

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
12/3/2024

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| SUBJECT: | SUBMITTED BY: |
| Zoning Map Amendment - 814-818 Ogden Avenue and 4244 Elm Street | Stan Popovich, AICP Director of Community Development |

SYNOPSIS

The petitioner is requesting approval for a Zoning Map Amendment from R-4, Residential Detached House 4 to B3, General Services and Highway Business, a Special Use to allow for a side-by-side drive-through, and a Right-of-Way Vacation at 814-818 Ogden Avenue and 4244 Elm Street.

STRATEGIC PLAN ALIGNMENT

The goals for 2023-2025 include *Strong, Diverse Local Economy*.

FISCAL IMPACT

N/A

RECOMMENDATION

UPDATE & RECOMMENDATION

The Village Council discussed this petition at their October 1 meeting and requested additional information. The petitioner prepared additional information for the October 15 meeting. At the October 15 meeting, the Village Council tabled the petition. The petitioner has prepared additional information immediately following this report on page 5 of this PDF. Staff offers the following the responses to the Village Council's questions:

1. The Petitioner has modified the site plan (see Attached Revised Site Plan) by relocating the building slightly to the west. This relocation creates a larger turning radius for customers exiting the drive-through lane to be able to exit back out directly onto Ogden. This has also resulted in parking spaces being relocated to the north side of the east-west access drive.
2. The Petitioner has agreed to the following conditions which are included in the Special Use Ordinance (See Attached Letter from the Petitioner):
 - a. Petitioner shall increase the amount of parking lot perimeter landscaping which shall consist of shrubs, ornamental grasses, trees and perennials along the northern property line and preserve the existing trees near the north lot line on the subject property as approved by the Community Development Director. The Petitioner shall submit a bond to guarantee the preservation of the trees in a form and amount acceptable to the Community Development Director.

UPDATE & RECOMMENDATION

- b. A four foot (4') open design fence shall be installed along the Washington Street property line from the drive aisle to the northern fence. Arborvitaes shall be planted adjacent to the fence line, in a manner acceptable to the Community Development Director.
 - c. The Washington Street curb cut shall be designed to preclude a right-turn onto Washington Street from the subject property, including a no right turn sign, the installation of curb at a two foot (2') radius and a corrugated concrete median, in a manner acceptable to the Community Development Director.
 - d. The Elm Street curb cut shall be designed to preclude a left turn onto Elm Street from the subject property, including a no left turn sign and the installation of a centrally placed corrugated concrete median to prohibit northbound turns on to Elm Street, in a manner acceptable to the Community Development Director.
3. The Village Fire Department confirmed that Main Street / Highland Avenue is their primary route to Good Samaritan Hospital and that they rarely use Washington Street to access the hospital. If an alternate route is needed, Fairview Avenue and 39th Street are used.
 4. The attached maps identify corner properties along Ogden Avenue that have access points onto residential side streets.
 5. A KLOA memo is provided which discusses the alternative circulation routes into and around the Andy's site.
 6. A KLOA memo is provided which discusses the selection of the Burbank store as a comparison to this location and a site design comparison between the Downers Grove, Glen Ellyn and Naperville stores.
 7. Staff contacted Naperville & Glen Ellyn. A traffic study was not submitted for the Naperville petition. In Glen Ellyn, a traffic study including Andy's and two other drive-through restaurants was prepared as part of one Planned Unit Development (see attached).

BACKGROUNDProperty Information and Zoning Request

The petitioner is proposing to construct a new Andy's Frozen Custard restaurant with a side-by-side drive-through at the subject property. The 0.97 acre property, located at the northeast corner of Washington Street and Ogden Avenue is composed of three vacant buildings all zoned B-3, General Services and Highway Business and two vacant properties zoned R-4, Residential Detached House 4. A public alley runs east-west between the vacant buildings and the vacant land. The petitioner is requesting the following approvals:

- A Zoning Map Amendment to rezone two parcels from R-4, Residential Detached House 4 to B-3 General Services and Highway Business
- Special Use to permit a side-by-side drive-through for a restaurant
- Right-of-Way (alley) vacation

The existing buildings and parking lots will be demolished in order to construct a new 1,960 square foot

Andy's Frozen Custard restaurant with a side-by-side drive-through. In addition to an improved Ogden Avenue access point, two existing ancillary access points will be maintained, one on Washington Street and a second on Elm Street. In addition to the proposed building, the improvements to the site will include a parking lot, outdoor patio, landscaping and a trash enclosure. As required by the Zoning Ordinance, pedestrian connections will be provided to both Ogden Avenue and Washington Street.

A 266' by 20' public alley running east to west near the northern section of the property is requested to be vacated. The vacation allows greater flexibility in site design, accommodates two access points and circulation for the Andy's Frozen Custard drive-through while maintaining the adjacent properties access. Per the Village's Right-of-Way Vacation Policy (Resolution #2003-58), easements for drainage, utility and access easement are retained along the entire width and length of the alley. The Village will convey the public alley to the petitioner at no cost.

Compliance with the Zoning Ordinance

The property is currently zoned B-3, General Services and Highway Business and R-4, Residential Detached House 4. The proposal calls for a map amendment to rezone the R-4, Residential Detached House 4 portion of the property to a B-3, General Services and Highway Business. The bulk requirements of the proposed development in the B-3 zoning district are summarized in Table 1 of the Plan Commission staff report. No variances are requested for the proposed development.

Compliance with the Comprehensive Plan

The proposed development meets the Comprehensive Plan's key concepts for this subarea as summarized in the Plan Commission staff report, including such recommendations as developing commercial areas that are designed to be architecturally attractive, and encouraging commercial expansion by increasing lot depth on a case-by-case basis given location, context, use, and screening. The proposed development is consistent with the Comprehensive Plan.

Public Comment

The petitioner held a neighborhood meeting, a summary of which is provided in the Plan Commission packet. Prior to the Plan Commission meeting, the Village staff received two phone calls general in nature requesting information on the proposed development. After publication of the Plan Commission packet, the Village received additional communication, which is also attached. The comments expressed concerns about the use, specifically related to traffic, lighting and noise. The Village also received two letters of support for the project.

Twenty-four (24) individuals provided public comment during the public hearing. Three members of the public spoke in favor of the project and indicated support of the use and redevelopment of an underutilized site. The public's concerns were related to traffic, lighting and noise. Regarding the concerns for traffic, the petitioner noted that the proposed parking and side-by-side drive-through would exceed both the minimum parking and stacking requirements. This would minimize any parking on residential streets and queuing issues on Washington Street. Pedestrian improvements along the Washington Street right-of-way include the addition of a sidewalk. Lastly, per the recommendation of the Plan Commission, the petitioner has agreed to prohibit turning movements northbound on both Washington Street and Elm Street.

In regards to lighting and sound, the petitioner will provide an 8' solid fence and will comply with the Village photometric requirements. Per the recommendation of the Plan Commission, the petitioner has agreed to install additional landscaping along the north property per the updated landscaping plan. With

regards to noise, the petitioner explained that Andy's Frozen Custard does not have drive-through speakers; instead employees walk up to the vehicles to receive menu orders.

ATTACHMENTS

Updated Map provided by Petitioner

Maps

Letter from Petitioner dated 10/09/2024

KLOA Memos dated 10/04/2024 and 10/09/2024

Traffic Impact Study 395 Roosevelt Road, Glen Ellyn, dated 08/25/2017

Ordinance

Aerial Map

