-	-	0.6	-	0.6	0.6
Articulated Trucks	0	0	0	-	0	0	2	0	-	2	0	0	1	-	1	3
% Articulated Trucks	-	-	0.0	-	0.0	-	0.2	0.0	-	0.2	-	-	0.1	-	0.1	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: 75th St with South Access Drive
Site Code:
Start Date: 09/09/2021

Turning Movement Data

Start Time	75th St Eastbound					75th St Westbound					South Access Drive Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	0	269	0	269	0	165	2	0	167	0	0	2	0	2	438
7:15 AM	0	0	294	0	294	0	184	2	0	186	0	0	0	0	0	480
7:30 AM	0	0	286	0	286	0	247	1	0	248	0	0	1	2	1	535
7:45 AM	0	0	309	0	309	0	206	6	0	212	0	0	3	1	3	524
Hourly Total	0	0	1158	0	1158	0	802	11	0	813	0	0	6	3	6	1977
8:00 AM	0	0	317	0	317	0	157	8	0	165	0	0	0	1	0	482
8:15 AM	0	0	218	0	218	0	171	2	0	173	0	0	5	0	5	396
8:30 AM	0	0	241	0	241	0	199	9	0	208	0	0	6	0	6	455
8:45 AM	0	0	239	0	239	0	198	14	0	212	0	0	4	0	4	455
Hourly Total	0	0	1015	0	1015	0	725	33	0	758	0	0	15	1	15	1788
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	344	0	344	0	311	22	0	333	0	0	18	1	18	695
4:15 PM	0	0	330	0	330	0	317	31	0	348	0	0	29	2	29	707
4:30 PM	0	0	341	0	341	0	357	33	0	390	0	0	16	1	16	747
4:45 PM	0	0	318	0	318	0	320	23	0	343	0	0	22	0	22	683
Hourly Total	0	0	1333	0	1333	0	1305	109	0	1414	0	0	85	4	85	2832
5:00 PM	0	0	377	0	377	0	340	31	0	371	0	0	22	1	22	770
5:15 PM	0	0	357	0	357	0	354	20	0	374	0	0	22	0	22	753
5:30 PM	0	0	346	0	346	0	289	33	0	322	0	0	16	0	16	684
5:45 PM	0	0	352	0	352	0	320	30	0	350	0	0	16	0	16	718
Hourly Total	0	0	1432	0	1432	0	1303	114	0	1417	0	0	76	1	76	2925
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	0	321	0	321	0	256	29	0	285	0	0	29	0	29	635
12:15 PM	0	0	300	0	300	0	275	43	0	318	0	0	31	0	31	649
12:30 PM	0	0	304	0	304	0	264	30	0	294	0	0	29	0	29	627
12:45 PM	0	0	298	0	298	0	259	44	0	303	0	0	17	0	17	618
Hourly Total	0	0	1223	0	1223	0	1054	146	0	1200	0	0	106	0	106	2529
1:00 PM	0	0	308	0	308	0	268	42	0	310	0	0	34	1	34	652
1:15 PM	0	0	307	0	307	0	249	35	0	284	0	0	35	0	35	626
1:30 PM	0	0	284	0	284	0	280	24	0	304	0	0	27	3	27	615
1:45 PM	0	0	299	0	299	0	259	29	0	288	0	0	37	0	37	624
Hourly Total	0	0	1198	0	1198	0	1056	130	0	1186	0	0	133	4	133	2517
Grand Total	0	0	7359	0	7359	0	6245	543	0	6788	0	0	421	13	421	14568
Approach %	0.0	0.0	100.0	-	-	0.0	92.0	8.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	50.5	-	50.5	0.0	42.9	3.7	-	46.6	0.0	0.0	2.9	-	2.9	-
Lights	0	0	7220	-	7220	0	6120	541	-	6661	0	0	415	-	415	14296

% Lights	-	-	98.1	-	98.1	-	98.0	99.6	-	98.1	-	-	98.6	-	98.6	98.1
Buses	0	0	34	-	34	0	17	0	-	17	0	0	0	-	0	51
% Buses	-	-	0.5	-	0.5	-	0.3	0.0	-	0.3	-	-	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	75	-	75	0	63	2	-	65	0	0	4	-	4	144
% Single-Unit Trucks	-	-	1.0	-	1.0	-	1.0	0.4	-	1.0	-	-	1.0	-	1.0	1.0
Articulated Trucks	0	0	30	-	30	0	45	0	-	45	0	0	2	-	2	77
% Articulated Trucks	-	-	0.4	-	0.4	-	0.7	0.0	-	0.7	-	-	0.5	-	0.5	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: 75th St with South Access Drive
Site Code:
Start Date: 09/09/2021
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	75th St Eastbound					75th St Westbound					South Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	294	0	294	0	184	2	0	186	0	0	0	0	0	480
7:30 AM	0	0	286	0	286	0	247	1	0	248	0	0	1	2	1	535
7:45 AM	0	0	309	0	309	0	206	6	0	212	0	0	3	1	3	524
8:00 AM	0	0	317	0	317	0	157	8	0	165	0	0	0	1	0	482
Total	0	0	1206	0	1206	0	794	17	0	811	0	0	4	4	4	2021
Approach %	0.0	0.0	100.0	-	-	0.0	97.9	2.1	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	59.7	-	59.7	0.0	39.3	0.8	-	40.1	0.0	0.0	0.2	-	0.2	-
PHF	0.000	0.000	0.951	-	0.951	0.000	0.804	0.531	-	0.818	0.000	0.000	0.333	-	0.333	0.944
Lights	0	0	1170	-	1170	0	774	15	-	789	0	0	3	-	3	1962
% Lights	-	-	97.0	-	97.0	-	97.5	88.2	-	97.3	-	-	75.0	-	75.0	97.1
Buses	0	0	7	-	7	0	5	0	-	5	0	0	0	-	0	12
% Buses	-	-	0.6	-	0.6	-	0.6	0.0	-	0.6	-	-	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	22	-	22	0	9	2	-	11	0	0	1	-	1	34
% Single-Unit Trucks	-	-	1.8	-	1.8	-	1.1	11.8	-	1.4	-	-	25.0	-	25.0	1.7
Articulated Trucks	0	0	7	-	7	0	6	0	-	6	0	0	0	-	0	13
% Articulated Trucks	-	-	0.6	-	0.6	-	0.8	0.0	-	0.7	-	-	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: 75th St with South Access Drive
Site Code:
Start Date: 09/09/2021
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	75th St Eastbound					75th St Westbound					South Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
5:00 PM	0	0	377	0	377	0	340	31	0	371	0	0	22	1	22	770
5:15 PM	0	0	357	0	357	0	354	20	0	374	0	0	22	0	22	753
5:30 PM	0	0	346	0	346	0	289	33	0	322	0	0	16	0	16	684
5:45 PM	0	0	352	0	352	0	320	30	0	350	0	0	16	0	16	718
Total	0	0	1432	0	1432	0	1303	114	0	1417	0	0	76	1	76	2925
Approach %	0.0	0.0	100.0	-	-	0.0	92.0	8.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	49.0	-	49.0	0.0	44.5	3.9	-	48.4	0.0	0.0	2.6	-	2.6	-
PHF	0.000	0.000	0.950	-	0.950	0.000	0.920	0.864	-	0.947	0.000	0.000	0.864	-	0.864	0.950
Lights	0	0	1412	-	1412	0	1282	114	-	1396	0	0	76	-	76	2884
% Lights	-	-	98.6	-	98.6	-	98.4	100.0	-	98.5	-	-	100.0	-	100.0	98.6
Buses	0	0	1	-	1	0	1	0	-	1	0	0	0	-	0	2
% Buses	-	-	0.1	-	0.1	-	0.1	0.0	-	0.1	-	-	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	12	-	12	0	11	0	-	11	0	0	0	-	0	23
% Single-Unit Trucks	-	-	0.8	-	0.8	-	0.8	0.0	-	0.8	-	-	0.0	-	0.0	0.8
Articulated Trucks	0	0	7	-	7	0	9	0	-	9	0	0	0	-	0	16
% Articulated Trucks	-	-	0.5	-	0.5	-	0.7	0.0	-	0.6	-	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: 75th St with South Access Drive
Site Code:
Start Date: 09/09/2021
Page No: 5

Turning Movement Peak Hour Data (12:15 PM)

Start Time	75th St Eastbound					75th St Westbound					South Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:15 PM	0	0	300	0	300	0	275	43	0	318	0	0	31	0	31	649
12:30 PM	0	0	304	0	304	0	264	30	0	294	0	0	29	0	29	627
12:45 PM	0	0	298	0	298	0	259	44	0	303	0	0	17	0	17	618
1:00 PM	0	0	308	0	308	0	268	42	0	310	0	0	34	1	34	652
Total	0	0	1210	0	1210	0	1066	159	0	1225	0	0	111	1	111	2546
Approach %	0.0	0.0	100.0	-	-	0.0	87.0	13.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	47.5	-	47.5	0.0	41.9	6.2	-	48.1	0.0	0.0	4.4	-	4.4	-
PHF	0.000	0.000	0.982	-	0.982	0.000	0.969	0.903	-	0.963	0.000	0.000	0.816	-	0.816	0.976
Lights	0	0	1197	-	1197	0	1052	159	-	1211	0	0	111	-	111	2519
% Lights	-	-	98.9	-	98.9	-	98.7	100.0	-	98.9	-	-	100.0	-	100.0	98.9
Buses	0	0	2	-	2	0	0	0	-	0	0	0	0	-	0	2
% Buses	-	-	0.2	-	0.2	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	7	-	7	0	11	0	-	11	0	0	0	-	0	18
% Single-Unit Trucks	-	-	0.6	-	0.6	-	1.0	0.0	-	0.9	-	-	0.0	-	0.0	0.7
Articulated Trucks	0	0	4	-	4	0	3	0	-	3	0	0	0	-	0	7
% Articulated Trucks	-	-	0.3	-	0.3	-	0.3	0.0	-	0.2	-	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Downers Grove Plaze North
Internal Intersection
Site Code:
Start Date: 09/09/2021
Page No: 1

Turning Movement Data

Start Time	Downers Grove Plaza Rd Eastbound					South Drive Northbound					North Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
7:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	4
7:30 AM	1	4	3	0	8	0	0	1	0	1	0	3	1	0	4	13
7:45 AM	0	3	1	0	4	0	1	0	0	1	0	2	1	0	3	8
Hourly Total	1	9	5	0	15	0	3	2	0	5	0	5	3	0	8	28
8:00 AM	0	4	1	0	5	0	1	1	0	2	0	4	2	0	6	13
8:15 AM	0	6	3	1	9	0	0	1	0	1	0	3	2	0	5	15
8:30 AM	0	4	4	0	8	0	1	2	0	3	0	3	4	0	7	18
8:45 AM	0	10	2	0	12	0	1	3	0	4	0	3	4	1	7	23
Hourly Total	0	24	10	1	34	0	3	7	0	10	0	13	12	1	25	69
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	8	7	0	15	0	2	7	0	9	0	7	19	1	26	50
4:15 PM	0	12	7	0	19	0	6	15	0	21	0	5	14	0	19	59
4:30 PM	0	10	7	0	17	0	2	9	0	11	0	10	15	0	25	53
4:45 PM	0	14	8	0	22	0	3	16	0	19	0	5	8	0	13	54
Hourly Total	0	44	29	0	73	0	13	47	0	60	0	27	56	1	83	216
5:00 PM	0	12	4	0	16	0	3	8	0	11	0	16	10	0	26	53
5:15 PM	0	10	7	0	17	0	4	13	0	17	0	4	12	0	16	50
5:30 PM	0	11	8	0	19	0	4	10	0	14	0	7	14	0	21	54
5:45 PM	0	16	4	0	20	0	5	11	0	16	0	10	7	0	17	53
Hourly Total	0	49	23	0	72	0	16	42	0	58	0	37	43	0	80	210
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	16	6	0	22	0	8	19	0	27	0	13	21	0	34	83
12:15 PM	0	14	2	0	16	0	7	20	0	27	0	13	21	0	34	77
12:30 PM	0	17	10	0	27	0	9	14	0	23	0	14	13	0	27	77
12:45 PM	0	11	13	0	24	0	8	20	1	28	0	16	29	0	45	97
Hourly Total	0	58	31	0	89	0	32	73	1	105	0	56	84	0	140	334
1:00 PM	0	14	6	0	20	0	3	10	0	13	0	18	26	0	44	77
1:15 PM	0	18	5	0	23	0	6	13	0	19	0	14	28	0	42	84
1:30 PM	0	14	12	0	26	0	7	9	0	16	0	14	25	2	39	81
1:45 PM	0	5	8	0	13	0	3	11	0	14	0	9	20	0	29	56
Hourly Total	0	51	31	0	82	0	19	43	0	62	0	55	99	2	154	298
Grand Total	1	235	129	1	365	0	86	214	1	300	0	193	297	4	490	1155
Approach %	0.3	64.4	35.3	-	-	0.0	28.7	71.3	-	-	0.0	39.4	60.6	-	-	-
Total %	0.1	20.3	11.2	-	31.6	0.0	7.4	18.5	-	26.0	0.0	16.7	25.7	-	42.4	-
Lights	1	230	128	-	359	0	84	214	-	298	0	190	296	-	486	1143

% Lights	100.0	97.9	99.2	-	98.4	-	97.7	100.0	-	99.3	-	98.4	99.7	-	99.2	99.0
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	0.0	-	1.2	0.0	-	0.3	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	4	0	-	4	0	0	0	-	0	0	0	1	-	1	5
% Single-Unit Trucks	0.0	1.7	0.0	-	1.1	-	0.0	0.0	-	0.0	-	0.0	0.3	-	0.2	0.4
Articulated Trucks	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
Bicycles on Road	0	1	1	-	2	0	1	0	-	1	0	3	0	-	3	6
% Bicycles on Road	0.0	0.4	0.8	-	0.5	-	1.2	0.0	-	0.3	-	1.6	0.0	-	0.6	0.5
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Downers Grove Plaze North
Internal Intersection
Site Code:
Start Date: 09/09/2021
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Downers Grove Plaza Rd Eastbound					South Drive Northbound					North Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	4
7:30 AM	1	4	3	0	8	0	0	1	0	1	0	3	1	0	4	13
7:45 AM	0	3	1	0	4	0	1	0	0	1	0	2	1	0	3	8
8:00 AM	0	4	1	0	5	0	1	1	0	2	0	4	2	0	6	13
Total	1	11	6	0	18	0	4	2	0	6	0	9	5	0	14	38
Approach %	5.6	61.1	33.3	-	-	0.0	66.7	33.3	-	-	0.0	64.3	35.7	-	-	-
Total %	2.6	28.9	15.8	-	47.4	0.0	10.5	5.3	-	15.8	0.0	23.7	13.2	-	36.8	-
PHF	0.250	0.688	0.500	-	0.563	0.000	0.500	0.500	-	0.750	0.000	0.563	0.625	-	0.583	0.731
Lights	1	10	5	-	16	0	3	2	-	5	0	8	5	-	13	34
% Lights	100.0	90.9	83.3	-	88.9	-	75.0	100.0	-	83.3	-	88.9	100.0	-	92.9	89.5
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	0.0	-	25.0	0.0	-	16.7	-	0.0	0.0	-	0.0	2.6
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	9.1	0.0	-	5.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	2.6
Articulated Trucks	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
Bicycles on Road	0	0	1	-	1	0	0	0	-	0	0	1	0	-	1	2
% Bicycles on Road	0.0	0.0	16.7	-	5.6	-	0.0	0.0	-	0.0	-	11.1	0.0	-	7.1	5.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Downers Grove Plaze North
Internal Intersection
Site Code:
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Turning Movement Peak Hour Data (5:00 PM)

Start Time	Downers Grove Plaza Rd Eastbound					South Drive Northbound					North Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	12	4	0	16	0	3	8	0	11	0	16	10	0	26	53
5:15 PM	0	10	7	0	17	0	4	13	0	17	0	4	12	0	16	50
5:30 PM	0	11	8	0	19	0	4	10	0	14	0	7	14	0	21	54
5:45 PM	0	16	4	0	20	0	5	11	0	16	0	10	7	0	17	53
Total	0	49	23	0	72	0	16	42	0	58	0	37	43	0	80	210
Approach %	0.0	68.1	31.9	-	-	0.0	27.6	72.4	-	-	0.0	46.3	53.8	-	-	-
Total %	0.0	23.3	11.0	-	34.3	0.0	7.6	20.0	-	27.6	0.0	17.6	20.5	-	38.1	-
PHF	0.000	0.766	0.719	-	0.900	0.000	0.800	0.808	-	0.853	0.000	0.578	0.768	-	0.769	0.972
Lights	0	48	23	-	71	0	15	42	-	57	0	35	43	-	78	206
% Lights	-	98.0	100.0	-	98.6	-	93.8	100.0	-	98.3	-	94.6	100.0	-	97.5	98.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	2.0	0.0	-	1.4	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	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
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	2	0	-	2	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	6.3	0.0	-	1.7	-	5.4	0.0	-	2.5	1.4
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Downers Grove Plaze North
Internal Intersection
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Downers Grove Plaza Rd Eastbound					South Drive Northbound					North Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
12:15 PM	0	14	2	0	16	0	7	20	0	27	0	13	21	0	34	77
12:30 PM	0	17	10	0	27	0	9	14	0	23	0	14	13	0	27	77
12:45 PM	0	11	13	0	24	0	8	20	1	28	0	16	29	0	45	97
1:00 PM	0	14	6	0	20	0	3	10	0	13	0	18	26	0	44	77
Total	0	56	31	0	87	0	27	64	1	91	0	61	89	0	150	328
Approach %	0.0	64.4	35.6	-	-	0.0	29.7	70.3	-	-	0.0	40.7	59.3	-	-	-
Total %	0.0	17.1	9.5	-	26.5	0.0	8.2	19.5	-	27.7	0.0	18.6	27.1	-	45.7	-
PHF	0.000	0.824	0.596	-	0.806	0.000	0.750	0.800	-	0.813	0.000	0.847	0.767	-	0.833	0.845
Lights	0	55	31	-	86	0	27	64	-	91	0	61	89	-	150	327
% Lights	-	98.2	100.0	-	98.9	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	99.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	1.8	0.0	-	1.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	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
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

ORD 2021-9208

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Downers Grove Plaza South
Internal Intersection
Site Code:
Start Date: 09/09/2021
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Turning Movement Data

Start Time	Downers Grove Plaza Rd Eastbound					South Drive Northbound					North Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	3
7:15 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
7:30 AM	0	5	0	0	5	0	1	0	0	1	0	0	6	0	6	12
7:45 AM	0	3	2	0	5	0	2	0	0	2	0	1	4	0	5	12
Hourly Total	0	11	3	0	14	0	3	1	0	4	0	2	11	0	13	31
8:00 AM	0	3	2	0	5	0	1	0	0	1	0	0	4	0	4	10
8:15 AM	0	9	1	0	10	0	1	2	0	3	0	0	4	0	4	17
8:30 AM	0	10	1	0	11	0	2	1	0	3	0	0	8	0	8	22
8:45 AM	0	9	0	0	9	0	2	3	0	5	0	0	9	0	9	23
Hourly Total	0	31	4	0	35	0	6	6	0	12	0	0	25	0	25	72
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	17	13	0	30	0	16	4	0	20	0	1	21	0	22	72
4:15 PM	0	21	13	0	34	0	21	13	0	34	0	7	14	0	21	89
4:30 PM	0	11	12	0	23	0	25	6	0	31	0	4	29	0	33	87
4:45 PM	0	20	9	0	29	0	24	7	0	31	0	3	19	0	22	82
Hourly Total	0	69	47	0	116	0	86	30	0	116	0	15	83	0	98	330
5:00 PM	0	10	11	0	21	0	32	6	0	38	0	6	33	0	39	98
5:15 PM	0	13	10	0	23	0	31	9	0	40	0	3	23	0	26	89
5:30 PM	0	16	9	0	25	0	29	5	0	34	0	4	19	0	23	82
5:45 PM	0	16	12	0	28	0	20	11	0	31	0	6	23	0	29	88
Hourly Total	0	55	42	0	97	0	112	31	0	143	0	19	98	0	117	357
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	21	20	0	41	0	37	4	0	41	0	2	33	0	35	117
12:15 PM	0	21	11	0	32	0	34	7	0	41	0	5	32	0	37	110
12:30 PM	0	19	13	0	32	0	26	16	0	42	0	5	45	0	50	124
12:45 PM	0	31	12	0	43	0	34	10	0	44	0	6	32	0	38	125
Hourly Total	0	92	56	0	148	0	131	37	0	168	0	18	142	0	160	476
1:00 PM	0	16	11	0	27	0	44	10	0	54	0	8	39	0	47	128
1:15 PM	0	14	12	0	26	0	32	10	0	42	0	4	37	0	41	109
1:30 PM	0	23	20	0	43	0	33	4	0	37	0	9	42	0	51	131
1:45 PM	0	23	18	0	41	0	40	6	0	46	0	4	36	0	40	127
Hourly Total	0	76	61	0	137	0	149	30	0	179	0	25	154	0	179	495
Grand Total	0	334	213	0	547	0	487	135	0	622	0	79	513	0	592	1761
Approach %	0.0	61.1	38.9	-	-	0.0	78.3	21.7	-	-	0.0	13.3	86.7	-	-	-
Total %	0.0	19.0	12.1	-	31.1	0.0	27.7	7.7	-	35.3	0.0	4.5	29.1	-	33.6	-
Lights	0	332	213	-	545	0	486	132	-	618	0	77	513	-	590	1753

% Lights	-	99.4	100.0	-	99.6	-	99.8	97.8	-	99.4	-	97.5	100.0	-	99.7	99.5
Buses	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	-	0.3	0.0	-	0.2	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	1	0	-	1	0	1	2	-	3	0	0	0	-	0	4
% Single-Unit Trucks	-	0.3	0.0	-	0.2	-	0.2	1.5	-	0.5	-	0.0	0.0	-	0.0	0.2
Articulated Trucks	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
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.7	-	0.2	-	2.5	0.0	-	0.3	0.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Downers Grove Plaza South
Internal Intersection
Site Code:
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Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Downers Grove Plaza Rd Eastbound					South Drive Northbound					North Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
7:30 AM	0	5	0	0	5	0	1	0	0	1	0	0	6	0	6	12
7:45 AM	0	3	2	0	5	0	2	0	0	2	0	1	4	0	5	12
8:00 AM	0	3	2	0	5	0	1	0	0	1	0	0	4	0	4	10
Total	0	13	4	0	17	0	4	1	0	5	0	2	14	0	16	38
Approach %	0.0	76.5	23.5	-	-	0.0	80.0	20.0	-	-	0.0	12.5	87.5	-	-	-
Total %	0.0	34.2	10.5	-	44.7	0.0	10.5	2.6	-	13.2	0.0	5.3	36.8	-	42.1	-
PHF	0.000	0.650	0.500	-	0.850	0.000	0.500	0.250	-	0.625	0.000	0.500	0.583	-	0.667	0.792
Lights	0	13	4	-	17	0	4	0	-	4	0	0	14	-	14	35
% Lights	-	100.0	100.0	-	100.0	-	100.0	0.0	-	80.0	-	0.0	100.0	-	87.5	92.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	100.0	-	20.0	-	0.0	0.0	-	0.0	2.6
Articulated Trucks	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
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	100.0	0.0	-	12.5	5.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Start Date: 09/09/2021
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Downers Grove Plaza Rd Eastbound					South Drive Northbound					North Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	10	11	0	21	0	32	6	0	38	0	6	33	0	39	98
5:15 PM	0	13	10	0	23	0	31	9	0	40	0	3	23	0	26	89
5:30 PM	0	16	9	0	25	0	29	5	0	34	0	4	19	0	23	82
5:45 PM	0	16	12	0	28	0	20	11	0	31	0	6	23	0	29	88
Total	0	55	42	0	97	0	112	31	0	143	0	19	98	0	117	357
Approach %	0.0	56.7	43.3	-	-	0.0	78.3	21.7	-	-	0.0	16.2	83.8	-	-	-
Total %	0.0	15.4	11.8	-	27.2	0.0	31.4	8.7	-	40.1	0.0	5.3	27.5	-	32.8	-
PHF	0.000	0.859	0.875	-	0.866	0.000	0.875	0.705	-	0.894	0.000	0.792	0.742	-	0.750	0.911
Lights	0	55	42	-	97	0	111	30	-	141	0	19	98	-	117	355
% Lights	-	100.0	100.0	-	100.0	-	99.1	96.8	-	98.6	-	100.0	100.0	-	100.0	99.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.9	0.0	-	0.7	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	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
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	3.2	-	0.7	-	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

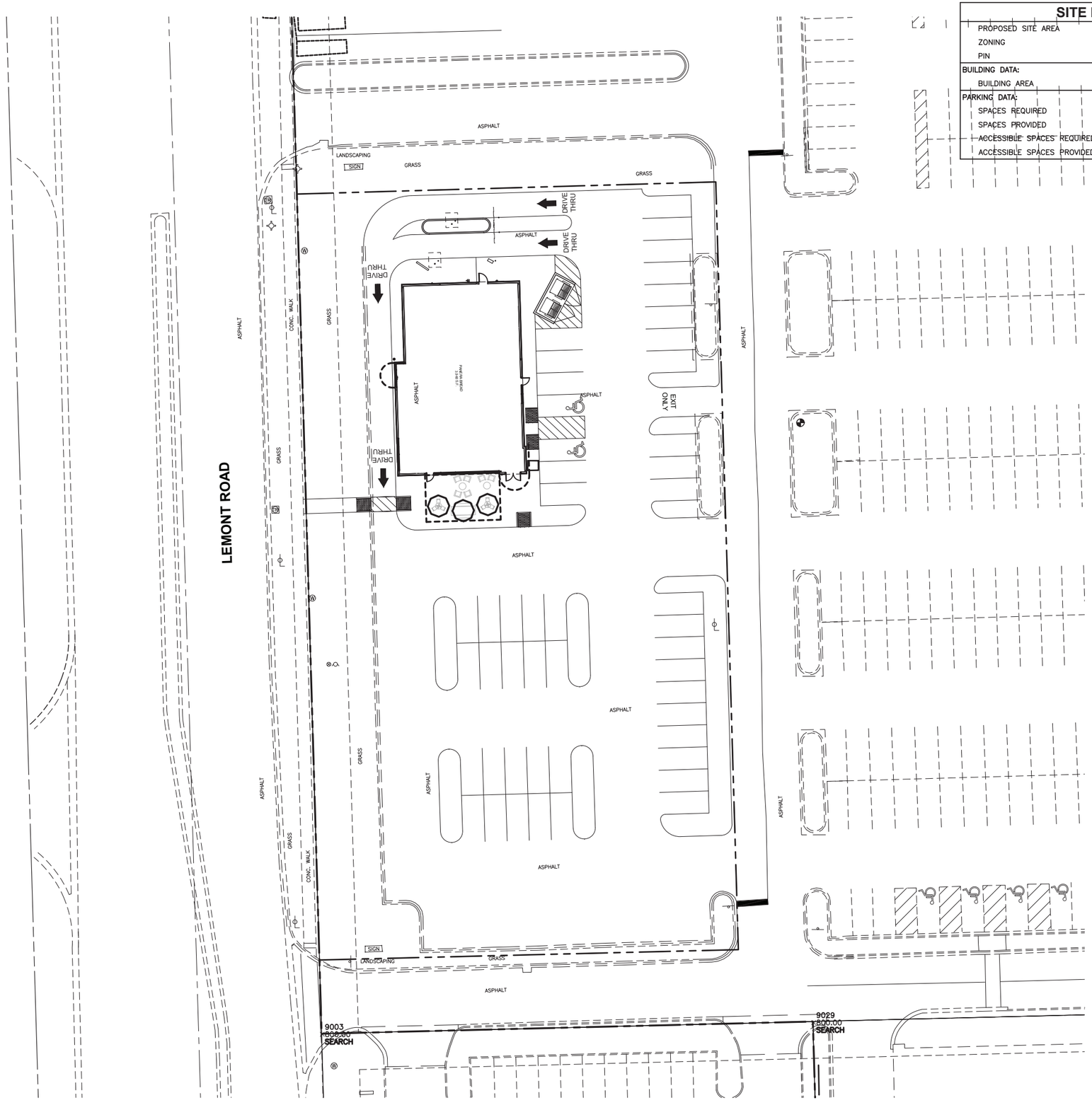
Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Downers Grove Plaza South
Internal Intersection
Site Code:
Start Date: 09/09/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Downers Grove Plaza Rd Eastbound					South Drive Northbound					North Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
12:15 PM	0	21	11	0	32	0	34	7	0	41	0	5	32	0	37	110
12:30 PM	0	19	13	0	32	0	26	16	0	42	0	5	45	0	50	124
12:45 PM	0	31	12	0	43	0	34	10	0	44	0	6	32	0	38	125
1:00 PM	0	16	11	0	27	0	44	10	0	54	0	8	39	0	47	128
Total	0	87	47	0	134	0	138	43	0	181	0	24	148	0	172	487
Approach %	0.0	64.9	35.1	-	-	0.0	76.2	23.8	-	-	0.0	14.0	86.0	-	-	-
Total %	0.0	17.9	9.7	-	27.5	0.0	28.3	8.8	-	37.2	0.0	4.9	30.4	-	35.3	-
PHF	0.000	0.702	0.904	-	0.779	0.000	0.784	0.672	-	0.838	0.000	0.750	0.822	-	0.860	0.951
Lights	0	87	47	-	134	0	138	42	-	180	0	24	148	-	172	486
% Lights	-	100.0	100.0	-	100.0	-	100.0	97.7	-	99.4	-	100.0	100.0	-	100.0	99.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	2.3	-	0.6	-	0.0	0.0	-	0.0	0.2
Articulated Trucks	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
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preliminary Site Plan



SITE DATA

PROPOSED SITE AREA	X	ACRES
ZONING	X	
PIN	X	
BUILDING DATA:		
BUILDING AREA		SQ. FT.
PARKING DATA:		
SPACES REQUIRED	X (1/X)	
SPACES PROVIDED	X	
ACCESSIBLE SPACES REQUIRED	X	
ACCESSIBLE SPACES PROVIDED	X	

SITE LEGEND

- INDICATES LIGHT DUTY PAVEMENT–SEE DETAILS FOR PAVEMENT COMPOSITION
- INDICATES HEAVY DUTY PAVEMENT–SEE DETAILS FOR PAVEMENT COMPOSITION
- INDICATES NEW CONCRETE PAVEMENT/SIDEWALK–SEE DETAILS FOR PAVEMENT COMPOSITION
- LIGHT POLES
- EXISTING CURB AND GUTTER
- POSITIVE SLOPED CURB
- NEGATIVE SLOPED CURB
- (10) INDICATES ROW PARKING COUNT
- 100 SPACES INDICATES PARKING TOTAL FOR SURROUNDING AREA
- PROPERTY BOUNDARY

N

SITE KEY NOTES

NO.	DESCRIPTION
1	"STOP" SIGN, R1–1
2	24" WIDE STOP BAR, TRAFFIC WHITE PAINT
3	ACCESSIBLE PARKING SIGN
4	ACCESSIBLE PARKING SYMBOL
5	ACCESSIBLE RAMP WITH DETECTABLE WARNING
6	ACCESSIBLE PARKING SPACES & THEIR ACCESS AISLES SHALL BE 2% MAX. SLOPE IN ALL DIRECTIONS
7	PAINT 4" WIDE STRIPES @ 2'–0" O.C. @ 45° ANGLE, TRAFFIC YELLOW PAINT
8	CURB AND GUTTER
9	BEGIN/END PROPOSED CURB AND GUTTER. SAWCUT EXISTING CURB TO PROVIDE CLEAN CONSTRUCTION JOINT.
10	CONCRETE TRANSFORMER PAD
11	DUMPSTER ENCLOSURE (SEE ARCHITECTURAL PLANS)
12	LIGHT POLE LOCATION
13	DIRECTIONAL ARROW, TRAFFIC WHITE PAINT
14	CROSSWALK, PAINT 12~4" WIDE STRIPES AT 2' O.C. CENTERED ON ENTRY, TRAFFIC WHITE PAINT
15	PAINTED TRAFFIC YELLOW, "LOADING ZONE" AT 100' O.C.
16	PAINTED TRAFFIC WHITE, 2' SKIP DASH
17	"DO NOT ENTER" SIGN
18	"NO PARKING" SIGN
19	CONCRETE BOLLARDS
20	CONCRETE 5' WALK

SITE NOTES

1. ALL DIMENSIONS, RADII AND COORDINATES ARE TO BACK OF CURB WHERE APPLICABLE. ALL RADII SHALL BE 4' UNLESS INDICATED OTHERWISE.
2. ALL PAVEMENT MARKING SHALL BE YELLOW IN COLOR UNLESS INDICATED OTHERWISE.
3. ALL CURB & GUTTER SHALL BE B6.12, "POSITIVE", UNLESS NOTED OTHERWISE (SEE DETAILS).
4. ADA DETECTABLE WARNINGS/TRUNCATED DOMES TO BE PROVIDED AT SIDEWALKS ON EITHER SIDE OF EACH DRIVEWAY CROSSING.
5. SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS.
6. WHERE NEW PAVEMENT IS TO BE PLACED OVER CURBED ISLANDS THAT HAVE BEEN REMOVED, CONTRACTOR TO PROVIDE AGGREGATE BASE & BINDER COURSE MATCHING THE EXISTING PAVEMENT SECTIONS PRIOR TO PLACEMENT OF SURFACE COURSE.
7. CONTRACTOR TO PERFORM PAVEMENT RESTORATION FOR ALL BUILDING FOOTINGS AND UTILITY INSTALLATIONS. CONTRACTOR TO PROVIDE 8" AGGREGATE BASE, 3" BINDER COURSE, AND 1.5" SURFACE COURSE OR MATCH THE EXISTING PAVEMENT SECTION, WHICHEVER IS GREATER.
8. AREAS OF PAVEMENT RESTORATION SHALL BE PROOF ROLLED TO DETERMINE IF FULL DEPTH RESTORATION IS REQUIRED OR IF ONLY THE BITUMINOUS MATERIAL IS TO BE REPLACED.

BENCHMARK:

THE BASIS OF ELEVATIONS HEREON IS NAVD 88 PER OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
IRON ROD SET – SEE DRAWING FOR LOCATION.

ELEVATION = 771.36'

Call Before You Dig
JULIE ILLINOIS ONE CALL SYSTEM
Simply Call 811

0 20 40 60
GRAPHIC SCALE IN FEET

No.	DATE	REVISION

PROJECT No: 081934
DATE
DES. TR
DR. DH
CKD. TR

1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731

WOOLPERT

SEAL

SITE IMPROVEMENT PLANS
PANERA
LEMONT ROAD
DOWNERS GROVE, ILLINOIS

SITE PLAN

SHEET NO.
C200

Layout Tab Name: C200 SITE PLAN, Images: Map.png: william dougherty1.jpg: , Xrefs: 081934-X.dwg: 081934-X-BY OTHERS.dwg: 081934-P.dwg: 081934-P_dwg: 081934-TBLK.dwg
Last Saved By:Hadley, 9/17/2021 2:35:13 PM
G:\DE\Clients\PMAT\081934 Panera – Downers Grove, IL\4.0 Disciplines\Civil\Cadd\Cd\081934-C200-SIT.dwg Plotted By:Hadley, Dennis Plotted:September 17, 2021, 2:58:41 PM

ITE Trip Generation Worksheets

Fast-Food Restaurant with Drive-Through Window
(934)

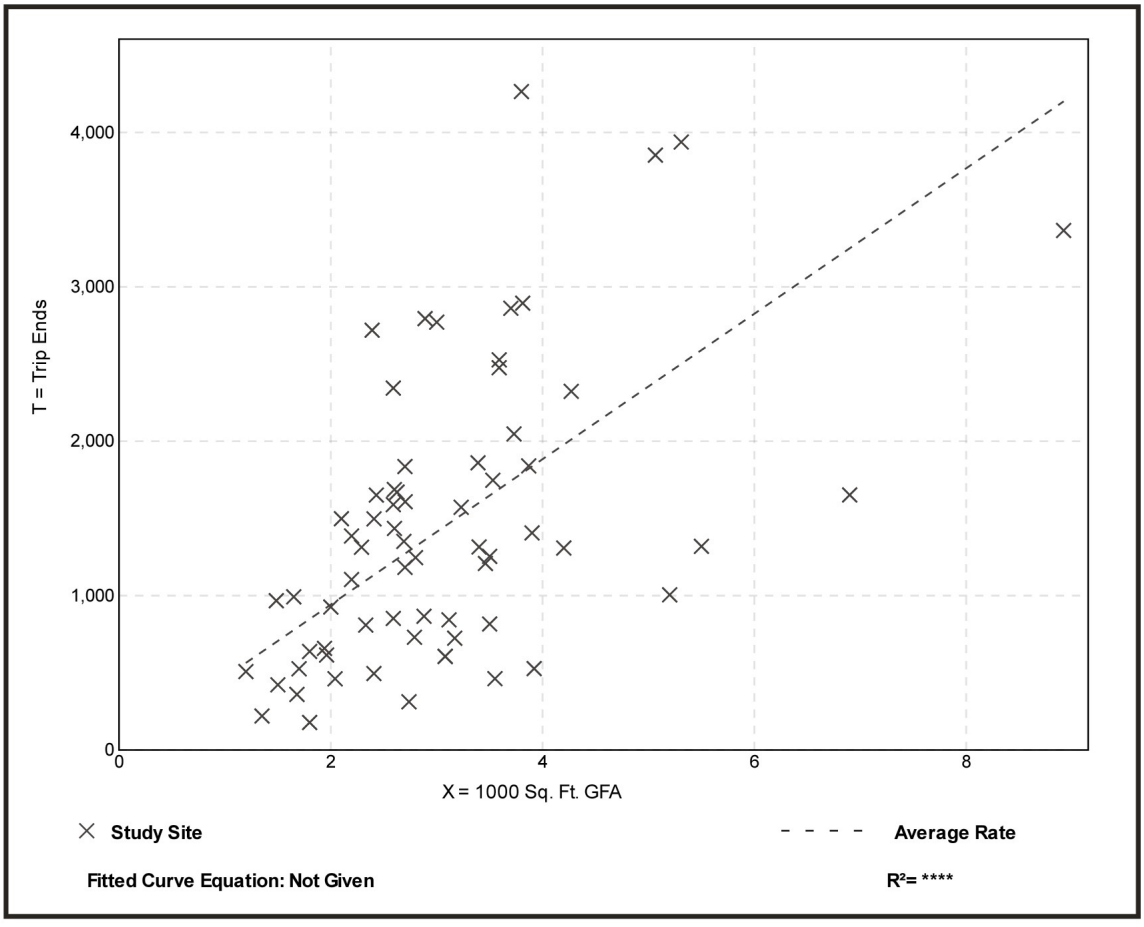
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 67
1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
470.95	98.89 - 1137.66	244.44

Data Plot and Equation



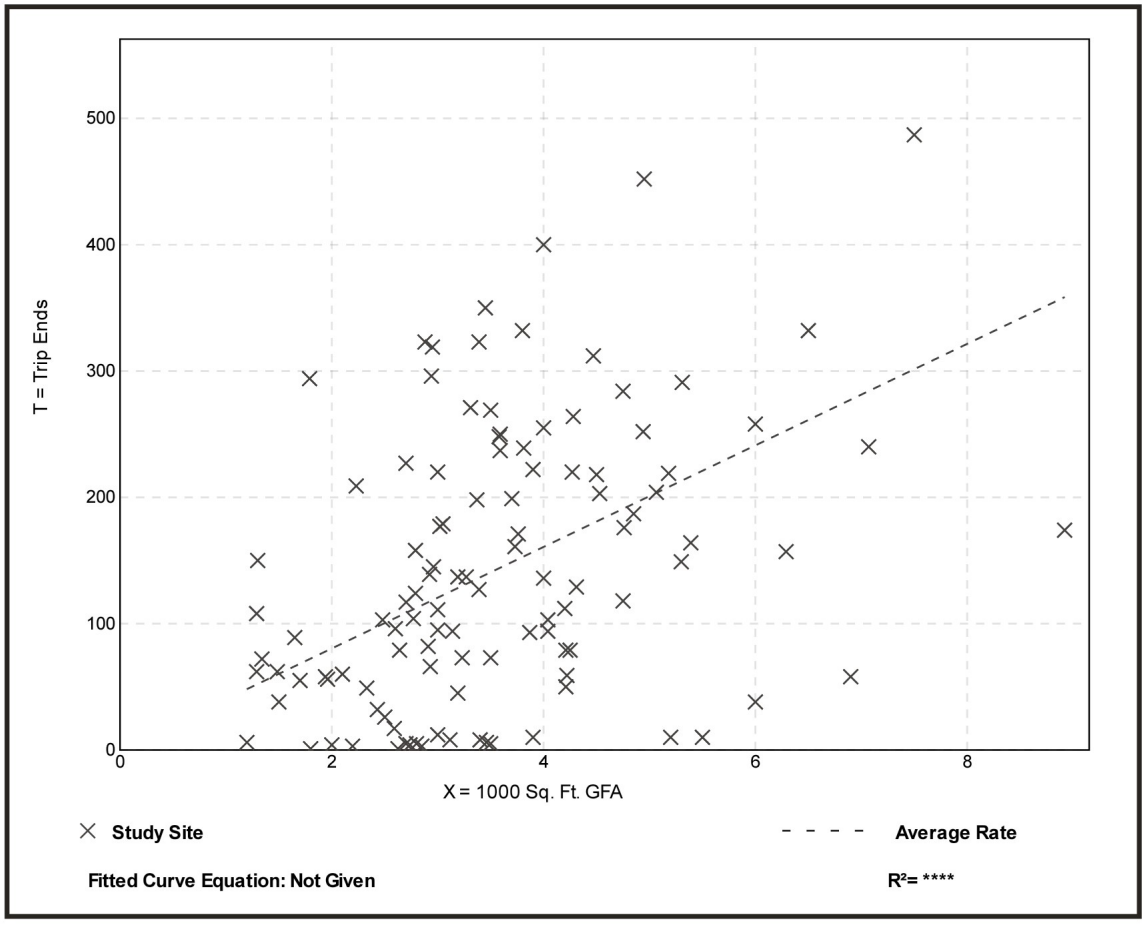
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 111
1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.19	0.38 - 164.25	28.78

Data Plot and Equation



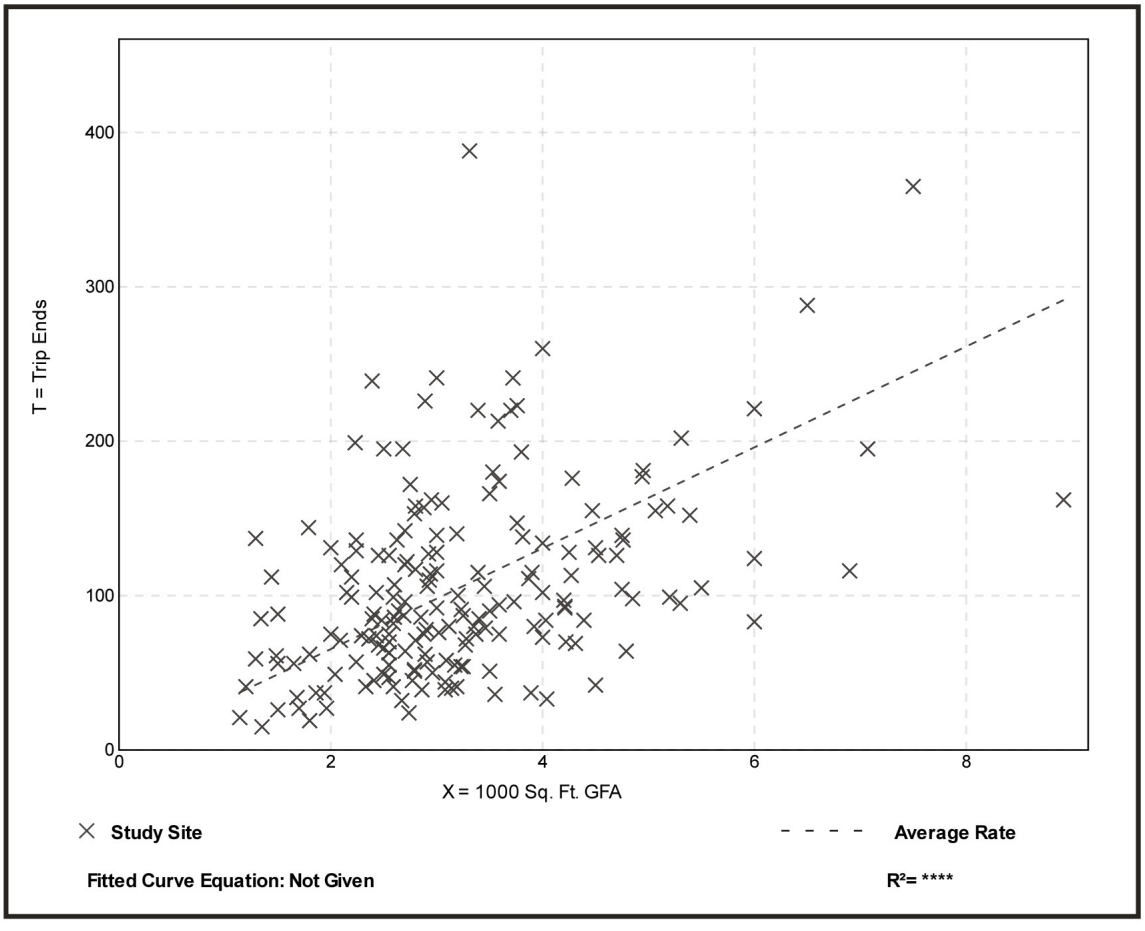
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 185
1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.67	8.17 - 117.22	17.87

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window
(934)

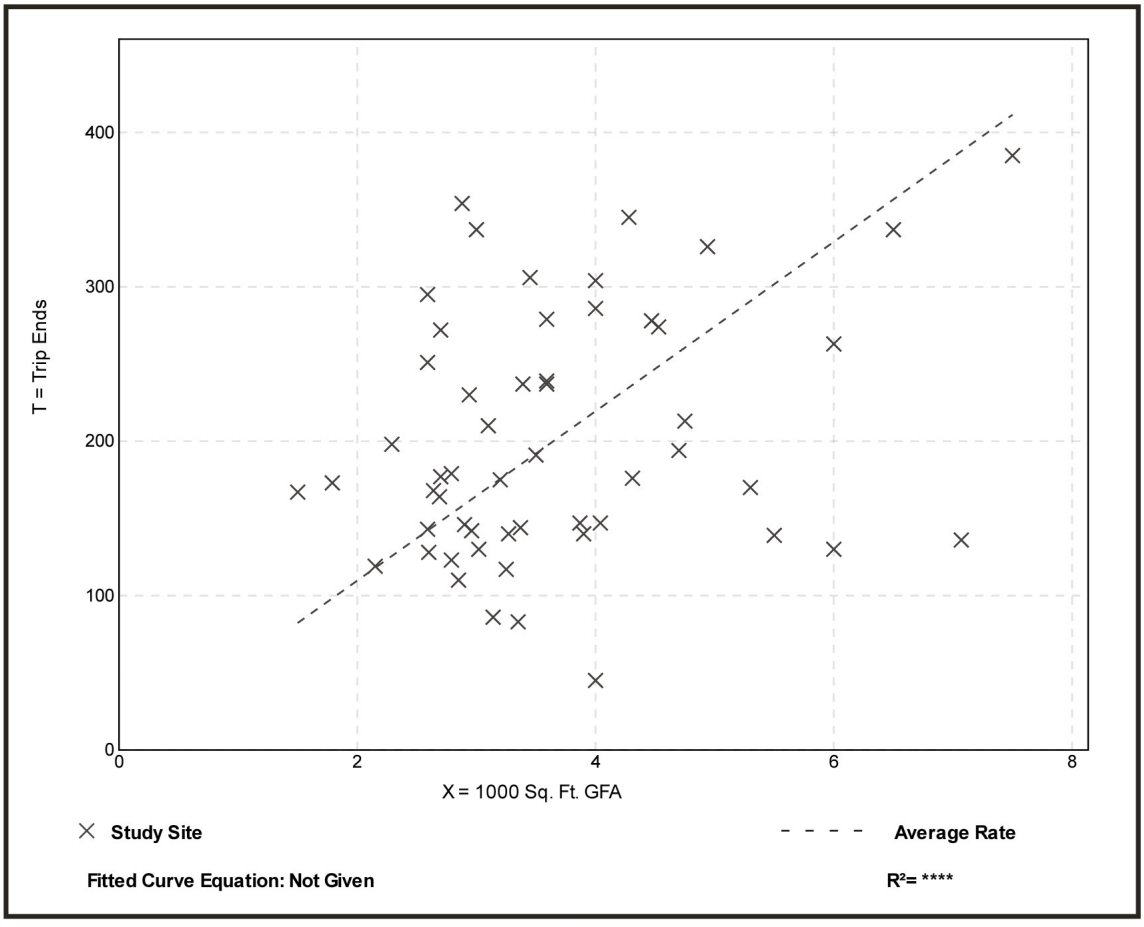
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 54
1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.86	11.25 - 122.92	24.51

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

September 21, 2021

Elise Purguette
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***75th Street @ Lemont Road***
IDOT

Dear Ms. Purguette:

In response to a request made on your behalf and dated September 21, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
75th St west of Lemont Rd	32,300	36,400
75th St east of Lemont Rd	31,500	35,500
Lemont Rd north of 75th St	13,400	15,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Rios (IDOT)
2021_CY_TrafficForecast\DownersGrove\du-44-21\du-44-21.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

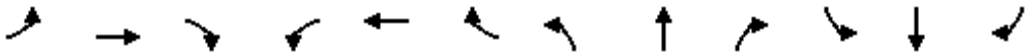
Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Year 2021 Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/22/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	5	197	8	2	0	147	710	12	1	430	5
Future Volume (vph)	8	5	197	8	2	0	147	710	12	1	430	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		105	0		85	175		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	60			25			165			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.998			0.998	
Flt Protected		0.971			0.961		0.950			0.950		
Satd. Flow (prot)	0	1845	1615	0	1674	1900	1752	3461	0	1805	3425	0
Flt Permitted		0.881			0.846		0.463			0.302		
Satd. Flow (perm)	0	1674	1615	0	1473	1900	854	3461	0	574	3425	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		667			331			633			695	
Travel Time (s)		15.2			7.5			10.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	50%	0%	3%	4%	10%	0%	5%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	221	0	11	0	165	811	0	1	489	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	9.5	25.0		9.5	24.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	14.0	37.0		10.0	33.0	
Total Split (%)	37.3%	37.3%	37.3%	37.3%	37.3%	37.3%	18.7%	49.3%		13.3%	44.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		16.3	16.3		16.3		49.2	44.9		44.3	36.3	
Actuated g/C Ratio		0.22	0.22		0.22		0.66	0.60		0.59	0.48	

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

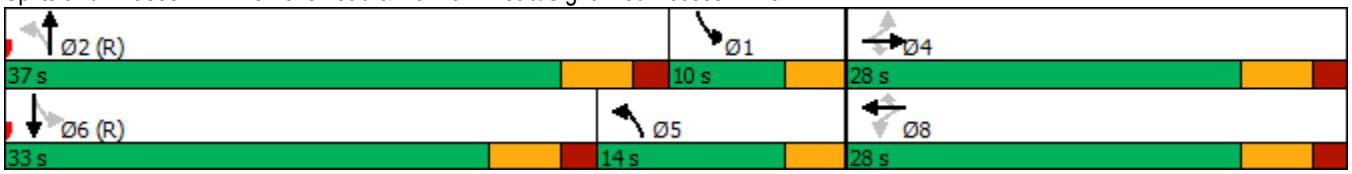
09/22/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.04	0.63		0.03		0.26	0.39		0.00	0.29	
Control Delay		20.8	34.3		20.7		3.8	5.7		6.0	13.4	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		20.8	34.3		20.7		3.8	5.7		6.0	13.4	
LOS		C	C		C		A	A		A	B	
Approach Delay		33.4			20.7			5.4			13.4	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		6	94		4		10	33		0	67	
Queue Length 95th (ft)		18	145		15		8	44		2	122	
Internal Link Dist (ft)		587			251			553			615	
Turn Bay Length (ft)			105				175			135		
Base Capacity (vph)		491	473		432		727	2073		453	1659	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.03	0.47		0.03		0.23	0.39		0.00	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 46.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Lemont Road & Dunham Road/Signalized Access Drive



Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive 09/22/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	3	7	14	2	2	15	831	9	5	618	12
Future Volume (vph)	36	3	7	14	2	2	15	831	9	5	618	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	85		0	200		0	70		160
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			130			175		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.891			0.925			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1608	0	1805	1758	0	1805	3466	0	1805	3505	1380
Flt Permitted	0.833						0.395			0.291		
Satd. Flow (perm)	1452	1608	0	1900	1758	0	750	3466	0	553	3505	1380
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			2				145
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		302			294			366			633	
Travel Time (s)		6.9			6.7			6.2			10.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	14%	2%	0%	0%	0%	0%	4%	0%	0%	3%	17%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	11	0	15	4	0	16	904	0	5	665	13
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	9.5	23.0		9.5	23.0		9.5	25.0		9.5	24.0	24.0
Total Split (s)	10.0	23.0		10.0	23.0		10.0	32.0		10.0	32.0	32.0
Total Split (%)	13.3%	30.7%		13.3%	30.7%		13.3%	42.7%		13.3%	42.7%	42.7%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	9.8	8.0		8.0	8.0		63.7	59.3		62.8	59.3	59.3
Actuated g/C Ratio	0.13	0.11		0.11	0.11		0.85	0.79		0.84	0.79	0.79

Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/22/2021

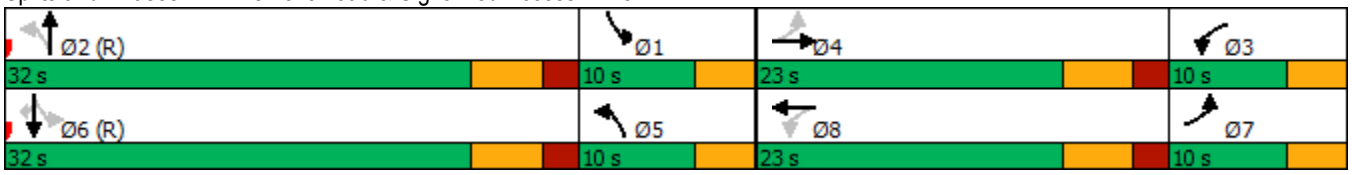
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.06		0.08	0.02		0.02	0.33		0.01	0.24	0.01
Control Delay	27.8	21.2		26.9	25.5		3.0	5.7		0.6	2.0	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	27.8	21.2		26.9	25.5		3.0	5.7		0.6	2.0	0.0
LOS	C	C		C	C		A	A		A	A	A
Approach Delay		26.4			26.6			5.7			1.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	16	1		7	1		1	62		0	6	0
Queue Length 95th (ft)	36	16		19	9		8	195		m1	60	m0
Internal Link Dist (ft)		222			214			286			553	
Turn Bay Length (ft)	85			85			200			70		160
Base Capacity (vph)	219	370		210	400		738	2743		575	2773	1122
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.18	0.03		0.07	0.01		0.02	0.33		0.01	0.24	0.01

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 2 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 41.9% ICU Level of Service A
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lemont Road & Signalized Access Drive



HCM 6th TWSC
3: Lemont Road & Full Movement Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	12	704	14	29	430
Future Vol, veh/h	6	12	704	14	29	430
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	14	7	4	50	0
Mvmt Flow	6	12	726	14	30	443

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1015	370	0	0	740	0
Stage 1	733	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.86	7.18	-	-	5.1	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.44	-	-	2.7	-
Pot Cap-1 Maneuver	233	594	-	-	609	-
Stage 1	434	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	222	594	-	-	609	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	474	609	-
HCM Lane V/C Ratio	-	-	0.039	0.049	-
HCM Control Delay (s)	-	-	12.9	11.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-

HCM 6th TWSC
4: Lemont Road & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	1	0	854	11	0	639	0
Future Vol, veh/h	0	0	0	0	0	1	0	854	11	0	639	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	3	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	9	0	3	0
Mvmt Flow	0	0	0	0	0	1	0	928	12	0	695	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	470	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	545	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	545	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	545	-
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	-	-	11.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

HCM 6th TWSC
5: 75th Street & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1327	873	17	0	4
Future Vol, veh/h	0	1327	873	17	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	12	0	25
Mvmt Flow	0	1412	929	18	0	4

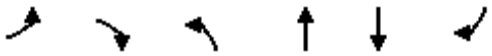
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	474
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.6
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	4.15
Pot Cap-1 Maneuver	0	-	-	-	0	414
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	414
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	414
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	13.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection Capacity Utilization
6: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	6	4	10	9	6
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	12	6	0	14	15	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	0.94	0.85
Saturated Flow (vph)	1805	1615	0	1873	1786	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		0.4				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	346	1786	
Reference Time A (s)	12.0		0.0	4.9	1.0	
Adj Saturation B (vph	NA		0	0	1786	
Reference Time B (s)	NA		8.3	8.9	1.0	
Reference Time (s)				4.9	1.0	
Adj Reference Time (s)				8.9	8.0	
Split Option						
Ref Time Combined (s)	0.8		0.0	0.9	1.0	
Ref Time Seperate (s)	0.8		0.3	0.6	0.6	
Reference Time (s)	0.8		0.9	0.9	1.0	
Adj Reference Time (s)	8.0		8.0	8.0	8.0	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	8.9	
Split Option (s)	8.0	16.0	
Minimum (s)	8.0	8.9	16.9

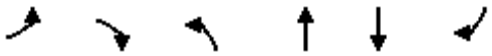
Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	8.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	16.0

Intersection Summary			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	4	4	1	1	14
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	13	4	0	5	15	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.96	0.86	0.85
Saturated Flow (vph)	1805	1615	0	1824	1634	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		0.3				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	142	1634	
Reference Time A (s)	13.0		0.0	4.2	1.1	
Adj Saturation B (vph	NA		0	0	1634	
Reference Time B (s)	NA		8.3	8.3	1.1	
Reference Time (s)				4.2	1.1	
Adj Reference Time (s)				8.2	8.0	
Split Option						
Ref Time Combined (s)	0.9		0.0	0.3	1.1	
Ref Time Seperate (s)	0.9		0.3	0.1	0.1	
Reference Time (s)	0.9		0.3	0.3	1.1	
Adj Reference Time (s)	8.0		8.0	8.0	8.0	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	8.2	
Split Option (s)	8.0	16.0	
Minimum (s)	8.0	8.2	16.2

Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	8.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	16.0

Intersection Summary			
Intersection Capacity Utilization	13.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Year 2021 Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive 09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	19	155	37	17	5	167	620	43	10	705	11
Future Volume (vph)	7	19	155	37	17	5	167	620	43	10	705	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		105	0		85	175		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	60			25			165			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.990			0.998	
Flt Protected		0.987			0.967		0.950			0.950		
Satd. Flow (prot)	0	1875	1615	0	1837	1615	1805	3536	0	1805	3568	0
Flt Permitted		0.926			0.785		0.336			0.379		
Satd. Flow (perm)	0	1759	1615	0	1492	1615	638	3536	0	720	3568	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		667			331			633			695	
Travel Time (s)		15.2			7.5			10.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	158	0	55	5	170	677	0	10	730	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	26.0	26.0	26.0	26.0	26.0	26.0	14.0	39.0		10.0	35.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	18.7%	52.0%		13.3%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		13.5	13.5		13.5	13.5	52.0	47.7		47.4	39.5	
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.69	0.64		0.63	0.53	

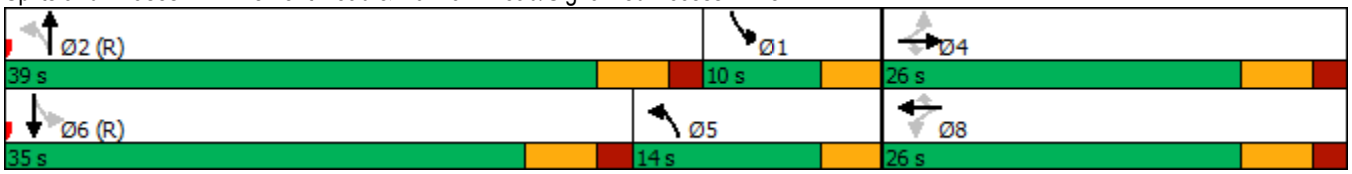
Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.08	0.55		0.21	0.02	0.31	0.30		0.02	0.39	
Control Delay		24.2	34.4		26.4	22.8	3.8	2.5		4.9	12.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		24.2	34.4		26.4	22.8	3.8	2.5		4.9	12.3	
LOS		C	C		C	C	A	A		A	B	
Approach Delay		33.0			26.1			2.8			12.2	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		10	68		22	2	12	32		1	96	
Queue Length 95th (ft)		28	115		48	10	22	18		6	173	
Internal Link Dist (ft)		587			251			553			615	
Turn Bay Length (ft)			105			85	175			135		
Base Capacity (vph)		469	430		397	430	639	2249		558	1879	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.06	0.37		0.14	0.01	0.27	0.30		0.02	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lemont Road & Dunham Road/Signalized Access Drive



Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive 09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	11	42	190	7	17	55	747	65	21	807	69
Future Volume (vph)	66	11	42	190	7	17	55	747	65	21	807	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	85		0	200		0	70		160
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			130			175		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.881			0.892			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1674	0	1805	1695	0	1805	3534	0	1805	3574	1615
Flt Permitted	0.000			0.000			0.236			0.337		
Satd. Flow (perm)	0	1674	0	0	1695	0	448	3534	0	640	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			18			14				145
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		302			294			366			633	
Travel Time (s)		6.9			6.7			6.2			10.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	54	0	196	25	0	57	837	0	22	832	71
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	9.5	14.0		9.5	14.0		9.0	24.0		9.5	24.0	24.0
Total Split (s)	10.0	14.0		16.0	20.0		9.0	35.0		10.0	36.0	36.0
Total Split (%)	13.3%	18.7%		21.3%	26.7%		12.0%	46.7%		13.3%	48.0%	48.0%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	12.7	8.0		11.9	8.3		43.7	41.2		42.3	39.8	39.8
Actuated g/C Ratio	0.17	0.11		0.16	0.11		0.58	0.55		0.56	0.53	0.53

Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

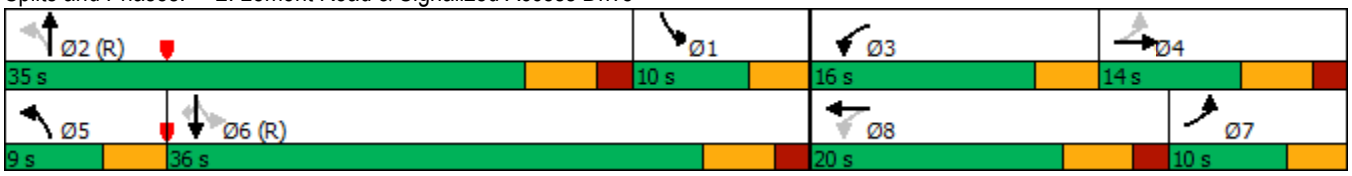
09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.22	0.25		0.69	0.12		0.16	0.43		0.05	0.44	0.08
Control Delay	28.0	16.6		43.5	18.7		12.1	13.4		5.5	8.2	0.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	28.0	16.6		43.5	18.7		12.1	13.4		5.5	8.2	0.6
LOS	C	B		D	B		B	B		A	A	A
Approach Delay		22.9			40.7			13.4			7.6	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	21	5		86	3		11	117		3	173	1
Queue Length 95th (ft)	63	36		#167	24		36	215		m7	74	3
Internal Link Dist (ft)		222			214			286			553	
Turn Bay Length (ft)	85			85			200			70		160
Base Capacity (vph)	309	216		300	331		361	1949		464	1898	926
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.22	0.25		0.65	0.08		0.16	0.43		0.05	0.44	0.08

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 6 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 14.2 Intersection LOS: B
Intersection Capacity Utilization 56.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lemont Road & Signalized Access Drive



HCM 6th TWSC
3: Lemont Road & Full Movement Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	107	614	18	75	707
Future Vol, veh/h	19	107	614	18	75	707
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	11	0	2	0	0
Mvmt Flow	20	111	640	19	78	736

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1174	330	0	0	659	0
Stage 1	650	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.82	7.12	-	-	4.1	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.41	-	-	2.2	-
Pot Cap-1 Maneuver	186	640	-	-	939	-
Stage 1	484	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	171	640	-	-	939	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	549	939	-
HCM Lane V/C Ratio	-	-	0.239	0.083	-
HCM Control Delay (s)	-	-	13.6	9.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-

HCM 6th TWSC
4: Lemont Road & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	7	0	860	92	0	1039	0
Future Vol, veh/h	0	0	0	0	0	7	0	860	92	0	1039	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	3	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	1	1	0	1	0
Mvmt Flow	0	0	0	0	0	7	0	896	96	0	1082	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	496	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	525	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	525	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	525	-
HCM Lane V/C Ratio	-	-	0.014	-
HCM Control Delay (s)	-	-	12	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

HCM 6th TWSC
5: 75th Street & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1432	1303	114	0	76
Future Vol, veh/h	0	1432	1303	114	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	0	1507	1372	120	0	80

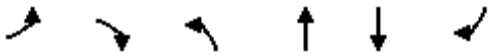
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	746
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	309
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	309
HCM Lane V/C Ratio	-	-	-	0.259
HCM Control Delay (s)	-	-	-	20.7
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1

Intersection Capacity Utilization
6: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	49	23	16	70	98	43
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	49	23	0	86	141	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	0.95	0.85
Saturated Flow (vph)	1805	1615	0	1882	1813	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		1.7				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	493	1813	
Reference Time A (s)	48.9		0.0	20.9	9.3	
Adj Saturation B (vph	NA		NA	NA	1813	
Reference Time B (s)	NA		NA	NA	9.3	
Reference Time (s)				20.9	9.3	
Adj Reference Time (s)				24.9	13.3	
Split Option						
Ref Time Combined (s)	3.3		0.0	5.5	9.3	
Ref Time Seperate (s)	3.3		1.1	4.4	6.5	
Reference Time (s)	3.3		5.5	5.5	9.3	
Adj Reference Time (s)	8.0		9.5	9.5	13.3	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	24.9	
Split Option (s)	8.0	22.8	
Minimum (s)	8.0	22.8	30.8

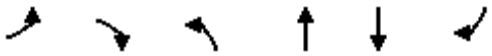
Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	13.3
Oncoming Left Ref Time (s)	0.0
Combined (s)	21.3

Intersection Summary			
Intersection Capacity Utilization	25.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	55	42	112	31	19	102
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	55	42	0	143	121	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.96	0.87	0.85
Saturated Flow (vph)	1805	1615	0	1826	1660	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		3.1				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	144	1660	
Reference Time A (s)	54.8		0.0	118.8	8.7	
Adj Saturation B (vph	NA		NA	NA	1660	
Reference Time B (s)	NA		NA	NA	8.7	
Reference Time (s)				118.8	8.7	
Adj Reference Time (s)				122.8	12.7	
Split Option						
Ref Time Combined (s)	3.7		0.0	9.4	8.7	
Ref Time Seperate (s)	3.7		7.4	2.0	1.4	
Reference Time (s)	3.7		9.4	9.4	8.7	
Adj Reference Time (s)	8.0		13.4	13.4	12.7	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	122.8	
Split Option (s)	8.0	26.1	
Minimum (s)	8.0	26.1	34.1

Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	12.7
Oncoming Left Ref Time (s)	0.0
Combined (s)	20.7

Intersection Summary			
Intersection Capacity Utilization	28.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Year 2021 Saturday Midday Peak Hour Conditions

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive 09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	32	146	86	21	9	146	609	40	16	536	23
Future Volume (vph)	11	32	146	86	21	9	146	609	40	16	536	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		105	0		85	175		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	60			25			165			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.991			0.994	
Flt Protected		0.988			0.961		0.950			0.950		
Satd. Flow (prot)	0	1836	1599	0	1826	1615	1787	3507	0	1805	3535	0
Flt Permitted		0.911			0.738		0.415			0.380		
Satd. Flow (perm)	0	1693	1599	0	1402	1615	781	3507	0	722	3535	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		667			331			633			695	
Travel Time (s)		15.2			7.5			10.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	0%	1%	0%	0%	0%	1%	2%	2%	0%	1%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	152	0	112	9	152	676	0	17	582	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.0	38.0		10.0	35.0	
Total Split (%)	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%	17.3%	50.7%		13.3%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		13.3	13.3		13.3	13.3	52.1	47.9		48.1	40.1	
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.69	0.64		0.64	0.53	

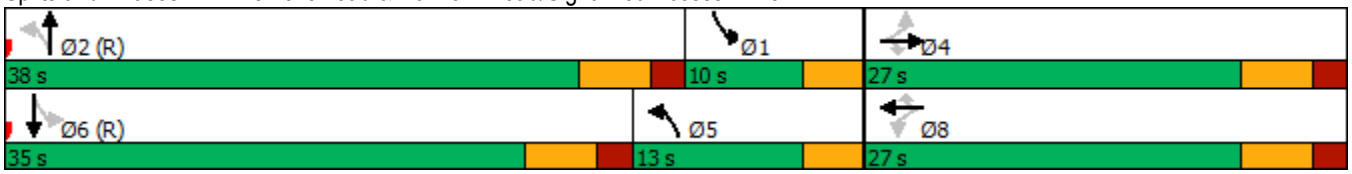
Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.15	0.54		0.45	0.03	0.24	0.30		0.03	0.31	
Control Delay		25.4	34.4		32.5	23.3	3.7	3.5		4.7	11.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.4	34.4		32.5	23.3	3.7	3.5		4.7	11.2	
LOS		C	C		C	C	A	A		A	B	
Approach Delay		32.4			31.8			3.5			11.0	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		17	65		47	4	15	41		2	72	
Queue Length 95th (ft)		41	112		87	14	22	41		9	131	
Internal Link Dist (ft)		587			251			553			615	
Turn Bay Length (ft)			105			85	175			135		
Base Capacity (vph)		474	447		392	452	704	2238		566	1888	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.34		0.29	0.02	0.22	0.30		0.03	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 11 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lemont Road & Dunham Road/Signalized Access Drive



Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	12	48	227	20	39	66	656	104	21	686	61
Future Volume (vph)	100	12	48	227	20	39	66	656	104	21	686	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	85		0	200		0	70		160
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			130			175		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.881			0.901			0.980				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1648	0	1805	1712	0	1805	3478	0	1805	3574	1615
Flt Permitted	0.833			0.716			0.336			0.303		
Satd. Flow (perm)	1552	1648	0	1360	1712	0	638	3478	0	576	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			41			26				233
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		302			294			366			633	
Travel Time (s)		6.9			6.7			6.2			10.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	63	0	236	62	0	69	791	0	22	715	64
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	9.5	14.0		9.5	14.0		9.0	24.0		9.5	24.0	24.0
Total Split (s)	10.6	14.0		18.4	21.8		9.0	33.0		9.6	33.6	33.6
Total Split (%)	14.1%	18.7%		24.5%	29.1%		12.0%	44.0%		12.8%	44.8%	44.8%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	15.1	8.0		17.1	8.6		48.8	43.0		47.9	39.7	39.7
Actuated g/C Ratio	0.20	0.11		0.23	0.11		0.65	0.57		0.64	0.53	0.53

Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

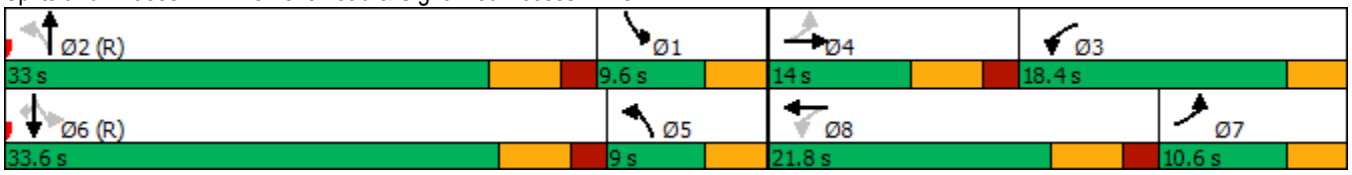
09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.31	0.29		0.64	0.27		0.14	0.39		0.05	0.38	0.07
Control Delay	23.2	16.6		32.6	18.0		7.9	11.6		3.3	7.4	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.2	16.6		32.6	18.0		7.9	11.6		3.3	7.4	0.2
LOS	C	B		C	B		A	B		A	A	A
Approach Delay		20.7			29.5			11.3			6.7	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	37	6		90	9		11	88		3	83	0
Queue Length 95th (ft)	67	39		141	42		30	192		m4	105	0
Internal Link Dist (ft)		222			214			286			553	
Turn Bay Length (ft)	85			85			200			70		160
Base Capacity (vph)	342	220		483	393		500	2006		470	1889	963
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.30	0.29		0.49	0.16		0.14	0.39		0.05	0.38	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 5 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lemont Road & Signalized Access Drive



HCM 6th TWSC
3: Lemont Road & Full Movement Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	107	614	18	75	707
Future Vol, veh/h	19	107	614	18	75	707
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	11	0	2	0	0
Mvmt Flow	20	111	640	19	78	736

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1174	330	0	0	659	0
Stage 1	650	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.82	7.12	-	-	4.1	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.41	-	-	2.2	-
Pot Cap-1 Maneuver	186	640	-	-	939	-
Stage 1	484	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	171	640	-	-	939	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	549	939	-
HCM Lane V/C Ratio	-	-	0.239	0.083	-
HCM Control Delay (s)	-	-	13.6	9.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-

HCM 6th TWSC
4: Lemont Road & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	7	0	860	92	0	1039	0
Future Vol, veh/h	0	0	0	0	0	7	0	860	92	0	1039	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	3	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	1	1	0	1	0
Mvmt Flow	0	0	0	0	0	7	0	896	96	0	1082	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	496	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	525	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	525	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	525	-
HCM Lane V/C Ratio	-	-	0.014	-
HCM Control Delay (s)	-	-	12	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

HCM 6th TWSC
5: 75th Street & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1432	1303	114	0	76
Future Vol, veh/h	0	1432	1303	114	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	0	1507	1372	120	0	80

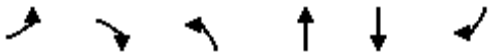
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	746
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	309
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	309
HCM Lane V/C Ratio	-	-	-	0.259
HCM Control Delay (s)	-	-	-	20.7
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1

Intersection Capacity Utilization
6: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	57	31	27	106	141	89
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	57	31	0	133	230	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	0.94	0.85
Saturated Flow (vph)	1805	1615	0	1881	1790	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		2.3				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	460	1790	
Reference Time A (s)	56.8		0.0	34.7	15.4	
Adj Saturation B (vph	NA		NA	NA	1790	
Reference Time B (s)	NA		NA	NA	15.4	
Reference Time (s)				34.7	15.4	
Adj Reference Time (s)				38.7	19.4	
Split Option						
Ref Time Combined (s)	3.8		0.0	8.5	15.4	
Ref Time Seperate (s)	3.8		1.8	6.7	9.5	
Reference Time (s)	3.8		8.5	8.5	15.4	
Adj Reference Time (s)	8.0		12.5	12.5	19.4	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	38.7	
Split Option (s)	8.0	31.9	
Minimum (s)	8.0	31.9	39.9

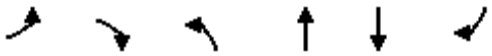
Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	19.4
Oncoming Left Ref Time (s)	0.0
Combined (s)	27.4

Intersection Summary			
Intersection Capacity Utilization	33.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	90	47	138	43	24	148
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	90	47	0	181	172	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.96	0.87	0.85
Saturated Flow (vph)	1805	1615	0	1828	1655	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		3.5				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	148	1655	
Reference Time A (s)	89.8		0.0	147.1	12.5	
Adj Saturation B (vph	NA		NA	NA	1655	
Reference Time B (s)	NA		NA	NA	12.5	
Reference Time (s)				147.1	12.5	
Adj Reference Time (s)				151.1	16.5	
Split Option						
Ref Time Combined (s)	6.0		0.0	11.9	12.5	
Ref Time Seperate (s)	6.0		9.2	2.7	1.7	
Reference Time (s)	6.0		11.9	11.9	12.5	
Adj Reference Time (s)	10.0		15.9	15.9	16.5	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	151.1	
Split Option (s)	10.0	32.4	
Minimum (s)	10.0	32.4	42.3

Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	16.5
Oncoming Left Ref Time (s)	0.0
Combined (s)	24.5

Intersection Summary			
Intersection Capacity Utilization	35.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

No-Build Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive 09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	5	197	10	2	0	147	730	14	1	444	5
Future Volume (vph)	8	5	197	10	2	0	147	730	14	1	444	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		105	0		85	175		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	60			25			165			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850					0.997			0.998	
Flt Protected		0.971			0.959		0.950			0.950		
Satd. Flow (prot)	0	1845	1615	0	1692	1900	1752	3457	0	1805	3425	0
Flt Permitted		0.880			0.835		0.452			0.290		
Satd. Flow (perm)	0	1672	1615	0	1473	1900	834	3457	0	551	3425	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		667			331			633			695	
Travel Time (s)		15.2			7.5			10.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	50%	0%	3%	4%	10%	0%	5%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	221	0	13	0	165	836	0	1	505	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	9.5	25.0		9.5	24.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	14.0	37.0		10.0	33.0	
Total Split (%)	37.3%	37.3%	37.3%	37.3%	37.3%	37.3%	18.7%	49.3%		13.3%	44.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		16.3	16.3		16.3		49.2	44.9		44.3	36.3	
Actuated g/C Ratio		0.22	0.22		0.22		0.66	0.60		0.59	0.48	

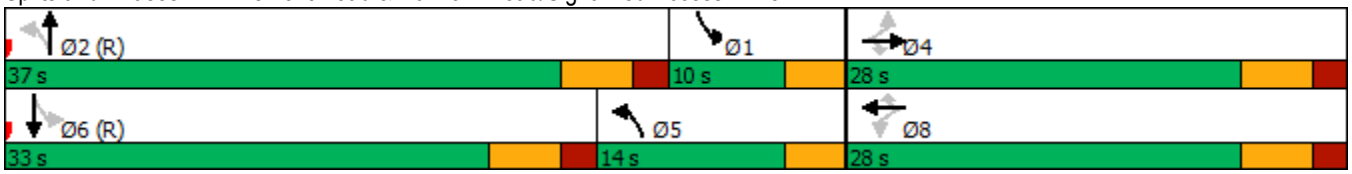
Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.04	0.63		0.04		0.26	0.40		0.00	0.30	
Control Delay		20.8	34.3		20.8		3.8	5.8		6.0	13.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		20.8	34.3		20.8		3.8	5.8		6.0	13.5	
LOS		C	C		C		A	A		A	B	
Approach Delay		33.4			20.8			5.4			13.5	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		6	94		5		10	34		0	67	
Queue Length 95th (ft)		18	145		16		8	45		2	126	
Internal Link Dist (ft)		587			251			553			615	
Turn Bay Length (ft)			105				175			135		
Base Capacity (vph)		490	473		432		715	2071		441	1657	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.03	0.47		0.03		0.23	0.40		0.00	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 46.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lemont Road & Dunham Road/Signalized Access Drive



Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	3	7	17	2	3	15	852	10	6	633	12
Future Volume (vph)	36	3	7	17	2	3	15	852	10	6	633	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	85		0	200		0	70		160
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			130			175		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.891			0.910			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1608	0	1805	1729	0	1805	3466	0	1805	3505	1380
Flt Permitted	0.833						0.387			0.282		
Satd. Flow (perm)	1452	1608	0	1900	1729	0	735	3466	0	536	3505	1380
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			3			2				145
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		302			294			366			633	
Travel Time (s)		6.9			6.7			6.2			10.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	14%	2%	0%	0%	0%	0%	4%	0%	0%	3%	17%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	11	0	18	5	0	16	927	0	6	681	13
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	9.5	23.0		9.5	23.0		9.5	25.0		9.5	24.0	24.0
Total Split (s)	10.0	23.0		10.0	23.0		10.0	32.0		10.0	32.0	32.0
Total Split (%)	13.3%	30.7%		13.3%	30.7%		13.3%	42.7%		13.3%	42.7%	42.7%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	9.8	8.0		8.1	8.0		63.5	59.3		62.8	59.3	59.3
Actuated g/C Ratio	0.13	0.11		0.11	0.11		0.85	0.79		0.84	0.79	0.79

Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021

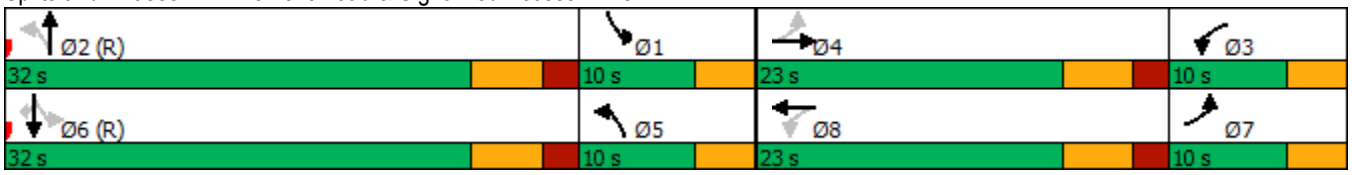
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.06		0.09	0.03		0.02	0.34		0.01	0.25	0.01
Control Delay	27.8	21.2		27.2	24.2		3.0	5.8		0.7	2.0	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	27.8	21.2		27.2	24.2		3.0	5.8		0.7	2.0	0.0
LOS	C	C		C	C		A	A		A	A	A
Approach Delay		26.4			26.5			5.7			2.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	16	1		8	1		1	64		0	8	0
Queue Length 95th (ft)	36	16		21	10		8	202		m1	62	m0
Internal Link Dist (ft)		222			214			286			553	
Turn Bay Length (ft)	85			85			200			70		160
Base Capacity (vph)	219	370		211	394		724	2743		562	2773	1122
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.18	0.03		0.09	0.01		0.02	0.34		0.01	0.25	0.01

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 2 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 5.1 Intersection LOS: A
Intersection Capacity Utilization 42.5% ICU Level of Service A
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lemont Road & Signalized Access Drive



HCM 6th TWSC
3: Lemont Road & Full Movement Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	15	721	17	35	443
Future Vol, veh/h	7	15	721	17	35	443
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	14	7	4	50	0
Mvmt Flow	7	15	743	18	36	457

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1053	381	0	0	761	0
Stage 1	752	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.86	7.18	-	-	5.1	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.44	-	-	2.7	-
Pot Cap-1 Maneuver	220	584	-	-	595	-
Stage 1	424	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	207	584	-	-	595	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	466	595	-
HCM Lane V/C Ratio	-	-	0.049	0.061	-
HCM Control Delay (s)	-	-	13.1	11.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

HCM 6th TWSC
4: Lemont Road & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	1	0	876	12	0	657	0
Future Vol, veh/h	0	0	0	0	0	1	0	876	12	0	657	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	3	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	9	0	3	0
Mvmt Flow	0	0	0	0	0	1	0	952	13	0	714	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	483	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	535	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	535	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	535	-
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	-	-	11.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

HCM 6th TWSC
5: 75th Street & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1363	898	20	0	5
Future Vol, veh/h	0	1363	898	20	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	12	0	25
Mvmt Flow	0	1450	955	21	0	5

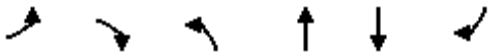
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	488
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.6
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	4.15
Pot Cap-1 Maneuver	0	-	-	-	0	405
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	405
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	405
HCM Lane V/C Ratio	-	-	-	0.013
HCM Control Delay (s)	-	-	-	14
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection Capacity Utilization
6: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	7	5	11	11	7
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	13	7	0	16	18	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.98	0.94	0.85
Saturated Flow (vph)	1805	1615	0	1870	1789	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		0.5				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	321	1789	
Reference Time A (s)	13.0		0.0	6.0	1.2	
Adj Saturation B (vph	NA		0	0	1789	
Reference Time B (s)	NA		8.3	9.0	1.2	
Reference Time (s)				6.0	1.2	
Adj Reference Time (s)				10.0	8.0	
Split Option						
Ref Time Combined (s)	0.9		0.0	1.0	1.2	
Ref Time Seperate (s)	0.9		0.3	0.7	0.7	
Reference Time (s)	0.9		1.0	1.0	1.2	
Adj Reference Time (s)	8.0		8.0	8.0	8.0	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	10.0	
Split Option (s)	8.0	16.0	
Minimum (s)	8.0	10.0	18.0

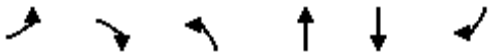
Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	8.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	16.0

Intersection Summary			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	14	5	6	2	2	16
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	14	5	0	8	18	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.96	0.87	0.85
Saturated Flow (vph)	1805	1615	0	1829	1647	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		0.4				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	150	1647	
Reference Time A (s)	14.0		0.0	6.4	1.3	
Adj Saturation B (vph	NA		0	0	1647	
Reference Time B (s)	NA		8.4	8.5	1.3	
Reference Time (s)				6.4	1.3	
Adj Reference Time (s)				10.4	8.0	
Split Option						
Ref Time Combined (s)	0.9		0.0	0.5	1.3	
Ref Time Seperate (s)	0.9		0.4	0.1	0.1	
Reference Time (s)	0.9		0.5	0.5	1.3	
Adj Reference Time (s)	8.0		8.0	8.0	8.0	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	10.4	
Split Option (s)	8.0	16.0	
Minimum (s)	8.0	10.4	18.4

Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	8.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	16.0

Intersection Summary			
Intersection Capacity Utilization	15.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive 09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	19	155	42	19	6	167	639	46	12	726	11
Future Volume (vph)	7	19	155	42	19	6	167	639	46	12	726	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		105	0		85	175		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	60			25			165			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.990			0.998	
Flt Protected		0.987			0.966		0.950			0.950		
Satd. Flow (prot)	0	1875	1615	0	1835	1615	1805	3536	0	1805	3568	0
Flt Permitted		0.925			0.778		0.325			0.368		
Satd. Flow (perm)	0	1758	1615	0	1478	1615	618	3536	0	699	3568	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		667			331			633			695	
Travel Time (s)		15.2			7.5			10.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	158	0	62	6	170	699	0	12	752	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	26.0	26.0	26.0	26.0	26.0	26.0	14.0	39.0		10.0	35.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	18.7%	52.0%		13.3%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		13.5	13.5		13.5	13.5	52.0	47.7		47.4	39.5	
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.69	0.64		0.63	0.53	

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

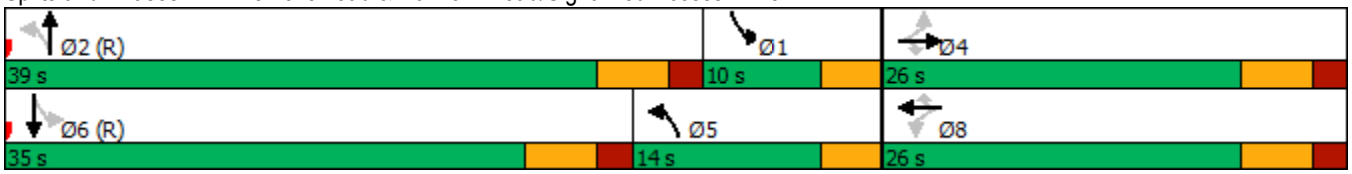
09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.08	0.55		0.23	0.02	0.32	0.31		0.02	0.40	
Control Delay		24.2	34.4		27.0	23.0	4.0	2.5		4.9	12.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		24.2	34.4		27.0	23.0	4.0	2.5		4.9	12.4	
LOS		C	C		C	C	A	A		A	B	
Approach Delay		33.0			26.6			2.8			12.3	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		10	68		25	2	13	33		1	100	
Queue Length 95th (ft)		28	115		53	11	23	18		7	179	
Internal Link Dist (ft)		587			251			553			615	
Turn Bay Length (ft)			105			85	175			135		
Base Capacity (vph)		468	430		394	430	628	2249		546	1880	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.06	0.37		0.16	0.01	0.27	0.31		0.02	0.40	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 53.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Lemont Road & Dunham Road/Signalized Access Drive



Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	11	42	213	8	18	55	768	71	24	830	69
Future Volume (vph)	66	11	42	213	8	18	55	768	71	24	830	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	85		0	200		0	70		160
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			130			175		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.881			0.894			0.987				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1674	0	1805	1699	0	1805	3531	0	1805	3574	1615
Flt Permitted	0.000			0.000			0.224			0.325		
Satd. Flow (perm)	0	1674	0	0	1699	0	426	3531	0	618	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			19			15				145
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		302			294			366			633	
Travel Time (s)		6.9			6.7			6.2			10.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	54	0	220	27	0	57	865	0	25	856	71
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	9.5	14.0		9.5	14.0		9.0	24.0		9.5	24.0	24.0
Total Split (s)	10.0	14.0		16.0	20.0		9.0	35.0		10.0	36.0	36.0
Total Split (%)	13.3%	18.7%		21.3%	26.7%		12.0%	46.7%		13.3%	48.0%	48.0%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	12.6	8.0		12.0	8.5		43.6	41.1		42.2	39.7	39.7
Actuated g/C Ratio	0.17	0.11		0.16	0.11		0.58	0.55		0.56	0.53	0.53

Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

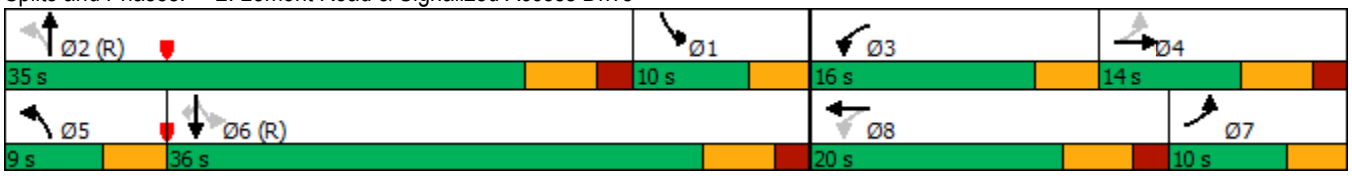
09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.22	0.25		0.76	0.13		0.16	0.45		0.06	0.45	0.08
Control Delay	28.0	16.6		48.8	18.8		12.2	13.7		5.5	8.4	0.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	28.0	16.6		48.8	18.8		12.2	13.7		5.5	8.4	0.6
LOS	C	B		D	B		B	B		A	A	A
Approach Delay		22.9			45.6			13.6			7.7	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	21	5		98	3		11	123		3	180	1
Queue Length 95th (ft)	63	36		#197	25		36	223		m8	75	3
Internal Link Dist (ft)		222			214			286			553	
Turn Bay Length (ft)	85			85			200			70		160
Base Capacity (vph)	308	216		300	332		349	1940		451	1890	923
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.22	0.25		0.73	0.08		0.16	0.45		0.06	0.45	0.08

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 6 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lemont Road & Signalized Access Drive



HCM 6th TWSC
3: Lemont Road & Full Movement Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	121	631	21	87	728
Future Vol, veh/h	21	121	631	21	87	728
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	11	0	2	0	0
Mvmt Flow	22	126	657	22	91	758

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1229	340	0	0	679	0
Stage 1	668	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Critical Hdwy	6.82	7.12	-	-	4.1	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.41	-	-	2.2	-
Pot Cap-1 Maneuver	172	630	-	-	923	-
Stage 1	474	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	630	-	-	923	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	923	-
HCM Lane V/C Ratio	-	-	0.275	0.098	-
HCM Control Delay (s)	-	-	14.2	9.3	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.3	-

HCM 6th TWSC
4: Lemont Road & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	8	0	886	100	0	1085	0
Future Vol, veh/h	0	0	0	0	0	8	0	886	100	0	1085	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	3	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	1	1	0	1	0
Mvmt Flow	0	0	0	0	0	8	0	923	104	0	1130	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	514	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	511	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	511	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	511	-
HCM Lane V/C Ratio	-	-	0.016	-
HCM Control Delay (s)	-	-	12.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

HCM 6th TWSC
5: 75th Street & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1468	1335	132	0	85
Future Vol, veh/h	0	1468	1335	132	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	0	1545	1405	139	0	89

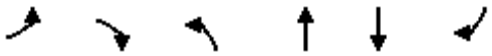
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	772
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	297
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	297
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	297
HCM Lane V/C Ratio	-	-	-	0.301
HCM Control Delay (s)	-	-	-	22.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.2

Intersection Capacity Utilization
6: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	51	26	20	74	112	47
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	51	26	0	94	159	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	0.96	0.85
Saturated Flow (vph)	1805	1615	0	1880	1816	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		1.9				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	443	1816	
Reference Time A (s)	50.9		0.0	25.5	10.5	
Adj Saturation B (vph	NA		NA	NA	1816	
Reference Time B (s)	NA		NA	NA	10.5	
Reference Time (s)				25.5	10.5	
Adj Reference Time (s)				29.5	14.5	
Split Option						
Ref Time Combined (s)	3.4		0.0	6.0	10.5	
Ref Time Seperate (s)	3.4		1.3	4.7	7.4	
Reference Time (s)	3.4		6.0	6.0	10.5	
Adj Reference Time (s)	8.0		10.0	10.0	14.5	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	29.5	
Split Option (s)	8.0	24.5	
Minimum (s)	8.0	24.5	32.5

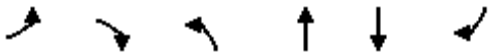
Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	14.5
Oncoming Left Ref Time (s)	0.0
Combined (s)	22.5

Intersection Summary			
Intersection Capacity Utilization	27.1%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	59	47	125	35	24	114
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	59	47	0	160	138	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.96	0.88	0.85
Saturated Flow (vph)	1805	1615	0	1826	1665	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		3.5				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	145	1665	
Reference Time A (s)	58.8		0.0	132.6	9.9	
Adj Saturation B (vph	NA		NA	NA	1665	
Reference Time B (s)	NA		NA	NA	9.9	
Reference Time (s)				132.6	9.9	
Adj Reference Time (s)				136.6	13.9	
Split Option						
Ref Time Combined (s)	3.9		0.0	10.5	9.9	
Ref Time Seperate (s)	3.9		8.3	2.2	1.7	
Reference Time (s)	3.9		10.5	10.5	9.9	
Adj Reference Time (s)	8.0		14.5	14.5	13.9	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	136.6	
Split Option (s)	8.0	28.5	
Minimum (s)	8.0	28.5	36.5

Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	13.9
Oncoming Left Ref Time (s)	0.0
Combined (s)	21.9

Intersection Summary			
Intersection Capacity Utilization	30.4%	ICU Level of Service	A

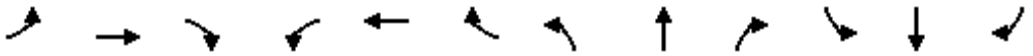
Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

No-Build Saturday Midday Peak Hour Conditions

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	32	146	95	23	10	146	625	43	18	555	23
Future Volume (vph)	11	32	146	95	23	10	146	625	43	18	555	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		105	0		85	175		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	60			25			165			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.990			0.994	
Flt Protected		0.988			0.961		0.950			0.950		
Satd. Flow (prot)	0	1836	1599	0	1826	1615	1787	3504	0	1805	3536	0
Flt Permitted		0.908			0.738		0.404			0.370		
Satd. Flow (perm)	0	1687	1599	0	1402	1615	760	3504	0	703	3536	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		667			331			633			695	
Travel Time (s)		15.2			7.5			10.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	0%	1%	0%	0%	0%	1%	2%	2%	0%	1%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	152	0	123	10	152	696	0	19	602	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.0	38.0		10.0	35.0	
Total Split (%)	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%	17.3%	50.7%		13.3%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		13.3	13.3		13.3	13.3	52.1	47.9		48.1	40.1	
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.69	0.64		0.64	0.53	

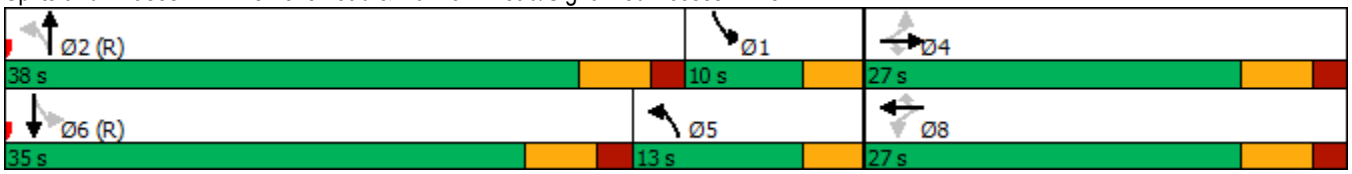
Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.15	0.54		0.50	0.04	0.25	0.31		0.04	0.32	
Control Delay		25.4	34.4		33.9	23.4	3.6	3.3		4.7	11.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.4	34.4		33.9	23.4	3.6	3.3		4.7	11.3	
LOS		C	C		C	C	A	A		A	B	
Approach Delay		32.4			33.1			3.3			11.1	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		17	65		52	4	14	40		2	75	
Queue Length 95th (ft)		41	112		94	15	22	41		10	136	
Internal Link Dist (ft)		587			251			553			615	
Turn Bay Length (ft)			105			85	175			135		
Base Capacity (vph)		472	447		392	452	692	2236		555	1889	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.34		0.31	0.02	0.22	0.31		0.03	0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 11 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lemont Road & Dunham Road/Signalized Access Drive



Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	12	48	250	22	42	66	672	111	25	710	61
Future Volume (vph)	100	12	48	250	22	42	66	672	111	25	710	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	85		0	200		0	70		160
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			130			175		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.881			0.901			0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1648	0	1805	1712	0	1805	3475	0	1805	3574	1615
Flt Permitted	0.833			0.716			0.312			0.278		
Satd. Flow (perm)	1552	1648	0	1360	1712	0	593	3475	0	528	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			44			28				233
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		302			294			366			633	
Travel Time (s)		6.9			6.7			6.2			10.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	63	0	260	67	0	69	816	0	26	740	64
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	9.5	14.0		9.5	14.0		9.0	24.0		9.5	24.0	24.0
Total Split (s)	10.6	14.0		18.4	21.8		9.0	33.0		9.6	33.6	33.6
Total Split (%)	14.1%	18.7%		24.5%	29.1%		12.0%	44.0%		12.8%	44.8%	44.8%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	14.8	8.0		19.8	8.7		46.2	40.4		45.3	37.1	37.1
Actuated g/C Ratio	0.20	0.11		0.26	0.12		0.62	0.54		0.60	0.49	0.49

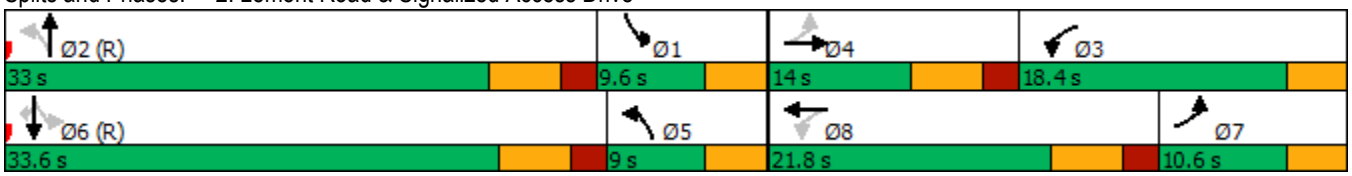
Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.32	0.29		0.60	0.28		0.15	0.43		0.06	0.42	0.07
Control Delay	23.1	16.6		29.0	18.0		9.0	13.1		3.8	8.7	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.1	16.6		29.0	18.0		9.0	13.1		3.8	8.7	0.2
LOS	C	B		C	B		A	B		A	A	A
Approach Delay		20.7			26.8			12.8			7.9	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	36	6		99	10		12	96		4	88	0
Queue Length 95th (ft)	66	39		152	43		31	205		6	115	1
Internal Link Dist (ft)		222			214			286			553	
Turn Bay Length (ft)	85			85			200			70		160
Base Capacity (vph)	335	220		518	395		454	1886		425	1766	916
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.31	0.29		0.50	0.17		0.15	0.43		0.06	0.42	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 5 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Lemont Road & Signalized Access Drive



HCM 6th TWSC
3: Lemont Road & Full Movement Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	116	635	11	118	572
Future Vol, veh/h	24	116	635	11	118	572
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	25	121	661	11	123	596

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1211	336	0	0	672	0
Stage 1	667	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Critical Hdwy	6.84	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	175	666	-	-	928	-
Stage 1	472	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	152	666	-	-	928	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	542	928	-
HCM Lane V/C Ratio	-	-	0.269	0.132	-
HCM Control Delay (s)	-	-	14.1	9.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.5	-

HCM 6th TWSC
4: Lemont Road & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	17	0	832	183	0	1008	0
Future Vol, veh/h	0	0	0	0	0	17	0	832	183	0	1008	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	3	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	1	0	1	0
Mvmt Flow	0	0	0	0	0	18	0	904	199	0	1096	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	552	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	483	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	483	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	483	-
HCM Lane V/C Ratio	-	-	0.038	-
HCM Control Delay (s)	-	-	12.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

HCM 6th TWSC
5: 75th Street & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1243	1095	184	0	122
Future Vol, veh/h	0	1243	1095	184	0	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1268	1117	188	0	124

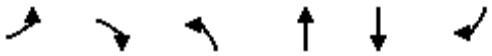
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	653
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	355
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	355
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	355
HCM Lane V/C Ratio	-	-	-	0.351
HCM Control Delay (s)	-	-	-	20.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.5

Intersection Capacity Utilization
6: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	59	34	33	116	155	95
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	59	34	0	149	250	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	0.94	0.85
Saturated Flow (vph)	1805	1615	0	1879	1792	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		2.5				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	429	1792	
Reference Time A (s)	58.8		0.0	41.7	16.7	
Adj Saturation B (vph	NA		NA	NA	1792	
Reference Time B (s)	NA		NA	NA	16.7	
Reference Time (s)				41.7	16.7	
Adj Reference Time (s)				45.7	20.7	
Split Option						
Ref Time Combined (s)	3.9		0.0	9.5	16.7	
Ref Time Seperate (s)	3.9		2.2	7.3	10.4	
Reference Time (s)	3.9		9.5	9.5	16.7	
Adj Reference Time (s)	8.0		13.5	13.5	20.7	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	45.7	
Split Option (s)	8.0	34.3	
Minimum (s)	8.0	34.3	42.3

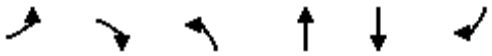
Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	20.7
Oncoming Left Ref Time (s)	0.0
Combined (s)	28.7

Intersection Summary			
Intersection Capacity Utilization	35.2%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	95	53	153	54	28	161
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	95	53	0	207	189	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.96	0.87	0.85
Saturated Flow (vph)	1805	1615	0	1830	1657	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		3.9				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	151	1657	
Reference Time A (s)	94.7		0.0	164.1	13.7	
Adj Saturation B (vph	NA		NA	NA	1657	
Reference Time B (s)	NA		NA	NA	13.7	
Reference Time (s)				164.1	13.7	
Adj Reference Time (s)				168.1	17.7	
Split Option						
Ref Time Combined (s)	6.3		0.0	13.6	13.7	
Ref Time Seperate (s)	6.3		10.2	3.4	2.0	
Reference Time (s)	6.3		13.6	13.6	13.7	
Adj Reference Time (s)	10.3		17.6	17.6	17.7	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	168.1	
Split Option (s)	10.3	35.3	
Minimum (s)	10.3	35.3	45.6

Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	17.7
Oncoming Left Ref Time (s)	0.0
Combined (s)	25.7

Intersection Summary			
Intersection Capacity Utilization	38.0%	ICU Level of Service	A

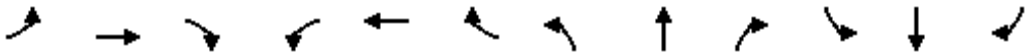
Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	5	197	10	2	2	147	738	14	3	453	5
Future Volume (vph)	8	5	197	10	2	2	147	738	14	3	453	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		105	0		85	175		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	60			25			165			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.997			0.998	
Flt Protected		0.971			0.959		0.950			0.950		
Satd. Flow (prot)	0	1845	1615	0	1692	1615	1752	3457	0	1805	3426	0
Flt Permitted		0.880			0.835		0.446			0.286		
Satd. Flow (perm)	0	1672	1615	0	1473	1615	823	3457	0	543	3426	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		667			331			633			695	
Travel Time (s)		15.2			7.5			10.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	50%	0%	3%	4%	10%	0%	5%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	221	0	13	2	165	845	0	3	515	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	9.5	25.0		9.5	24.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	14.0	37.0		10.0	33.0	
Total Split (%)	37.3%	37.3%	37.3%	37.3%	37.3%	37.3%	18.7%	49.3%		13.3%	44.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		16.3	16.3		16.3	16.3	49.2	44.9		44.3	36.3	
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.66	0.60		0.59	0.48	

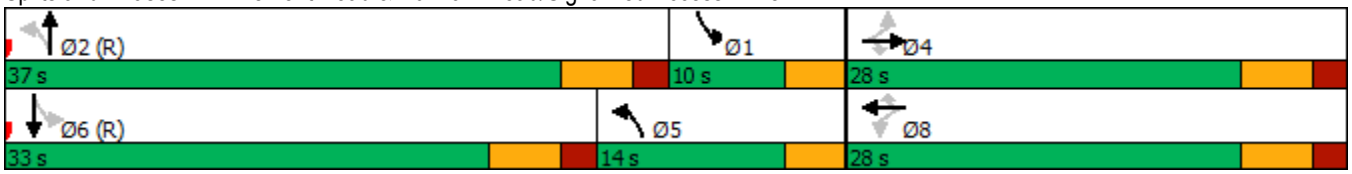
Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.04	0.63		0.04	0.01	0.26	0.41		0.01	0.31	
Control Delay		20.8	34.3		20.8	20.0	3.2	5.1		6.0	13.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		20.8	34.3		20.8	20.0	3.2	5.1		6.0	13.5	
LOS		C	C		C	B	A	A		A	B	
Approach Delay		33.4			20.7			4.8			13.5	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		6	94		5	1	10	89		0	69	
Queue Length 95th (ft)		18	145		16	5	11	51		4	129	
Internal Link Dist (ft)		587			251			553			615	
Turn Bay Length (ft)			105			85	175			135		
Base Capacity (vph)		490	473		432	473	709	2071		437	1659	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.47		0.03	0.00	0.23	0.41		0.01	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lemont Road & Dunham Road/Signalized Access Drive



Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	3	7	40	2	25	15	838	41	23	625	12
Future Volume (vph)	36	3	7	40	2	25	15	838	41	23	625	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	85		0	200		0	70		160
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			130			175		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.891			0.860			0.993				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1608	0	1805	1634	0	1805	3453	0	1805	3505	1380
Flt Permitted							0.387			0.265		
Satd. Flow (perm)	1743	1608	0	1900	1634	0	735	3453	0	504	3505	1380
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			27			7				145
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		302			294			366			633	
Travel Time (s)		6.9			6.7			6.2			10.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	14%	2%	0%	0%	0%	0%	4%	0%	0%	3%	17%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	11	0	43	29	0	16	945	0	25	672	13
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	9.5	23.0		9.5	23.0		9.5	25.0		9.5	24.0	24.0
Total Split (s)	10.0	23.0		10.0	23.0		10.0	32.0		10.0	32.0	32.0
Total Split (%)	13.3%	30.7%		13.3%	30.7%		13.3%	42.7%		13.3%	42.7%	42.7%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	8.7	8.0		11.8	8.1		59.6	55.7		59.8	57.5	57.5
Actuated g/C Ratio	0.12	0.11		0.16	0.11		0.79	0.74		0.80	0.77	0.77

Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021

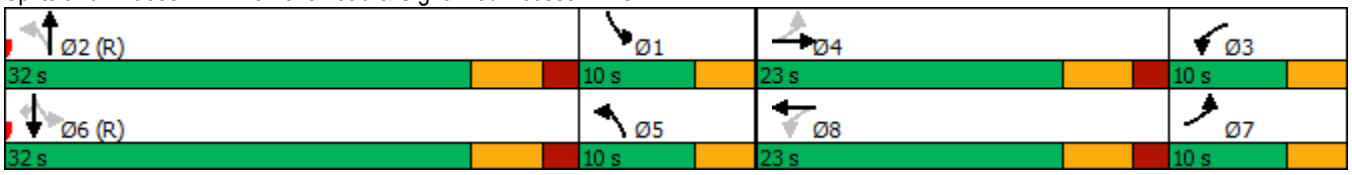
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.20	0.06		0.15	0.14		0.02	0.37		0.05	0.25	0.01
Control Delay	29.0	21.2		24.4	15.1		4.8	8.5		1.9	2.7	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	29.0	21.2		24.4	15.1		4.8	8.5		1.9	2.7	0.0
LOS	C	C		C	B		A	A		A	A	A
Approach Delay		27.3			20.7			8.4			2.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	17	1		19	1		1	50		0	8	0
Queue Length 95th (ft)	35	16		38	23		9	211		m3	64	m0
Internal Link Dist (ft)		222			214			286			553	
Turn Bay Length (ft)	85			85			200			70		160
Base Capacity (vph)	203	370		295	391		686	2566		518	2687	1092
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.19	0.03		0.15	0.07		0.02	0.37		0.05	0.25	0.01

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 2 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 43.4% ICU Level of Service A
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lemont Road & Signalized Access Drive



HCM 6th TWSC
3: Lemont Road & Full Movement Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	15	731	17	35	454
Future Vol, veh/h	7	15	731	17	35	454
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	14	7	4	50	0
Mvmt Flow	7	15	754	18	36	468

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1069	386	0	0	772	0
Stage 1	763	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.86	7.18	-	-	5.1	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.44	-	-	2.7	-
Pot Cap-1 Maneuver	215	579	-	-	588	-
Stage 1	418	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	202	579	-	-	588	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	460	588	-
HCM Lane V/C Ratio	-	-	0.049	0.061	-
HCM Control Delay (s)	-	-	13.2	11.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

HCM 6th TWSC
4: Lemont Road & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	1	0	893	12	0	672	0
Future Vol, veh/h	0	0	0	0	0	1	0	893	12	0	672	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	3	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	9	0	3	0
Mvmt Flow	0	0	0	0	0	1	0	971	13	0	730	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	492	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	528	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	528	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	528	-
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	-	-	11.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

HCM 6th TWSC
5: 75th Street & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1363	884	43	0	28
Future Vol, veh/h	0	1363	884	43	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	12	0	25
Mvmt Flow	0	1450	940	46	0	30

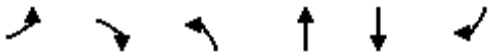
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	493
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.6
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	4.15
Pot Cap-1 Maneuver	0	-	-	-	0	402
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	402
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	402
HCM Lane V/C Ratio	-	-	-	0.074
HCM Control Delay (s)	-	-	-	14.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Intersection Capacity Utilization
6: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	9	7	11	11	7
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	13	9	0	18	18	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.98	0.94	0.85
Saturated Flow (vph)	1805	1615	0	1863	1789	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		0.7				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	265	1789	
Reference Time A (s)	13.0		0.0	8.2	1.2	
Adj Saturation B (vph	NA		0	0	1789	
Reference Time B (s)	NA		8.5	9.2	1.2	
Reference Time (s)				8.2	1.2	
Adj Reference Time (s)				12.2	8.0	
Split Option						
Ref Time Combined (s)	0.9		0.0	1.2	1.2	
Ref Time Seperate (s)	0.9		0.5	0.7	0.7	
Reference Time (s)	0.9		1.2	1.2	1.2	
Adj Reference Time (s)	8.0		8.0	8.0	8.0	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	12.2	
Split Option (s)	8.0	16.0	
Minimum (s)	8.0	12.2	20.2

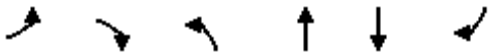
Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	8.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	16.0

Intersection Summary			
Intersection Capacity Utilization	16.8%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	14	53	51	4	4	16
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	14	53	0	55	20	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.95	0.88	0.85
Saturated Flow (vph)	1805	1615	0	1812	1672	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		3.9				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	127	1672	
Reference Time A (s)	14.0		0.0	52.0	1.4	
Adj Saturation B (vph	NA		0	0	1672	
Reference Time B (s)	NA		11.4	11.6	1.4	
Reference Time (s)				11.6	1.4	
Adj Reference Time (s)				15.6	8.0	
Split Option						
Ref Time Combined (s)	0.9		0.0	3.6	1.4	
Ref Time Seperate (s)	0.9		3.4	0.3	0.3	
Reference Time (s)	0.9		3.6	3.6	1.4	
Adj Reference Time (s)	8.0		8.0	8.0	8.0	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	15.6	
Split Option (s)	8.0	16.0	
Minimum (s)	8.0	15.6	23.6

Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	8.0
Oncoming Left Ref Time (s)	0.0
Combined (s)	16.0

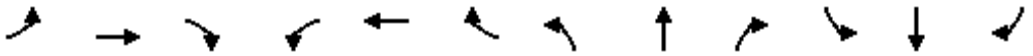
Intersection Summary			
Intersection Capacity Utilization	19.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive 09/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	19	155	42	19	8	167	645	46	14	733	11
Future Volume (vph)	7	19	155	42	19	8	167	645	46	14	733	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		105	0		85	175		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	60			25			165			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.990			0.998	
Flt Protected		0.987			0.966		0.950			0.950		
Satd. Flow (prot)	0	1875	1615	0	1835	1615	1805	3536	0	1805	3568	0
Flt Permitted		0.925			0.778		0.322			0.365		
Satd. Flow (perm)	0	1758	1615	0	1478	1615	612	3536	0	694	3568	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		667			331			633			695	
Travel Time (s)		15.2			7.5			10.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	158	0	62	8	170	705	0	14	759	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	26.0	26.0	26.0	26.0	26.0	26.0	14.0	39.0		10.0	35.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	18.7%	52.0%		13.3%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		13.5	13.5		13.5	13.5	52.0	47.7		47.4	39.5	
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.69	0.64		0.63	0.53	

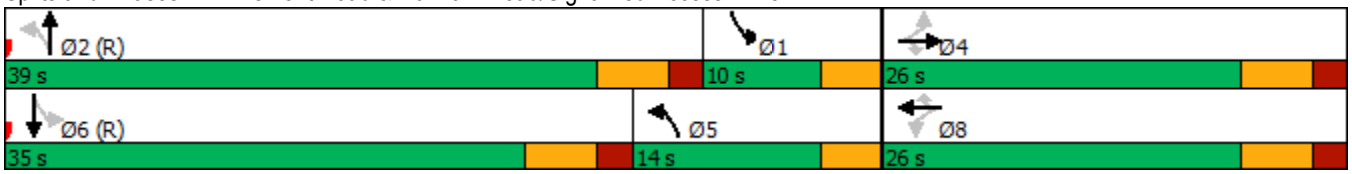
Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.08	0.55		0.23	0.03	0.32	0.31		0.03	0.40	
Control Delay		24.2	34.4		27.0	23.0	3.5	2.0		4.9	12.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		24.2	34.4		27.0	23.0	3.5	2.0		4.9	12.5	
LOS		C	C		C	C	A	A		A	B	
Approach Delay		33.0			26.5			2.3			12.3	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		10	68		25	3	2	4		2	101	
Queue Length 95th (ft)		28	115		53	13	21	21		8	182	
Internal Link Dist (ft)		587			251			553			615	
Turn Bay Length (ft)			105			85	175			135		
Base Capacity (vph)		468	430		394	430	624	2248		543	1879	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.06	0.37		0.16	0.02	0.27	0.31		0.03	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lemont Road & Dunham Road/Signalized Access Drive



Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	11	42	232	8	33	55	759	94	38	823	69
Future Volume (vph)	66	11	42	232	8	33	55	759	94	38	823	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	85		0	200		0	70		160
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			130			175		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.881			0.879			0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1674	0	1805	1670	0	1805	3517	0	1805	3574	1615
Flt Permitted	0.000			0.000			0.224			0.314		
Satd. Flow (perm)	0	1674	0	0	1670	0	426	3517	0	597	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			34			21				145
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		302			294			366			633	
Travel Time (s)		6.9			6.7			6.2			10.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	54	0	239	42	0	57	879	0	39	848	71
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	9.5	14.0		9.5	14.0		9.0	24.0		9.5	24.0	24.0
Total Split (s)	10.0	14.0		16.0	20.0		9.0	35.0		10.0	36.0	36.0
Total Split (%)	13.3%	18.7%		21.3%	26.7%		12.0%	46.7%		13.3%	48.0%	48.0%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	9.7	8.0		12.1	8.7		41.5	39.0		42.3	39.6	39.6
Actuated g/C Ratio	0.13	0.11		0.16	0.12		0.55	0.52		0.56	0.53	0.53

Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

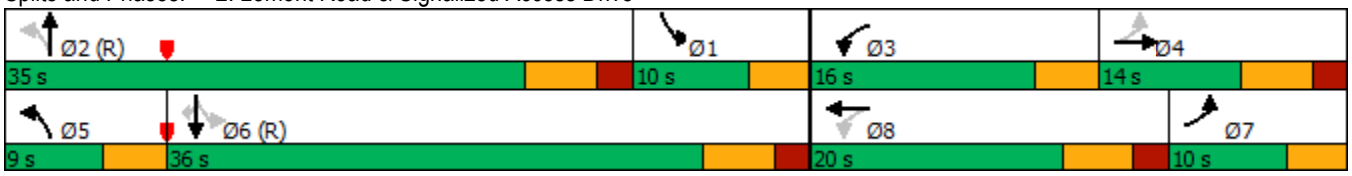
09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.29	0.25		0.82	0.19		0.17	0.48		0.09	0.45	0.08
Control Delay	31.8	16.6		54.8	16.0		13.3	15.3		5.8	8.3	0.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	31.8	16.6		54.8	16.0		13.3	15.3		5.8	8.3	0.6
LOS	C	B		D	B		B	B		A	A	A
Approach Delay		25.0			49.0			15.1			7.6	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	28	5		108	3		15	166		5	177	1
Queue Length 95th (ft)	64	36		#221	30		36	227		m11	74	3
Internal Link Dist (ft)		222			214			286			553	
Turn Bay Length (ft)	85			85			200			70		160
Base Capacity (vph)	238	216		300	339		338	1838		443	1886	921
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.29	0.25		0.80	0.12		0.17	0.48		0.09	0.45	0.08

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 6 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 60.2% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lemont Road & Signalized Access Drive



HCM 6th TWSC
3: Lemont Road & Full Movement Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	121	639	21	87	737
Future Vol, veh/h	21	121	639	21	87	737
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	11	0	2	0	0
Mvmt Flow	22	126	666	22	91	768

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1243	344	0	0	688	0
Stage 1	677	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.82	7.12	-	-	4.1	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.41	-	-	2.2	-
Pot Cap-1 Maneuver	168	626	-	-	916	-
Stage 1	469	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	151	626	-	-	916	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	916	-
HCM Lane V/C Ratio	-	-	0.278	0.099	-
HCM Control Delay (s)	-	-	14.4	9.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.3	-

HCM 6th TWSC
4: Lemont Road & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	8	0	900	100	0	1097	0
Future Vol, veh/h	0	0	0	0	0	8	0	900	100	0	1097	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	3	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	1	1	0	1	0
Mvmt Flow	0	0	0	0	0	8	0	938	104	0	1143	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	521	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	505	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	505	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	505	-
HCM Lane V/C Ratio	-	-	0.017	-
HCM Control Delay (s)	-	-	12.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

HCM 6th TWSC
5: 75th Street & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1468	1322	153	0	105
Future Vol, veh/h	0	1468	1322	153	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	0	1545	1392	161	0	111

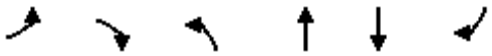
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	777
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	295
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	295
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	295
HCM Lane V/C Ratio	-	-	-	0.375
HCM Control Delay (s)	-	-	-	24.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.7

Intersection Capacity Utilization
6: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	51	28	22	74	112	47
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	51	28	0	96	159	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	0.96	0.85
Saturated Flow (vph)	1805	1615	0	1878	1816	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		2.1				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	417	1816	
Reference Time A (s)	50.9		0.0	27.6	10.5	
Adj Saturation B (vph	NA		NA	NA	1816	
Reference Time B (s)	NA		NA	NA	10.5	
Reference Time (s)				27.6	10.5	
Adj Reference Time (s)				31.6	14.5	
Split Option						
Ref Time Combined (s)	3.4		0.0	6.1	10.5	
Ref Time Seperate (s)	3.4		1.5	4.7	7.4	
Reference Time (s)	3.4		6.1	6.1	10.5	
Adj Reference Time (s)	8.0		10.1	10.1	14.5	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	31.6	
Split Option (s)	8.0	24.6	
Minimum (s)	8.0	24.6	32.6

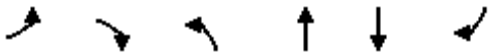
Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	14.5
Oncoming Left Ref Time (s)	0.0
Combined (s)	22.5

Intersection Summary			
Intersection Capacity Utilization	27.2%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	59	84	159	37	26	114
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	59	84	0	196	140	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.96	0.88	0.85
Saturated Flow (vph)	1805	1615	0	1823	1668	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		6.2				0.0
Adj Reference Time (s)		10.2				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	141	1668	
Reference Time A (s)	58.8		0.0	167.4	10.1	
Adj Saturation B (vph	NA		NA	NA	1668	
Reference Time B (s)	NA		NA	NA	10.1	
Reference Time (s)				167.4	10.1	
Adj Reference Time (s)				171.4	14.1	
Split Option						
Ref Time Combined (s)	3.9		0.0	12.9	10.1	
Ref Time Seperate (s)	3.9		10.6	2.3	1.9	
Reference Time (s)	3.9		12.9	12.9	10.1	
Adj Reference Time (s)	8.0		16.9	16.9	14.1	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	171.4	
Split Option (s)	8.0	31.0	
Minimum (s)	8.0	31.0	39.0

Right Turns	EBR
Adj Reference Time (s)	10.2
Cross Thru Ref Time (s)	14.1
Oncoming Left Ref Time (s)	0.0
Combined (s)	24.3

Intersection Summary			
Intersection Capacity Utilization	32.5%	ICU Level of Service	A

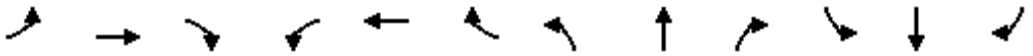
Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Projected Saturday Midday Peak Hour Conditions

Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	32	146	95	23	13	146	636	43	21	567	23
Future Volume (vph)	11	32	146	95	23	13	146	636	43	21	567	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		105	0		85	175		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	60			25			165			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.990			0.994	
Flt Protected		0.988			0.961		0.950			0.950		
Satd. Flow (prot)	0	1836	1599	0	1826	1615	1787	3504	0	1805	3536	0
Flt Permitted		0.908			0.738		0.397			0.361		
Satd. Flow (perm)	0	1687	1599	0	1402	1615	747	3504	0	686	3536	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		667			331			633			695	
Travel Time (s)		15.2			7.5			10.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	0%	1%	0%	0%	0%	1%	2%	2%	0%	1%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	152	0	123	14	152	708	0	22	615	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.0	38.0		10.0	35.0	
Total Split (%)	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%	17.3%	50.7%		13.3%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		13.3	13.3		13.3	13.3	52.0	46.1		47.5	39.5	
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.69	0.61		0.63	0.53	

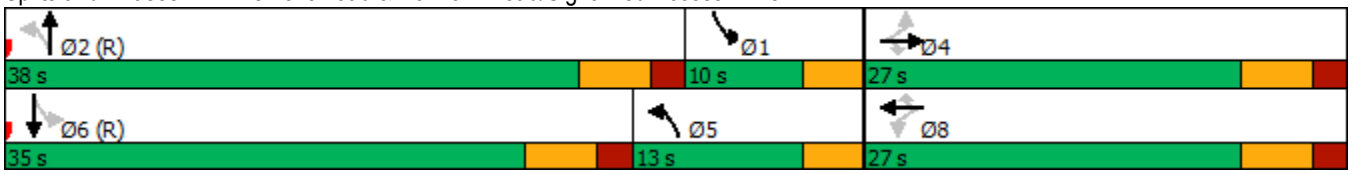
Lanes, Volumes, Timings
1: Lemont Road & Dunham Road/Signalized Access Drive

09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.15	0.54		0.50	0.05	0.25	0.33		0.04	0.33	
Control Delay		25.4	34.4		33.9	23.6	3.8	3.5		5.0	11.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.4	34.4		33.9	23.6	3.8	3.5		5.0	11.8	
LOS		C	C		C	C	A	A		A	B	
Approach Delay		32.4			32.8			3.5			11.6	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		17	65		52	5	11	28		2	77	
Queue Length 95th (ft)		41	112		94	19	25	48		11	139	
Internal Link Dist (ft)		587			251			553			615	
Turn Bay Length (ft)			105			85	175			135		
Base Capacity (vph)		472	447		392	452	677	2151		540	1860	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.34		0.31	0.03	0.22	0.33		0.04	0.33	

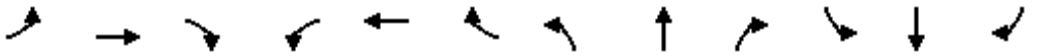
Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 11 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 51.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lemont Road & Dunham Road/Signalized Access Drive



Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

09/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	12	48	282	22	69	66	656	150	48	699	61
Future Volume (vph)	100	12	48	282	22	69	66	656	150	48	699	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	85		0	200		0	70		160
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			130			175		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.881			0.886			0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1648	0	1805	1683	0	1805	3453	0	1805	3574	1615
Flt Permitted	0.833			0.716			0.314			0.260		
Satd. Flow (perm)	1552	1648	0	1360	1683	0	597	3453	0	494	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			72			41				233
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		302			294			366			633	
Travel Time (s)		6.9			6.7			6.2			10.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	63	0	294	95	0	69	839	0	50	728	64
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	9.5	14.0		9.5	14.0		9.0	24.0		9.5	24.0	24.0
Total Split (s)	10.6	14.0		18.4	21.8		9.0	33.0		9.6	33.6	33.6
Total Split (%)	14.1%	18.7%		24.5%	29.1%		12.0%	44.0%		12.8%	44.8%	44.8%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	15.4	8.0		20.8	8.9		44.6	37.7		44.6	36.3	36.3
Actuated g/C Ratio	0.21	0.11		0.28	0.12		0.59	0.50		0.59	0.48	0.48

Lanes, Volumes, Timings
2: Lemont Road & Signalized Access Drive

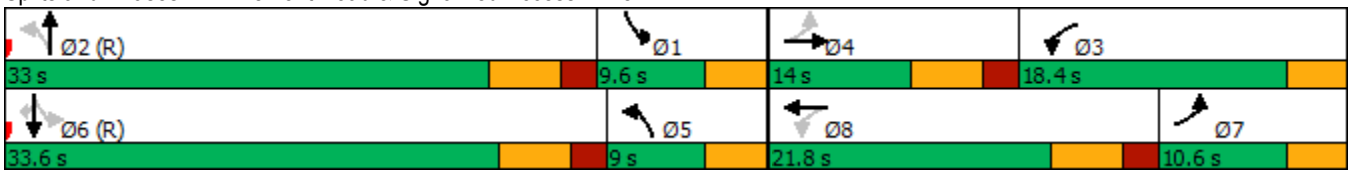
09/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.30	0.29		0.64	0.36		0.16	0.48		0.13	0.42	0.07
Control Delay	22.2	16.6		29.7	15.7		9.7	15.0		4.6	8.9	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	22.2	16.6		29.7	15.7		9.7	15.0		4.6	8.9	0.2
LOS	C	B		C	B		A	B		A	A	A
Approach Delay		20.1			26.3			14.6			8.0	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	34	6		110	10		13	141		8	87	0
Queue Length 95th (ft)	64	39		168	49		32	213		10	113	1
Internal Link Dist (ft)		222			214			286			553	
Turn Bay Length (ft)	85			85			200			70		160
Base Capacity (vph)	349	220		523	411		443	1756		402	1727	901
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.30	0.29		0.56	0.23		0.16	0.48		0.12	0.42	0.07

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 5 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 61.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Lemont Road & Signalized Access Drive



HCM 6th TWSC
3: Lemont Road & Full Movement Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	116	649	11	118	587
Future Vol, veh/h	24	116	649	11	118	587
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	25	121	676	11	123	611

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1234	344	0	0	687	0
Stage 1	682	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Critical Hdwy	6.84	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	169	658	-	-	916	-
Stage 1	464	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	146	658	-	-	916	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	534	916	-
HCM Lane V/C Ratio	-	-	0.273	0.134	-
HCM Control Delay (s)	-	-	14.3	9.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.5	-

HCM 6th TWSC
4: Lemont Road & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	17	0	855	183	0	1029	0
Future Vol, veh/h	0	0	0	0	0	17	0	855	183	0	1029	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	3	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	1	0	1	0
Mvmt Flow	0	0	0	0	0	18	0	929	199	0	1118	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	564	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	474	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	474	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	474	-
HCM Lane V/C Ratio	-	-	0.039	-
HCM Control Delay (s)	-	-	12.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

HCM 6th TWSC
5: 75th Street & Right-In/Right-Out Access Drive 09/23/2021

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1243	1073	219	0	155
Future Vol, veh/h	0	1243	1073	219	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1268	1095	223	0	158

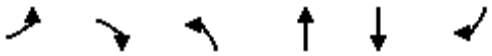
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	659
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	352
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	352
HCM Lane V/C Ratio	-	-	-	0.449
HCM Control Delay (s)	-	-	-	23.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	2.2

Intersection Capacity Utilization
6: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	59	37	36	116	155	95
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	59	37	0	152	250	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	0.94	0.85
Saturated Flow (vph)	1805	1615	0	1878	1792	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		2.7				0.0
Adj Reference Time (s)		8.0				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	406	1792	
Reference Time A (s)	58.8		0.0	45.0	16.7	
Adj Saturation B (vph	NA		NA	NA	1792	
Reference Time B (s)	NA		NA	NA	16.7	
Reference Time (s)				45.0	16.7	
Adj Reference Time (s)				49.0	20.7	
Split Option						
Ref Time Combined (s)	3.9		0.0	9.7	16.7	
Ref Time Seperate (s)	3.9		2.4	7.3	10.4	
Reference Time (s)	3.9		9.7	9.7	16.7	
Adj Reference Time (s)	8.0		13.7	13.7	20.7	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	49.0	
Split Option (s)	8.0	34.5	
Minimum (s)	8.0	34.5	42.5

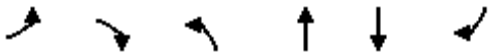
Right Turns	EBR
Adj Reference Time (s)	8.0
Cross Thru Ref Time (s)	20.7
Oncoming Left Ref Time (s)	0.0
Combined (s)	28.7

Intersection Summary			
Intersection Capacity Utilization	35.4%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
7: Internal Drive & Signalized Access Drive

09/23/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	95	115	212	57	31	161
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	95	115	0	269	192	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.96	0.87	0.85
Saturated Flow (vph)	1805	1615	0	1825	1661	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		8.5				0.0
Adj Reference Time (s)		12.5				0.0
Permitted Option						
Adj Saturation A (vph)	120		0	144	1661	
Reference Time A (s)	94.7		0.0	224.5	13.9	
Adj Saturation B (vph	NA		NA	NA	1661	
Reference Time B (s)	NA		NA	NA	13.9	
Reference Time (s)				224.5	13.9	
Adj Reference Time (s)				228.5	17.9	
Split Option						
Ref Time Combined (s)	6.3		0.0	17.7	13.9	
Ref Time Seperate (s)	6.3		14.1	3.6	2.2	
Reference Time (s)	6.3		17.7	17.7	13.9	
Adj Reference Time (s)	10.3		21.7	21.7	17.9	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	228.5	
Split Option (s)	10.3	39.6	
Minimum (s)	10.3	39.6	49.9

Right Turns	EBR
Adj Reference Time (s)	12.5
Cross Thru Ref Time (s)	17.9
Oncoming Left Ref Time (s)	0.0
Combined (s)	30.4

Intersection Summary			
Intersection Capacity Utilization	41.6%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

DRAFT

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

November 1, 2021, 7:00 P.M.

FILE 21-PLC-0021: A petition seeking an amendment to Planned Development #18, a subdivision, and a Special Use for a restaurant with a drive-through. The property is currently zoned B-2, General Retail Business. The property is located at the Northeast Corner of Lemont Road and 75th Street. (09-29-110-002 to -008, -013 to -015). PMAT DPP, LLC, Petitioner and Owner.

Appearing for the petitioner PMAT DPP, LLC, Mr. Jason Reibert with Gulf States Construction Services, discussed the background of the petitioner which was a real estate development company based out of New Orleans, Louisiana. The development company has secured long-term lease commitments with stores within the subject strip mall which has been a positive for the site.

Tonight's petition involved the: 1) construction of a 3900 sq. foot Panera Bread at the northeast corner of the property between the PNC Bank and Taco Bell, 2) amendments to the Planned Unit Development, 3) an amendment to the Master Sign program previously approved as part of the overall development of the project, and 4) a request for a special use for a drive-through and a re-subdivision to allow for the creation of an outlot. Currently, the site is a parking lot. With the proposed project, the parking will be reduced for the overall parking in the shopping center by 42 spaces with the shopping center still over parked. All main utilities and infrastructure already exist on the site to serve the project. Ingress and egress exist and no new curb cuts will be necessary.

Bulk standards either meet or exceed the village's Zoning and Subdivision Standards ordinance and the proposed dual drive-through exceeds the minimum drive-through stacking by a total of three to four vehicles. Materials for the building will be modern, consistent with other buildings in the corridor and meet the Panera's prototype. Elevations of the building followed. The amendment to the master sign program is being requested which will allow a reduction to the 25-foot setback requirements between the newly created lot lines for two existing monument signs located at the corner of 75th Street and Lemont Road and the main entrance off of Lemont Street.

Chairman Rickard invited questions from the commissioners. Commissioner Maurer confirmed with the petitioner the dual drive-through lanes and the two monument signs for the property. He briefly inquired about a former dog daycare center coming to the shopping center, to which Mr. Reibert said was still being discussed.

Chairman Rickard opened the public hearing to public comment. None received.

In reviewing the staff report, Planner Gabby Baldassari located the site on the overhead map, discussed existing conditions of the site and shared photographs of the site and shopping center to orient the commissioners. The site plan was reviewed, the proposed outlot was pointed out, as well as the monument signs and dual drive-through. The planned unit development criteria and special use criteria were referenced with staff believing all criteria was met.

DRAFT

A question was raised by Commissioner Boyle pertaining to a prior project (E V Company) on the property and whether it had been addressed, wherein Planning Manager Zawila stated it was approved by Village Council and he proceeded to share some details.

Chairman Rickard invited the petitioner to respond to any questions/concerns, wherein Mr. Reibert explained that with respect to the cross access easement across Lots 1 and 9, there was an existing easement agreement document in place that governs cross parking, common area maintenance, signage, etc. The document has been revised and will be recorded as part of the final subdivision plat once at that point. He referred to a draft cross access agreement he submitted as part of the project to address staff's condition.

Chairman Rickard closed the public hearing, and invited further discussion. Commissioner Maurer shared his support for the project.

WITH RESPECT TO FILE 21-PLC-0021 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, THE TESTIMONY PRESENTED, AND HAVING MET THE STANDARDS OF APPROVAL FOR A PLANNED UNIT DEVELOPMENT, AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IT BEING IN THE PUBLIC INTEREST, COMMISSIONER MAURER MADE A MOTION THAT THE PLAN COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF FILE 21-PLC-021, SUBJECT TO THE FOLLOWING CONDITIONS:

1. **THE PLANNED UNIT DEVELOPMENT, SPECIAL USE, AND PLAT OF SUBDIVISION, AND AMENDMENT TO THE MASTER SIGN PLAN SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT; AND DRAWINGS PREPARED BY WOOLPERT ENGINEERING SUBMITTED ON 10/20/2021, AND BY ZITO RUSSELL ARCHITECTS UPDATED ON 10/18/2021 EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES;**
2. **A PERPETUAL CROSS ACCESS AND PARKING EASEMENT IS PROVIDED BETWEEN LOTS 1 AND 9; AND**
3. **THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC SUPPRESSION SYSTEM AND AN AUTOMATIC AND MANUAL FIRE ALARM SYSTEM.**

SECOND BY COMMISSIONER PATEL. ROLL CALL:

AYE: MAURER, PATEL, BOYLE, DMYTRTSZYN, JOHNSON MAJAUSKAS, RECTOR, TOFF, CHAIRMAN RICKARD
NAY: NONE

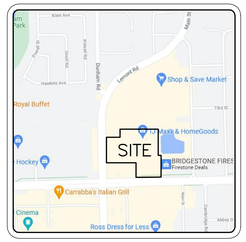
MOTION PASSED. VOTE: 9-0

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

FINAL PLAT OF SUBDIVISION

PANERA BREAD SUBDIVISION

BEING A RESUBDIVISION OF LOT 5 IN DOWNERS PARK, BEING A SUBDIVISION OF A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS



SITE MAP
NOT TO SCALE

NORTH

0 40 80 120
GRAPHIC SCALE IN FEET

LEGEND:

- SURVEYED BOUNDARY
- EXISTING LOT/PARCEL LINE
- PROPOSED LOT LINE
- RIGHT OF WAY LINE
- SETBACK LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- SECTION LINES
- SET R.R. SPIKE/NAIL IN ASPHALT OR IRON PIN W/CAP IN SOIL OR CUT CROSS IN CONCRETE
- REBAR FOUND
- IRON PIPE FOUND
- MAG NAIL FOUND
- CHISELED CROSS FOUND

SURVEYOR'S NOTES:

1. "M." DESIGNATES MEASURED DIMENSION/BEARING, "R." DESIGNATES RECORD DIMENSION/BEARING.
2. DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
3. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
4. THE BASIS OF MEASURED BEARINGS AND HORIZONTAL DATUM SHOWN HEREON IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD 83). SAID BEARINGS ORIGINATED FROM SAID COORDINATE SYSTEM BY GPS OBSERVATIONS AND OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
5. IRON PIPES OR SURVEYOR'S NAIL ARE SET AT ALL LOT CORNERS UNLESS OTHERWISE NOTED.
6. ALL EASEMENTS ARE HERETOFORE DEDICATED UNLESS OTHERWISE NOTED.
7. ALL EASEMENTS DEPICTED ON THE PLAT MAP ARE FOR PUBLIC UTILITIES UNLESS OTHERWISE NOTED.
8. THE PROPERTIES DEPICTED ON THIS PLAT IDENTIFIED AS LOT 5-A AND LOT 9 ARE BENEFITTED AND BURDENED BY BLANKET EASEMENTS MORE PARTICULARLY DESCRIBED IN THAT CERTAIN DECLARATION OF EASEMENTS AND RESTRICTIONS BY PMAT DPP, LLC, DATED_____, 2021, RECORDED AS DOCUMENT NUMBER _____IN DUPAGE COUNTY, ILLINOIS.

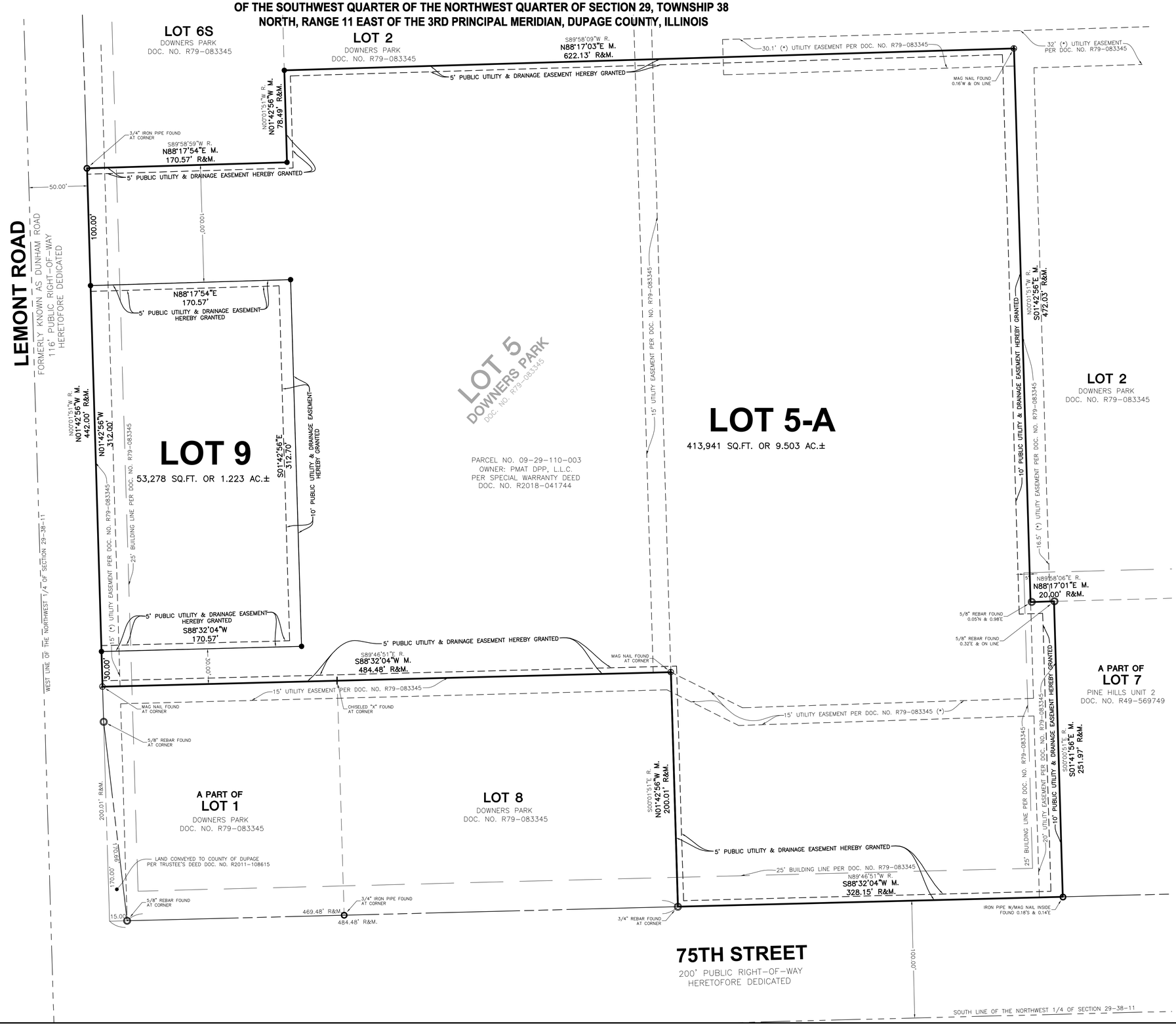
(*) DUE TO A PARTIALLY ILLEGIBLE COPY OF THE RECORDED PLAT PROVIDED TO SURVEYOR, SOME OF THE INFORMATION SHOWN HEREON IS APPROXIMATE.

AREA OF SURVEY:

467,219 S.F. OR 10.726 ACRES (MORE OR LESS)

PROPERTY DESCRIPTION:

LOT 5 IN DOWNERS PARK, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SUBDIVISION, RECORDED AS DOCUMENT NUMBER R79-083345, IN DUPAGE COUNTY, ILLINOIS.



WARNING
CALL BEFORE YOU DIG
800-892-0123

NO.	DATE	REVISION
2.	11/18/21	PER COMMENTS
1.	10/15/21	PER THE VILLAGE COMMENTS

PROJECT NO.: 81934
DATE 09/23/21
SCALE AS SHOWN
DES. SRK
DR. PTK
CKD. SRK

WOOLPERT, INC.
1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731

WOOLPERT
DESIGN | GEOSPATIAL | INFRASTRUCTURE

PANERA BREAD SUBDIVISION
A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS

FINAL PLAT OF SUBDIVISION

SHEET NO.
1 of 2

G:\GS\Projects\Various\81934 - Downers Park Plaza - Outparcel on 75th - Panera\Drawings\81934 - Plat-R2.dwg, Plotted By: Kaczmarzyk, Plotted: Nov 18, 2021 - 1:46pm

FINAL PLAT OF SUBDIVISION

PANERA BREAD SUBDIVISION

BEING A RESUBDIVISION OF LOT 5 IN DOWNERS PARK, BEING A SUBDIVISION OF A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS

SCHOOL DISTRICT BOUNDARY STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THE UNDERSIGNED DO HEREBY CERTIFY THAT, AS OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND KNOWN AS 7349 LEMONT ROAD, DOWNERS GROVE, IL 60516-3807, TO THE BEST OF THEIR KNOWLEDGE, SAID PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE HIGH SCHOOL DISTRICT 99, AND ELEMENTARY SCHOOL DISTRICT 58 IN DUPAGE COUNTY, ILLINOIS.

DATED AT _____, ILLINOIS THIS ___ DAY OF _____, A.D., 20___.

BY: _____

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____ HEREBY CERTIFIES THAT THEY ARE THE OWNERS OF THE ABOVE-DESCRIBED PROPERTY AND HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT HEREON DRAWN.

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

OWNER: _____

OWNER: _____

NOTARY'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I HEREBY CERTIFY THAT THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE ARE KNOWN TO ME AS SUCH OWNERS.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, A.D., 20_____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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.

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

_____
COLLECTOR

DUPAGE COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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

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

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF DUPAGE COUTY, ILLINOIS,

THIS _____ DAY OF_____, A.D., 20____.

_____
COUNTY CLERK

DUPAGE COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON

THE _____ DAY OF _____, A.D., 20_____. AT_____ O'CLOCK___ M,

AS DOCUMENT NUMBER_____

_____
RECORDER OF DEEDS

PREPARED FOR:

PMAT DPP LLC

ADDRESS:
109 NORTHPARK BLVD, NO 300
COVINGTON, LA 70433-5093

VILLAGE COLLECTOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____ COLLECTOR OF THE VILLAGE OF DOWNERS 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.

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

_____
COLLECTOR

PLAN COMMISSION'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF DOWNERS GROVE,
THIS _____ DAY OF _____, A.D., 20_____.

_____
CHAIRMAN

VILLAGE COUNCIL'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED THIS _____ DAY OF _____, A.D., 20 ___
BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE.

_____ _____
VILLAGE CLERK MAYOR

PUBLIC UTILITIES AND DRAINAGE EASEMENT PROVISIONS

EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE, ILLINOIS AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE OF DOWNERS GROVE, INCLUDING, BUT NOT LIMITED TO ILLINOIS BELL TELEPHONE COMPANY DBA AT&T ILLINOIS, NORTHERN ILLINOIS GAS COMPANY AND THEIR SUCCESSORS AND ASSIGNS, UNDER AND THROUGH ALL OF THE AREAS MARKED "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR (P.U.D.E.) ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, COMMUNITY ANTENNA TELEVISION SYSTEMS, POTABLE WATER AND INCLUDING STORM AND/OR SANITARY SEWERS, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENTS THAT INTERFERE WITH THE OPERATIONS OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE USED FOR PAVEMENT, GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED BOTH FOR SEWERS AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF DOWNERS GROVE.

EASEMENTS ARE HEREBY RESERVED AND GRANTED TO THE VILLAGE OF DOWNERS GROVE, COUNTY OF DUPAGE AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SUBDIVIDED HEREBY, OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES, INCLUDING WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE.

EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO:

COMMONWEALTH EDISON COMPANY
AND
ILLINOIS BELL TELEPHONE COMPANY DBA AT&T ILLINOIS, GRANTEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS, TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2(C), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL , RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

DECLARATION OF RESTRICTIVE COVENANTS

THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAT OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANTS AND RESTRICTIONS:

(a) ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED WHOLLY UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.

(b) AN EASEMENT FOR SERVING THE SUBDIVISION, AND OTHER PROPERTY WITH STORM DRAINAGE, SANITARY SEWER, STREET LIGHTING, POTABLE WATER SERVICE, AND OTHER PUBLIC UTILITY SERVICES, IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE AND DOWNERS GROVE SANITARY DISTRICT, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEPARATELY, TO INSTALL, OPERATE AND MAINTAIN, AND REMOVE, FROM TIME TO TIME, FACILITIES AND EQUIPMENT USED IN CONNECTION WITH THE PUBLIC WATER SUPPLY, TRANSMISSION LINES, SANITARY SEWERS, STORM DRAINAGE SYSTEMS, STREET LIGHTING SYSTEM, OR OTHER PUBLIC UTILITY SERVICE, AND THEIR APPURTENANCES, EITHER ON, OVER, ACROSS, BELOW OR THROUGH THE GROUND SHOWN WITHIN THE DOTTED LINES ON THE PLAT MARKED "PUBLIC UTILITY AND/OR DRAINAGE EASEMENT," OR SIMILAR LANGUAGE DESIGNATING A STORMWATER OR SEWER EASEMENT, AND THE PROPERTY DESIGNED ON THE PLAT FOR STREETS AND ALLEYS, TOGETHER WITH THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES; OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES FACILITIES OR IN, UPON OR OVER, THE PROPERTY WITHIN THE STORMWATER OR SEWER EASEMENT WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

WHEREAS, SAID LOTS WILL BE CONVEYED TO PURCHASERS SUBJECT TO THIS DECLARATION TO THE END THAT THE RESTRICTIONS IMPOSED SHALL INURE TO THE BENEFIT OF EACH AND ALL OF THE PURCHASERS OF SUCH LOTS WHETHER THEY SHALL HAVE BECOME SUCH BEFORE OR AFTER THE DATE THEREOF, AND THEIR RESPECTIVE HEIRS AND ASSIGNS, AND

WHEREAS, THE AFORESAID PROPERTY DESCRIBED ON THE ATTACHED PLAT IS LOCATED ENTIRELY WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND

WHEREAS, ALL OF THE PROVISIONS, RESTRICTIONS, CONDITIONS, COVENANTS, AGREEMENTS, AND CHARGES HEREIN CONTAINED SHALL RUN WITH AND BIND ALL OF SAID LOTS AND LAND AND SHALL INURE TO THE BENEFIT OF, AND BE ENFORCEABLE BY THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND THE OWNERS OR OWNER OF ANY OF THE LOTS OF LAND COMPRISED WITHIN SAID PLAT, AND THEIR RESPECTIVE HEIRS, EXECUTORS, ADMINISTRATORS, SUCCESSORS, GRANTEES AND ASSIGNS.

NOW, THEREFORE, ALL PERSONS, FIRMS OR CORPORATIONS NOW OWNING THE AFORESAID PROPERTY DO COVENANT AND AGREE THAT THEY OR ANY PERSON, FIRM OR CORPORATION HEREAFTER ACQUIRING ANY PROPERTY OR LOTS SHOWN UPON THE ATTACHED PLAT OF SUBDIVISION ARE HEREBY SUBJECTED TO THE FOLLOWING RESTRICTIONS RUNNING WITH SAID PROPERTY TO WHOMSOEVER OWNED, TO WIT:

OWNER HEREBY GRANTS TO THE VILLAGE OF DOWNERS GROVE A STORMWATER MANAGEMENT EASEMENT FOR THE USE AND BENEFIT OF THE VILLAGE, OVER THE STORMWATER FACILITIES WITHIN THE PROPERTY AND A RIGHT OF ACCESS TO PRIVATELY-OWNED LAND FOR THE REASONABLE EXERCISE OF THE RIGHTS GRANTED TO THE VILLAGE.

EACH OWNER OR PURCHASER SHALL BE RESPONSIBLE TO INSPECT AND MAINTAIN THE STORMWATER FACILITIES ON THEIR LOT. NO BUILDINGS OR STRUCTURES OF ANY KIND SHALL BE PLACED ON SAID EASEMENT NOR SHALL ANY OTHER CHANGE BE MADE ON THE PROPERTY THAT MIGHT MATERIALLY AFFECT THE PROPERTY MANAGEMENT, OPERATION OR CONTINUED MAINTENANCE OF ANY STORMWATER FACILITY; IMPEDE STORMWATER DRAINAGE IN OR ON THE PROPERTY; NEGATIVELY IMPACT THE WATER QUALITY OF THE STORMWATER FACILITIES; OR MATERIALLY REDUCE THE STORMWATER DETENTION OR RETENTION CAPACITY THEREOF AS PROVIDED IN THE APPROVED PLANS.

IN THE EVENT THE VILLAGE DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT THE PROHIBITIONS OF THE PRECEDING PARAGRAPH HAVE BEEN VIOLATED OR THAT PROPER MAINTENANCE OF THE STORMWATER FACILITIES IS NOT BEING PERFORMED OR THAT PROPER OPERATION OF THE STORMWATER FACILITIES IS NOT OCCURRING, ON THE PROPERTY AT ANY TIME, THE VILLAGE OR ITS CONTRACTORS OR AGENTS, AFTER TEN (10) DAYS PRIOR WRITTEN NOTICE TO THE OWNER, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON ANY OR ALL OF THE PROPERTY FOR THE PURPOSES OF (A) CORRECTING ANY VIOLATION AND (B) PERFORMING MAINTENANCE WORK ON AND TO THE STORMWATER FACILITIES.

IN THE EVENT THAT THE VILLAGE SHALL PERFORM, OR CAUSE TO BE PERFORMED, ANY WORK PURSUANT TO THE STORMWATER MANAGEMENT EASEMENT, THE VILLAGE SHALL HAVE THE RIGHT TO CHARGE THE OWNER AN AMOUNT SUFFICIENT TO DEFRAY THE ENTIRE COST OF SUCH WORK, INCLUDING ADMINISTRATIVE COSTS, EITHER BEFORE OR AFTER SUCH COST IS INCURRED, IF THE AMOUNT SO CHARGED IS NOT PAID BY THE OWNER WITHIN THIRTY (30) DAYS FOLLOWING A DEMAND IN WRITING BY THE VILLAGE FOR SUCH PAYMENT, SUCH CHARGE, TOGETHER WITH INTEREST AND COSTS OF COLLECTION, SHALL BECOME A LIEN UPON THE PROPERTY AND THE VILLAGE SHALL HAVE THE RIGHT TO COLLECT SUCH CHARGE WITH INTEREST AND COSTS, AND TO ENFORCE SUCH LIEN AS IN FORECLOSURE PROCEEDINGS AS PERMITTED BY LAW.

IN WITNESS WHEREOF, THE OWNERS HAVE SET THEIR HANDS UPON THE ATTACHED PLAT THE DAY AND DATE FIRST WRITTEN THEREON.

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

_____
OWNER

_____
OWNER

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

THIS PLAT HAS BEEN SUBMITTED FOR RECORDING BY AND RETURN TO:
NAME: _____
ADDRESS: _____
_____
_____
_____

PARCEL NUMBER (PIN):

09-29-110-003

SURVEYOR'S NOTES:

1. "M." DESIGNATES MEASURED DIMENSION/BEARING, "R." DESIGNATES RECORD DIMENSION/BEARING.
2. DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
3. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
4. THE BASIS OF MEASURED BEARINGS AND HORIZONTAL DATUM SHOWN HEREON IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD 83). SAID BEARINGS ORIGINATED FROM SAID COORDINATE SYSTEM BY GPS OBSERVATIONS AND OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
5. IRON PIPES OR SURVEYOR'S NAIL ARE SET AT ALL LOT CORNERS UNLESS OTHERWISE NOTED.
6. ALL EASEMENTS ARE HERETOFORE DEDICATED UNLESS OTHERWISE NOTED.
7. ALL EASEMENTS DEPICTED ON THE PLAT MAP ARE FOR PUBLIC UTILITIES UNLESS OTHERWISE NOTED.
8. THE PROPERTIES DEPICTED ON THIS PLAT IDENTIFIED AS LOT 5-A AND LOT 9 ARE BENEFITTED AND BURDENED BY BLANKET EASEMENTS MORE PARTICULARLY DESCRIBED IN THAT CERTAIN DECLARATION OF EASEMENTS AND RESTRICTIONS BY PMAT DPP, LLC, DATED_____, 2021, RECORDED AS DOCUMENT NUMBER _____IN DUPAGE COUNTY, ILLINOIS.

AREA OF SURVEY:

467,219 S.F. OR 10.726 ACRES (MORE OR LESS)

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND _____ THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS AND PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

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

_____
ILLINOIS REGISTERED PROFESSIONAL ENGINEER

_____
STATE REGISTRATION NUMBER

_____
REGISTRATION EXPIRATION DATE

PROPERTY OWNER'S SIGNATURES

BY: _____ BY: _____
OWNER OR ATTORNEY OWNER OR ATTORNEY

_____ _____
PRINTED NAME PRINTED NAME

SURVEYOR'S CERTIFICATE:

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, STEPHEN R. KREGER, ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 35-002985, DO HEREBY CERTIFY, THAT AT THE REQUEST OF THE OWNER THEREOF, I HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY;

LOT 5 IN DOWNERS PARK, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SUBDIVISION, RECORDED AS DOCUMENT NUMBER R79-083345, IN DUPAGE COUNTY, ILLINOIS.

ALL DIMENSIONS ARE IN FEET OR DECIMALS THEREOF;

½" DIAMETER BY 24" LONG IRON PIPES WILL BE SET AT ALL SUBDIVISION CORNERS, LOT CORNERS, POINTS OF CURVATURE AND POINTS OF TANGENCY IN COMPLIANCE WITH ILLINOIS STATUTES AND APPLICABLE ORDINANCES EXCEPT AS NOTED.

I FURTHER CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION WHICH WAS PREPARED IN ACCORDANCE WITH PROVISIONS OF APPLICABLE ORDINANCES OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THE MONUMENTATION SHOWN ON THE FACE OF THIS PLAT HAS BEEN FOUND OR WILL BE PLACED IN THE GROUND AS INDICATED HEREON, AFTER THE COMPLETION OF THE CONSTRUCTION OF THE IMPROVEMENTS OR WITHIN 12 MONTHS AFTER RECORDATION OF THIS PLAT, WHICHEVER SHALL OCCUR FIRST.

I FURTHER CERTIFY THAT THE PROPERTY DESCRIBED AND SHOWN ON THE PLAT HEREON DRAWN IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

I, FURTHER CERTIFY THAT ACCORDING TO THE FLOOD INSURANCE RATE MAP - MAP NUMBER 17043C0169J, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITH AN EFFECTIVE DATE OF AUGUST 1, 2019, WHICH IS THE MOST CURRENT FLOOD INSURANCE RATE MAP AVAILABLE ON FEMA'S WEBSITE, THIS SITE IS LOCATED IN ZONE " X " (NO SHADING) - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN OR IN ZONE " D " (NO SHADING) - AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE, TO THE BEST OF MY KNOWLEDGE AND BELIEF. THE SURVEYOR UTILIZED THE ABOVE REFERENCED FLOODPLAIN MAP FOR THIS DETERMINATION; FURTHERMORE, THE SURVEYOR DOES NOT CERTIFY THAT REVISED FLOODPLAIN INFORMATION HAS NOT BEEN PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY OR SOME OTHER SOURCE

GIVEN UNDER MY HAND AND SEAL THIS ___ DAY OF _____, 20___, A.D.

WOOLPERT, INC.

_____
STEPHEN R. KREGER
ILLINOIS PROFESSIONAL LAND SURVEYOR #35-002985
LICENSE EXPIRES 11/30/22

WOOLPERT, INC.
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-001393

PROFESSIONAL LAND SURVEYOR
STEPHEN R. KREGER
OAKBROOK TERRACE ILLINOIS
035-002985
STATE OF ILLINOIS

WARNING
CALL BEFORE YOU DIG
800-892-0123

NO.	DATE	REVISION
2.	11/18/21	PER COMMENTS
1.	10/15/21	PER THE VILLAGE COMMENTS

PROJECT NO.: 81934
DATE 09/23/21
SCALE AS SHOWN
DES. SRK
DR. PTK
CKD. SRK

WOOLPERT, INC.
1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731

WOOLPERT
DESIGN | GEOSPATIAL | INFRASTRUCTURE

PANERA BREAD SUBDIVISION
A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS

FINAL PLAT OF SUBDIVISION

SHEET NO.

2 of 2

G:\GS\Projects\Various\81934 - Downers Park Plaza - Outparcel on 75th - Panera\Drawings\81934 - Plat-R2.dwg, Plotted By: Kaczmarzyk, Plotted: Nov 18, 2021 - 1:46pm

THIS INSTRUMENT IS PREPARED
BY AND RETURN TO:
Chad P. Morrow
Sher, Garner, Cahill, Richter, Klein & Hilbert, L.L.C.
909 Poydras Street, 28th Floor
New Orleans, Louisiana 70112

DECLARATION OF EASEMENTS AND RESTRICTIONS

THIS DECLARATION OF EASEMENTS AND RESTRICTIONS (the "Declaration") is made and entered into as of the ____ day of _____, 2021 (the "Effective Date"), by PMAT DPP, L.L.C., a Delaware limited liability company ("Declarant").

WITNESSETH:

WHEREAS, Declarant is the owner of that certain parcel of real property described on the attached Exhibit A (the "Declarant's Property"); and

WHEREAS, Declarant has subdivided the Declarant's Property to create three (3) separate legal lots of record identified as LOT 5-A, LOT 8, and LOT 9 as shown on that certain plat entitled "[Property Subdivision of Downers Park Plaza" dated _____, 2021, at [Book _____, Page _____], public records of Dupage County, Illinois (the "Subdivision Plat"), a miniaturized copy of which is attached hereto as Exhibit B (each such lot, a "Parcel" and collectively, the "Parcels"); provided however, that the term "Parcels" shall include the portion of Declarant's Property depicted as such Parcel, whether the same may be recombined and/or further subdivided following the recording of this instrument; and

WHEREAS, Declarant wishes to provide certain reciprocal easements over the Parcels which are all presently owned by Declarant; and

WHEREAS, Declarant intends that the rights and obligations set forth in this Declaration shall extend to, benefit and bind its respective successors, assigns of each Parcel.

NOW, THEREFORE, for and in exchange of good and valuable consideration, the receipt and sufficiency of which being hereby acknowledged, Declarant does hereby state as

follows:

1. **Recitals**. The foregoing recitals are incorporated herein by reference as though fully set forth below.

2. **Definitions**. The following words, when used in this Declaration, shall have the meanings assigned to them as follows:

(a) "*Common Areas*" shall mean all of the parking areas, driveways, sidewalks, access ways, and other areas within the Declarant's Property designated from time to time as being for the common use and benefit of the tenants, customers, and other visitors of the Declarant's Property.

(b) "*Mortgage*" shall mean a mortgage, deed to secure debt, deed of trust or other similar security instrument now or hereinafter duly recorded in the public real estate records of Dupage County, Illinois, conveying a lien upon or security title to any portion of Declarant's Property (or any interest or estate in either of them) or any improvements thereon, or any lease of any portion of Declarant's Property, or any improvements thereon, in a transaction commonly known as a "sale/leaseback."

(c) "*Owner*" or "*Owners*" shall mean, in the singular, any and all person(s) or entity(ies) owning from time to time fee simple title to all or a portion of the Declarant's Property, and in the plural, all persons owning from time to time fee simple title to all of the Declarant's Property, all as filed and recorded in the public real estate records of Dupage County, Illinois, subject to the following rules:

(i) Any person having an interest in any portion of the Declarant's Property solely as security under a Mortgage (as hereinafter defined) shall not be deemed an Owner, unless such person has excluded the mortgagor thereof from possession of such portion of the Declarant's Property by appropriate legal proceedings following a default under such Mortgage or has acquired fee simple title, or portion thereof, to such portion of Declarant's Property by (A) the judicial foreclosure of a Mortgage, (B) the exercise of a power of sale contained in any Mortgage, (C) conveyance of the property encumbered by a Mortgage in lieu of foreclosure thereof, or (D) any action commenced or taken by a lessor to regain possession or control of a property leased to a lessee in a transaction commonly known as a "sale/leaseback";

(ii) Individual tenants or lessees of any portion of Declarant's Property shall not be deemed an Owner thereof, unless otherwise agreed by the fee simple or remainder title holder of such portion of Declarant's Property;

(iii) Owner shall include Declarant for so long as it retains ownership of any portion of Declarant's Property; and

(iv) In the event of a sale or conveyance by an Owner of its fee simple interest in the Declarant's Property (other than the execution of the Mortgage), the Owner so conveying

such interest shall be relieved, from and after the date of transfer, of all obligations and liabilities accruing thereafter on the part of an Owner.

3. **Cross-Access, Ingress and Egress Easements**. For and in consideration of the benefit to Declarant's Property, and to future Owners of all or any portion of the Declarant's Property, Declarant does hereby establish, create, impress, impose and grant a perpetual, non-exclusive, reciprocal easement, right, license and privilege in favor of each Parcel of Declarant's Property on, to, over and across all sidewalks, driveways, drive aisles, and curb cuts upon the entire Declarant's Property, as same may exist from time to time (the "Cross Access Easement Area"), for purposes of facilitating vehicular and pedestrian cross-access, ingress and egress to, from, by, between and across the Parcels of Declarant's Property (hereinafter the "Cross Access Easement"). The Cross Access Easement granted herein shall be used for such vehicular and pedestrian access, ingress and egress to, from, by, between and across the Parcels by the Owners, as an appurtenance to and for the benefit of the entirety of Declarant's Property and any and all improvements now or hereafter constructed or operated on the Parcels. Each Owner shall not construct or place any fence, barriers or other obstacles that would prevent or obstruct the passage of pedestrian or vehicular traffic over the Cross Access Easement Area; provided, however, that the foregoing restrictions shall not prohibit a temporary barricade from being erected that is reasonably necessary in connection with the construction, reconstructions, repair and/or maintenance of the Cross Access Easement. Each Owner and its respective agents, employees, guests, tenants, invitees, customers, licensees, successors and assigns will have free, continuous and uninterrupted use, right, liberty, privilege, license and easement to, from, over, upon and across and along the Cross Access Easement Area for the ordinary and necessary passage of motor vehicles and pedestrians. Notwithstanding the above, for any portion of the Cross Access Easement Area located within the interior of any Parcel, the Owner of such Parcel shall have the right to relocate that interior portion of the Cross Access Easement Area on its respective Parcel without the consent of the other Owners in its reasonable discretion; provided, however, the vehicular and pedestrian ingress and egress rights granted hereunder shall not be materially restricted or impeded as the result of such relocation.

4. **Parking Easement**. For and in consideration of the benefit to Declarant's Property, and to future Owners of all or any portion of the Declarant's Property, Declarant does hereby establish, create, impress, impose and grant a perpetual, non-exclusive, reciprocal easement, right, license and privilege in favor of each Parcel of the Declarant's Property on, to, over and across all parking areas upon the entire Declarant's Property, as same may exist from time to time ("Parking Easement Area"), for purposes of facilitating vehicular parking of all Parcels of Declarant's Property (hereinafter the "Parking Easement"). The Parking Easement granted herein shall be used for such vehicular parking by all customers, tenants, employees or other invitees of any Owner of any Parcel, as an appurtenance to and for the benefit of the entirety of Declarant's Property and any and all improvements now or hereafter constructed or operated on the Parcels. Each Owner shall not construct or place any fence, barriers or other obstacles that would prevent or obstruct the passage of vehicular traffic over the Parking Easement Area; provided, however, that the foregoing restrictions shall not prohibit a temporary barricade from being erected that is reasonably necessary in connection with the construction, reconstructions, repair and/or maintenance of the Parking Easement. Each Owner and its respective agents, employees, guests, tenants, invitees, customers, licensees, successors and assigns will have free, continuous and

uninterrupted use, right, liberty, privilege, license and easement to, from, over, upon and across and along the Parking Easement Area for the ordinary and necessary passage of motor vehicles. Notwithstanding anything to the contrary contained in this Declaration, each Owner shall have the right to relocate the Parking Easement Area on its respective Parcel without the consent of the other Owners in its reasonable discretion; provided, however, the vehicular parking rights granted hereunder shall not be materially restricted or impeded as the result of such relocation.

5. **Maintenance of Common Areas**.

(a) Maintenance Obligation. The Owner of Owner of LOT 5-A (the "LOT 5-A Owner") shall maintain the Declarant's Property in accordance with the terms and conditions of Section 5(b) through Section 5(d) below.

(b) Maintenance of Declarant's Property

(i) The LOT 5-A Owner shall, in its reasonable business judgment, maintain and keep in good condition and repair, or cause to be maintained and kept in good order and repair, all Common Areas located on the Declarant's Property, all in compliance with applicable law, including all required Common Area Maintenance.

(ii) The Owner LOT 8 (the "LOT 8 Owner") shall pay to the LOT 5-A Owner the LOT 8 Proportionate Share of all CAM Expenses incurred by the LOT 8 Owner (such payment, the "LOT 8 CAM Expense Reimbursement") with respect to the Declarant's Property. LOT 5-A Owner will have the right, at its option, to estimate the amount of the LOT 8 CAM Expense Reimbursement for each year. When LOT 5-A Owner gives LOT 8 Owner notice of this estimate, LOT 8 Owner shall pay to LOT 5-A Owner the monthly amount of this estimate (1/12 of an annual estimate), monthly, in advance, on or before the fifth (5^{th}) day of each calendar month.

(iii) Except as set forth in Section 5(b)(iv) below, from and after the date that any building is initially constructed on LOT 9, the Owner of LOT 9 (the "LOT 9 Owner") shall pay to the LOT 5-A Owner the LOT 9 Proportionate Share of all CAM Expenses incurred by the LOT 5-A Owner (such payment, the "LOT 9 CAM Expense Reimbursement") with respect to the Declarant's Property. LOT 5-A Owner will have the right, at its option, to estimate the amount of the LOT 9 CAM Expense Reimbursement for each year. When LOT 5-A Owner gives LOT 9 Owner notice of this estimate, LOT 9 Owner shall pay to LOT 5-A Owner the monthly amount of this estimate (1/12 of an annual estimate), monthly, in advance, on or before the fifth (5^{th}) day of each calendar month.

(iv) Notwithstanding anything to the contrary contained herein, for so long as the Panera Lease (as hereafter defined) is in effect, the Owner of LOT 5-A, at its sole cost and expense, will perform all Common Area Maintenance required with respect to any Common Areas located on LOT 9 without any right to reimbursement from the Owner of LOT 9 or any other party. As used in this Agreement, the term "Panera Lease" means that certain lease agreement executed or to be executed by the owner of LOT 9, as landlord, and Panera, LLC (or its affiliate) ("Panera"), as tenant, with respect to LOT 9.

(v) If LOT 5-A Owner has required LOT 8 Owner or LOT 9 Owner to pay estimated amounts on account of the LOT 8 CAM Expense Reimbursement or the LOT 9 CAM Expense Reimbursement during a year, then within a reasonable time after the end of that year, LOT 5-A Owner will deliver to LOT 8 Owner and LOT 9 Owner a statement showing the actual CAM Expenses for that year and LOT 8 Owner's and LOT 9 Owner's Proportionate Share of those amounts (this statement is the "Annual Statement"). Within thirty (30) days after LOT 8 Owner and LOT 9 Owner receives the Annual Statement, each of LOT 8 Owner and LOT 9 Owner shall pay LOT 5-A Owner all amounts by which the actual amount of the LOT 8 Owner's or the LOT 9 Owner's Proportionate Share of the CAM Expenses with respect to that year as shown on the Annual Statement exceeds the estimated amounts paid by LOT 8 Owner or LOT 9 Owner, as applicable, during that year. If the Annual Statement shows that the estimated amounts paid by either LOT 8 Owner or LOT 9 Owner during that year exceed the actual amounts due, and provided that LOT 5-A Owner is not then in default under this Agreement, LOT 5-A Owner shall credit the amount of the overpayment to the monthly estimated payments of the LOT 8 CAM Expense Reimbursement or the LOT 9 CAM Expense Reimbursement, as applicable. All determinations as shown on the Annual Statement shall be presumed to be correct. The obligations of LOT 5-A Owner, LOT 8 Owner, and LOT 9 Owner under this Section shall survive the termination of this Agreement.

(vi) Each of LOT 8 Owner and LOT 9 Owner, on behalf of itself, its successors and assigns, hereby grants in favor of LOT 5-A Owner, the owner of LOT 5-A and their respective successors and assigns, a non-exclusive, perpetual servitude over, across, and under LOT 8 and LOT 9 for the purpose of maintaining, replacing and repairing any portion of the Common Areas.

(vii) Notwithstanding anything to the contrary contained herein, LOT 5-A Owner shall have no obligation whatsoever to maintain, repair, replace or insure any portion of any of the buildings or other improvements located on LOT 8 or LOT 9.

(c) Definitions.

(i) The term "**CAM Expenses**" means all reasonable and customary costs, fees, disbursements and expenses paid or incurred in the operation, maintenance, insurance, lighting, management, replacement and repair of Common Areas. Operating Expenses shall include, without limitation, the cost of providing electricity, water, sewerage services, and any other utility services to the Common Areas, the cost of operating, maintaining repairing, and replacing the parking lot of the Declarant's Property (including the costs of restriping and resurfacing), gardening and landscaping, painting, façade maintenance, exterior lights, and other costs and expenses of landscaping, cleaning, painting, and otherwise maintaining, repairing, and replacing the Common Areas, sanitary control, trash, rubbish, garbage and other refuse removal and services, management fees not to exceed four percent (4%) of gross revenues of the applicable Owner, or administrative fees, security systems and services (provided that no Owner is required to provide these systems or services to any Parcel), sweeping and janitorial services, maintenance and repair of sidewalks, curbs, lighting, maintenance and repair of fire protection systems, storm drainage systems, the wages, salaries, and benefits

of the personnel employed to implement these services, and any governmental imposition or surcharge imposed upon or assessed against any portion of the Declarant's Property. Nothing contained in this paragraph shall obligate any Owner to provide any of the items described above to any other Parcel.

(ii) The term "**Proportionate Share**" means the numerator of which is the then current square footage of all improvements located on such Parcel, and the denominator of which is the square footage of all improvements located on the Declarant's Property other than any portion of any improvements occupied by an Excluded Party. The term "**Excluded Party**" means any party that is not required to share fully in the payment of CAM Expenses, regardless of the total square footage occupied by such party.

(d) Notwithstanding anything to the contrary contained herein, the LOT 5-A Owner shall not be obligated to perform any complete asphalt replacement or overlay that may be required on any Parcel. To the extent any complete asphalt replacement or overlay is required on any Parcel, the Owner of such Parcel shall perform such replacement or overlay at its sole cost and expense, and in accordance with applicable law.

(e) Notwithstanding the foregoing, during the period that the Panera Lease (as hereinafter defined) is in effect, each Owner shall maintain at its sole cost and expense, or cause the maintenance of, fire, casualty, and all risk coverage for the full replacement value of the improvements located on its Parcel.

(f) Each Owner shall indemnify all other Owners from and against all claims, including any action or proceedings brought thereon, and all costs, losses, expenses and liability (including reasonable attorneys' fees and cost of suit) arising from or as a result of the injury to or death of any person, or damage to the property of any person occurring in the Common Areas to the extent caused by the negligence or willful misconduct of the indemnifying Owner, its agents and employees.

(g) To the extent any Parcel is not separately assessed for real estate tax purposes, LOT 5-A Owner shall pay the real estate taxes assessed with respect to such Parcel, and the Owner of such Parcel shall reimburse LOT 5-A Owner for such amount within fifteen (15) days following LOT 5-A Owner's demand therefor. To the extent any Parcel is separately assessed for real estate tax purposes, each Owner is responsible for payment of all ad valorem real property and personal property taxes ("Taxes") assessed against or imposed upon its Parcel prior to delinquency thereof, and if any Owner fails to pay all Taxes prior to delinquency thereof, the other Owners may, but shall not be obligated to, pay such Taxes for the defaulting Owner, with a lien to secure repayment and accrual of interest of the amount paid on behalf of such defaulting Owner in the amount of 8.0% per annum from the date paid until the date repaid.

6. **Utility Easement**. For and in consideration of the benefit to the Declarant's Property, and to future Owners of all or any portion of the Declarant's Property, Declarant does hereby establish, create, impress, impose and grant a perpetual, non-exclusive utility easement in favor of each Parcel of Declarant's Property over, across and under all unimproved Common Areas, as the same may exist from time to time (the "Utility Easement Area"), for the purpose of tying into, installing or re-installing, operating, maintaining, repairing and replacing any and all

underground water, electric, gas, sanitary sewer and/or storm sewer lines, pipes, drains, culverts or related facilities necessary to tap into any such existing facilities (the "Utility Facilities") to provide water, electric, gas, sanitary sewer and/or storm sewer service to the to any portion of the Declarant's Property (the "Utility Easement"). The Utility Easement granted herein shall be used by the Owners, as an appurtenance to and for the benefit of the entirety of Declarant's Property and any and all improvements now or hereafter constructed or operated on the Parcels. Any party exercising its rights under the Utility Easement shall exercise such rights in a manner that will minimize interference with the use of the Common Areas of the Declarant's Property by all other Owners of the Declarant's Property, their employees, customers and invitees, and provided that the use of such Utility Easement shall not unreasonably impair or impede the use of any improvements to such Parcel by the respective Owner(s).

7. **Operation and Maintenance of Utility Facilities**. If maintenance or repair of any portion of the Utility Facilities ("Utility Maintenance") is required, the Owner of the Parcel on which the Utility Maintenance is required will conduct the excavations and investigations ("Investigations") to determine the nature of the Utility Maintenance required, and will perform the necessary Utility Maintenance. If the Investigations reveal Utility Maintenance is required as a result of operations directly attributable to operations on another Parcel or Parcels, the Owner or Owners of such Parcel or Parcels agrees to reimburse the Owner that performed the Utility Maintenance for all actual and reasonable costs of conducting Investigations and performing the Utility Maintenance (the "Utility Maintenance Costs") based on the proportion of Utility Maintenance Costs attributable to each respective Parcel within thirty (30) days following the receipt of the invoice therefore and the supporting documentation. The Owner that performs such Utility Maintenance shall be entitled to interest at the rate of twelve percent (12%) per annum for any such reimbursement payment received after the thirty (30) day period. The Owner performing the Utility Maintenance shall perform such Utility Maintenance in a manner that causes as little disturbance to the applicable Parcel as may be practicable under the circumstances and any and all portions of the surface area of any such Parcel which may have been excavated, damaged or otherwise disturbed as a result of such work shall be restored, at the sole cost and expense of the Owner performing the Utility Maintenance, to substantially the same condition as existed prior to the commencement of any such Utility Maintenance. Each Owner shall indemnify and hold the other Owner(s) and any tenants or occupants of that Owner's Parcel harmless from any claims, damage or loss which may result from the activities in making such Utility Maintenance. In furtherance of the foregoing, any Utility Facilities serving only a single Parcel shall be constructed, maintained, repaired and replaced by the Owner of the Parcel served by such Utility Facilities in accordance with the requirements of this Section 7 at such Owner's sole cost and expense.

8. **Relocation of Utility Facilities**. The Owner of any Parcel shall be entitled to relocate the Utility Facilities, located in, under, over or through such Parcel; provided, however, that any such relocation will be at the sole cost and expense of the Owner of such Parcel and the use of the Utility Facilities by the Owner of any other Parcel will not be materially limited or interrupted (other than temporarily) by any such relocation.

9. **Drainage Easement**. For and in consideration of the benefit to the Declarant's Property, and to future Owners of all or any portion of the Declarant's Property, Declarant does hereby establish, create, impress, impose and grant a perpetual, non-exclusive easement for stormwater

drainage over, across and in any detention pond that may now or hereafter be located on any portion of the Declarant's Property (the "Detention Ponds"), for the purpose of discharging stormwater runoff from any portion of the Declarant's Property (the "Drainage Easement"). The Drainage Easement granted herein shall be used by the Owners, as an appurtenance to and for the benefit of the entirety of Declarant's Property any and all improvements now or hereafter constructed or operated on the Parcels. Notwithstanding the above, the existence of such Drainage Easement over Detention Ponds shall not relieve the Owner of any Parcel from providing for any required stormwater detention that may be required under any regulation or ordinance by any governmental or quasi-governmental body having jurisdiction over the Declarant's Property.

10. **Maintenance of Drainage Easement**.

(a) Except as otherwise expressly set forth in Section 10(b) below, the Owners of each Parcel, respectively, at their sole cost and expense, shall maintain and keep in good condition and repair, or cause to be maintained and kept in good order and repair, those portions of the Detention Ponds situated on their respective Parcels, all in compliance with applicable law. The foregoing obligation shall, without limiting its generality, include the following (collectively, "Drainage Easement Maintenance"):

(i) Removing all papers, debris, filth and refuse from the Detention Ponds to the extent reasonably necessary to keep the Detention Ponds in a neat, clean, sightly, sanitary and orderly condition; and

(ii) Cutting and keeping clear all trees and undergrowth located within 10 feet of the Detention Ponds or any lines or equipment used in connection therewith.

Notwithstanding the foregoing, to the extent that a Detention Pond is utilized by multiple Parcels (a "Common Detention Pond"), any Owner which maintains a Common Detention Pond shall have the right to be reimbursed by all Parcel Owners utilizing such Common Detention Pond. Each such Owner's share shall be based on a proportion calculated by dividing the square footage of such Parcel by the square footage of all Parcels which use the Common Detention Pond. Such reimbursement shall be due within thirty (30) days following request by the Owner which has maintained the Common Detention Pond.

(b) For so long as the Panera Lease is in effect, the Owner of LOT 5-A, at its sole cost and expense, and without any right to reimbursement from the Owner of LOT 9 or any other party, will perform all Drainage Easement Maintenance required with respect to any Detention Ponds located on LOT 9.

11. **Relocation of Detention Ponds**. The Owner of any Parcel shall be entitled to relocate the Detention Ponds located on such Parcel; provided, however, that any such relocation will be at the sole cost and expense of the Owner of such Parcel and the use of the Drainage Easement by the Owner of any other Parcel will not be materially limited or interrupted (other than temporarily) by any such relocation.

12. **Signage Rights**. The rights and duties of with respect to the pylons signs identified on

Exhibit C attached hereto shall be governed by the terms and conditions set forth in this Section 12.

(a) PYLON SIGN #1. The LOT 2 Owner (as hereafter defined) shall have the sole and exclusive use of both sides of all sign panels of PYLON SIGN #1 identified on Exhibit C, and shall have the right, at its sole cost and expense, to install, maintain, replace and repair all pylon sign panels on PYLON SIGN #1. Declarant, on behalf of itself and its successors and assigns, does hereby grant a servitude in favor of the LOT 2 Owner over and across the Declarant's Property for the purpose of exercising its right to use PYLON SIGN #1 as set forth in this Section 12(a). As used herein, the term "LOT 2 Owner" shall mean the fee owner of the property described on Exhibit D attached hereto.

(b) PYLON SIGN #2.

(i) The LOT 5-A Owner shall have the sole and exclusive use of both sides of the sign panels of PYLON SIGN #2 designated for "LOT 5 USE" as identified on Exhibit C, and shall have the right, at its sole cost and expense, to install, maintain, replace and repair all such pylon sign panels on PYLON SIGN #2. Declarant, on behalf of itself and its successors and assigns, does hereby grant a servitude in favor of the LOT 5-A Owner over and across the Declarant's Property for the purpose of exercising its right to use PYLON SIGN #2 as set forth in this Section 12(b)(i).

(ii) The LOT 8 Owner shall have the sole and exclusive use of both sides of the sign panels of PYLON SIGN #2 designated for "LOT 8 USE" as identified on Exhibit C, and shall have the right, at its sole cost and expense, to install, maintain, replace and repair all such pylon sign panels on PYLON SIGN #2. Declarant, on behalf of itself and its successors and assigns, does hereby grant a servitude in favor of the LOT 8 Owner over and across the Declarant's Property for the purpose of exercising its right to use PYLON SIGN #2 as set forth in this Section 12(b)(ii).

(c) PYLON SIGN #3.

(i) The LOT 9 Owner shall have the right to install and maintain signage on the sign panel of PYLON SIGN #3 designated for "LOT 9 USE" as identified on Exhibit C, and shall have the right, at its sole cost and expense, to install, maintain, replace and repair such pylon sign panel on PYLON SIGN #3. Declarant, on behalf of itself and its successors and assigns, does hereby grant a servitude in favor of the LOT 9 Owner over and across the Declarant's Property for the purpose of exercising its right to use PYLON SIGN #3 as set forth in this Section 12(c)(i).

(ii) Except as otherwise expressly set forth in Section 12(c)(i) above, the LOT 2 Owner shall have the sole and exclusive use of both sides of PYLON SIGN #3 identified on Exhibit C, and shall have the right, at its sole cost and expense, to install, maintain, replace and repair all such pylon sign panels on PYLON SIGN #3. Declarant, on behalf of itself and its successors and assigns, does hereby grant a servitude in favor of the LOT 2 Owner over and across the Declarant's Property for the purpose of exercising its right to use PYLON SIGN #3 as set forth in this Section 12(c)(ii).

(d) PYLON SIGN #4.

(i) The LOT 5-A Owner shall have the sole and exclusive use of both sides of the panels of PYLON SIGN #4 designated for "LOT 5 USE" as identified on Exhibit C, and shall have the right, at its sole cost and expense, to install, maintain, replace and repair all such pylon sign panels on PYLON SIGN #4. Declarant, on behalf of itself and its successors and assigns, does hereby grant a servitude in favor of the LOT 5-A Owner over and across the Declarant's Property for the purpose of exercising its right to use PYLON SIGN #4 as set forth in this Section 12(d)(i).

(ii) The LOT 8 Owner shall have the sole and exclusive use of both sides of the panels of PYLON SIGN #4 designated for "LOT 8 USE" as identified on Exhibit C, and shall have the right, at its sole cost and expense, to install, maintain, replace and repair all such pylon sign panels on PYLON SIGN #4. Declarant, on behalf of itself and its successors and assigns, does hereby grant a servitude in favor of the LOT 8 Owner over and across the Declarant's Property for the purpose of exercising its right to use PYLON SIGN #4 as set forth in this Section 12(d)(ii).

13. **Development and Use Restrictions**.

(a) No portion of any Parcel may be used for any purpose that violates any exclusive use right or use restrictions then in effect in favor of any tenant or occupant of such Parcel or any other Parcel, including without limitation the exclusive use rights and use restrictions set forth on Schedule 1 attached hereto, but only so long as the applicable lease benefiting from such exclusive use right or use restriction is still in effect. Notwithstanding the foregoing, the exclusive use right in favor of Panera (the "Panera Exclusive") shall be binding even if the Panera Lease is not yet executed. Following the execution of the Panera Lease, the Panera Exclusive shall be valid and binding so long as the Panera Lease is still in effect, in accordance with the terms and conditions of this Section 13(a).

(b) Except as otherwise set forth in Section 13(d), in no event shall the height of any building or other improvement now or hereafter located on any Parcel exceed the current height of the existing building located on such Parcel as of the Effective Date.

(c) Except as otherwise set forth in Section 13(d), in no event shall the footprint of any building or other improvement now or hereafter located on any Parcel be modified or altered in any manner from the current footprint of the existing building located on such Parcel as of the Effective Date.

(d) Notwithstanding anything to the contrary contained herein, the Owner of LOT 9 shall have the right to construct a building on LOT 9 substantially in accordance with the site plan attached hereto as Exhibit E.

14. **No Dedication to Public**. Nothing contained in this Declaration shall ever constitute or be construed as a gift or dedication to the public of any portion of Declarant's Property and/or the Parcels, specifically including the Cross Access Easement Area, the Parking Easement Area,

the Utility Easement Area and the Detention Ponds, or to give any member of the public any rights whatsoever, it being the express intention of Declarant and/or future Owners that this Declaration shall be for the exclusive benefit of Declarant's Property and the Owners thereof, and their respective successors and assigns as set forth herein.

15. **No Prescriptive Easements**. No prescriptive easement rights or claims shall ever accrue in favor of any Owner against any other Owner as the result of any use or other action taken with respect to the other Owner's Parcel by an Owner.

16. **Covenants Running with the Land**. The rights, obligations, easements, and other terms and provisions set forth in this Declaration shall be covenants running with the land, and shall inure to the benefit of, and be binding upon, Declarant, the Owners, their heirs, successors and/or assignees, and shall be and remain in effect perpetually to the extent permitted by Illinois law; provided, however, so long as Illinois law limits the period during which covenants restricting lands to certain uses may run, any provisions of this Declaration affected thereby shall run with and bind the land only so long as permitted by such law. Notwithstanding the foregoing, the rights, privileges and easements granted, established, and reserved herein are and shall be perpetual.

17. **No Third Party Beneficiaries**. This Declaration may be enforced only by (a) Declarant or (b) any then current Owner of a Parcel, its tenants, licensees, and/or occupants. The rights granted and conveyed pursuant to this Declaration shall be for the benefit of and restricted solely to Declarant, the Owners, and their respective heirs, successors, grantees, assignees, tenants, licensees and/or occupants.

18. **Binding Effect**. The rights, privileges, duties, obligations and easements granted in this Declaration shall be perpetual and shall continue unless and until this Declaration is modified, amended or terminated as provided below. Upon an Owner's transfer of fee title to its Parcel, the transferring Owner shall be automatically released, from and after the date of such transfer, of all liability for any future performance of any duty or obligation imposed upon such Owner under the terms of this Declaration, it being the intent of the parties hereto that the duties, covenants, and obligations contained in this Declaration shall be binding only during that Owner's fee ownership. The transferring Owner shall, however, remain liable for any duties, covenants and obligations incurred during such Owner's ownership prior to the date of conveyance.

19. **Modifications**. The easements contained in this Declaration shall be effective commencing on the date of recordation of this Declaration in the Office of the Clerk of Dupage County, Illinois, and shall remain in full force in perpetuity, and the easements granted herein shall continue in perpetuity, unless this Declaration is modified, amended, cancelled or terminated as provided herein. This Declaration and any provision, covenant, or restriction contained within it may be terminated, modified or amended only with the written consent of the Owners of the Parcels. No termination, modification or amendment will be effective unless a written instrument setting forth its terms has been executed and acknowledged, and recorded in the Office of the Clerk of Dupage County, Illinois. Notwithstanding the foregoing, however, no provision, covenant, or restriction contained in this Declaration may be terminated, modified or amended in any respect which would adversely affect Declarant's ability to develop, maintain, sell and/or operate any portion of the Declarant's Property, for so long as Declarant owns any

portion of Declarant's Property. Further, notwithstanding the foregoing, no provision, covenant, or restriction contained in this Declaration may be terminated, modified or amended in any respect which would adversely affect an Owner's ability to develop, maintain and/or operate its business on any Parcel.

20. **Amendment by Declarant**. For so long as Declarant owns any portion of Declarant's Property, Declarant reserves the right, at any time, and from time to time, without joinder or consent of any other party, to amend this Declaration by any instrument in writing duly executed, acknowledged and filed of record for the purpose of correcting any inadvertent misstatements, errors or omissions herein; provided, however, that any such amendment shall be consistent with and in furtherance of the general plan and scheme of development of Declarant's Property as evidenced by this Declaration, and shall not impair or in any manner whatsoever affect the vested property or other rights of any Owner or Owner's mortgagee in and under this Declaration, and shall not modify or amend the location of the primary access to any Parcel owned by any Owner without the written consent of such Owner, which consent shall not be unreasonably withheld.

21. **Headings**. The headings of the articles, sections, paragraphs, subparagraphs, subdivisions, and subsections of this Declaration are for the convenience of reference only, are not to be considered a part hereof and shall not limit or otherwise affect any of the terms hereof.

22. **Severability**. If any provision of this Declaration is held to be illegal, invalid or unenforceable under present or future laws effective during the term of this Declaration, the legality, validity and enforceability of the remaining provisions of this Declaration shall not be affected thereby; and in lieu of each such illegal, invalid or unenforceable provision, there shall be added automatically as a part of this Declaration a provision as similar in terms to such illegal, invalid or unenforceable provision as may be possible and which shall be legal, valid and enforceable.

23. **Number and Gender**. Whenever the singular or plural number, or the masculine, feminine, or neuter gender is used herein, it shall legally include the other.

24. **Governing Law**. This Declaration and all rights and obligations created hereby shall be governed by the laws of the State of Illinois.

25. **Attorneys' Fees**. In the event a party institutes any legal action or proceeding for the enforcement of any right or obligation herein contained, the prevailing party shall be entitled to recover its costs and reasonable attorneys' fees incurred in the preparation and prosecution of such action or proceeding.

26. **No Reverter**. No covenant or restriction herein is intended to be or shall be construed as a condition subsequent, a conditional limitation, or as creating the possibility of a reverter.

27. **No Merger**. There shall be no merger of the rights, privileges and easement created and reserved hereby with the fee estate of Declarant, by reason of the fact that Declarant may own or hold the estate or interest encumbered by such rights, privileges and easement and the fee estate benefited by such rights, privileges and easements; and no such merger shall occur until Declarant shall execute a written statement or instrument affecting such merger and shall duly

record the same.

28. **Self Help.** In the event an Owner fails to perform any maintenance, repair or other work required of Owner under this Declaration, or fails to perform the work in accordance with the requirements of this Declaration, or otherwise breaches the terms of this Declaration, any other Owner may notify the defaulting Owner of the same and shall specify the deficiencies in the work or the breach. If such deficiencies are not corrected, or the breach not cured, within thirty (30) days after receipt of such notice, then the non-defaulting Owner shall have the right to correct such deficiencies or perform the work (even if such work must be undertaken on the other Owner's Parcel) or cure the breach, and recover all actual costs and expenses related thereto from the defaulting Owner. Any monetary amounts due and payable to an Owner pursuant to this Section 27, shall be paid within thirty (30) days from the date the defaulting Owner is notified of the amounts due. Any such claim for reimbursement, together with interest thereon at the lesser of (i) twelve percent (12%) per annum or (ii) the maximum rate allowed by law, shall be secured by a lien on the defaulting Owner's Parcel and improvements thereon, which lien shall be effective upon the recording of a notice thereof in the Office of the Clerk or Registrar of the County in which the Parcels are located.

29. **Injunctive Relief.** In the event of a breach by any Owner of any obligation of this Declaration, the other Owner(s) shall be entitled to obtain an injunction specifically enforcing the performance of such obligation; the Owners hereby acknowledge the inadequacy of legal remedies and the irreparable harm which would be caused by any such breach, and/or to relief by other available legal and equitable remedies from the consequences of such breach. Any action taken or document executed in violation of this Declaration shall be void and may be set aside upon the petition of the other Owner(s) of the Parcels. In such event, each party shall be responsible for any costs and expenses of any such proceeding.

[SIGNATURE AND ACKNOWLEDGMENT PAGE TO FOLLOW]

IN WITNESS WHEREOF, this Declaration is executed and delivered as of the date first above written.

DECLARANT:

WITNESSES:

PMAT DPP, L.L.C.,
a Delaware limited liability company

By: PMAT Acquisition, L.L.C.,
a Louisiana limited liability company, its manager

_____
Print Name: _____

By:_____
Name: Robert A. Whelan
Title: Manager

_____
Print Name:_____

STATE OF LOUISIANA)
)
PARISH OF _____)

Personally appeared before me, a Notary Public in and for the above Parish and State, Robert A. Whelan, known personally by me and acknowledged by me to be on the date of execution, the Manager of PMAT Acquisition, L.L.C., the Manager of PMAT DPP, L.L.C., a Delaware limited liability company, and he executed the foregoing for and on behalf of said limited liability company with all due authority for the uses and purposes therein stated.

Given under my hand and seal of office this _____ day of_____, 2021.

_____
Notary Public
My commission expires: _____

Exhibits and Schedules:

Exhibit A – Legal Description of Declarant's Property
Exhibit B – Subdivision Plan
Exhibit C – Pylon Signage
Exhibit D – Legal Description of LOT 2
Exhibit E – Site Plan
Schedule 1 – Exclusive Use Rights and Use Restrictions

JOINDER AND CONSENT OF MORTGAGEE

WHEREAS [_____], a [_____] ("Lender"), is the owner and holder of that certain [Mortgage] from PMAT DPP, L.L.C. to Lender dated as of [_____], recorded [_____], as File No. [_____], in the Public Records of Dupage County, Illinois (the "Public Records"); (ii) that certain [Assignment of Rents and Leases] by PMAT DPP, L.L.C. to Lender, recorded [_____], as File No. [_____], in the Public Records; and (iii) that certain UCC-1 (Financing Statement) recorded _____, as Filing No. _____ in the Public Records (items (i)-(iii), collectively, the "Mortgage Documents"); which Mortgage Documents encumber the property described on Exhibit A to this Declaration of Easements and Restrictions (the "Declaration"). Lender does hereby join in and consent to the Declaration.

IN WITNESS WHEREOF, Protective Life Insurance Company has executed and delivered this Joinder and Consent of Mortgagee as of the _____ day of _____, 2021.

Witnesses:

[_____]

_____
Print Name:_____

By: _____
Name: _____
Title: _____

_____
Print Name_____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____, 2021, by _____ as _____ of [_____], a [_____], on behalf of the corporation. He/She is personally known to me or has produced _____ as identification.

_____
(Signature of Notary Public)

_____
(Typed name of Notary Public)
Notary Public
Commission No. _____
My commission expires:

Exhibit A

LEGAL DESCRIPTION OF DECLARANT'S PROPERTY

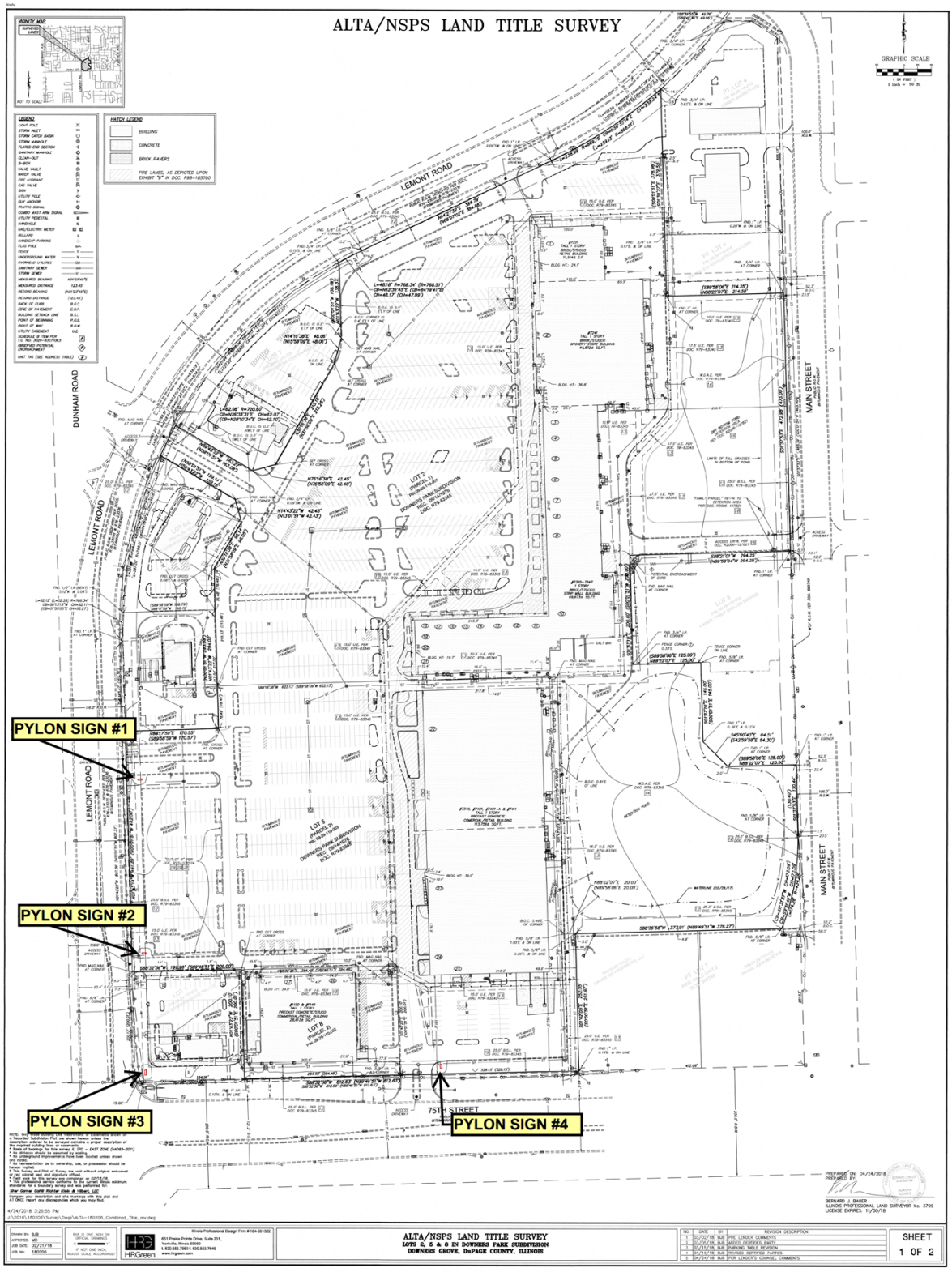
LOT 5 AND 8 IN DOWNERS PARK, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER R79-083345 IN DUPAGE COUNTY, ILLINOIS.

Exhibit B

SUBDIVISION PLAT

[TO BE INSERTED]

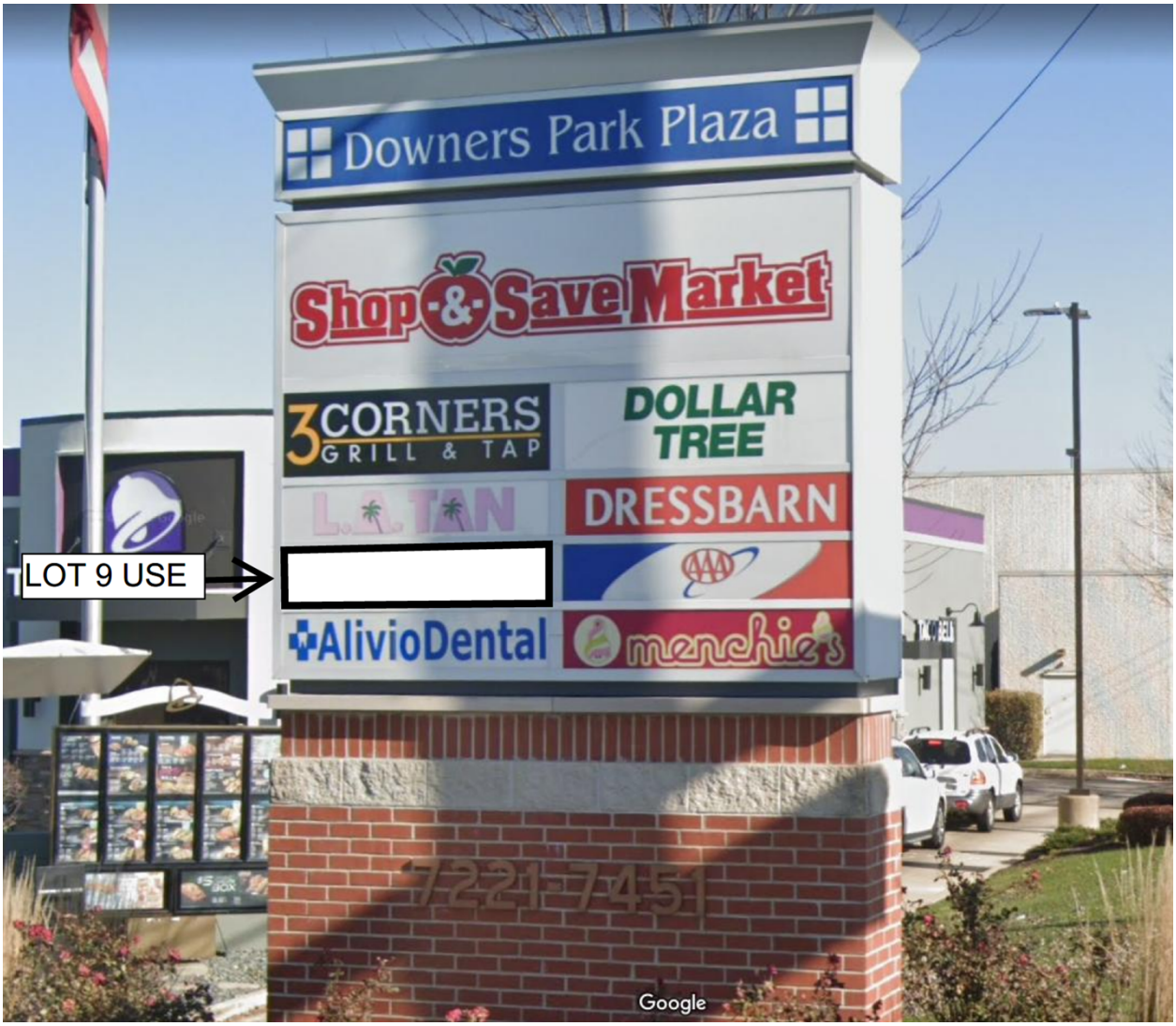
Exhibit C
PYLON SIGNAGE



PYLON SIGN #2:


Downers Park Plaza
BEST BUY
T.J.maxx
HomeGoods
OLD NAVY
PartyCity
7221-7451
LOT 5 USE
LOT 8 USE
Google

PYLON SIGN #3:


Downers Park Plaza
Shop & Save Market
3 CORNERS GRILL & TAP
DOLLAR TREE
L.A. TAN
DRESSBARN
AAA
AlivioDental
menchie's
LOT 9 USE
7221-7451
Google

PYLON SIGN #4:


Downers Park Plaza
BEST BUY
T.J.maxx
HomeGoods
Party City
OLD NAVY
LOT 5 USE
LOT 8 USE
RETAIL SPACE FOR LEASE
Google

Exhibit D

LEGAL DESCRIPTION OF LOT 2

LOT 2 IN DOWNERS PARK, BEING A RESUBDIVISIN OF PINE HILLS UNIT NUMBERS 1 AND 2, BOTH BEING SUBDIVISION IN THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 1979 AS DOCUMENT R79-83345, IN DUPAGE COUNTY, ILLINOIS.

Exhibit E

SITE PLAN

[TO BE INSERTED]

Schedule 1

EXCLUSIVE USE RIGHTS AND USE RESTRICTIONS

Exclusive Use Rights

Prohibited Uses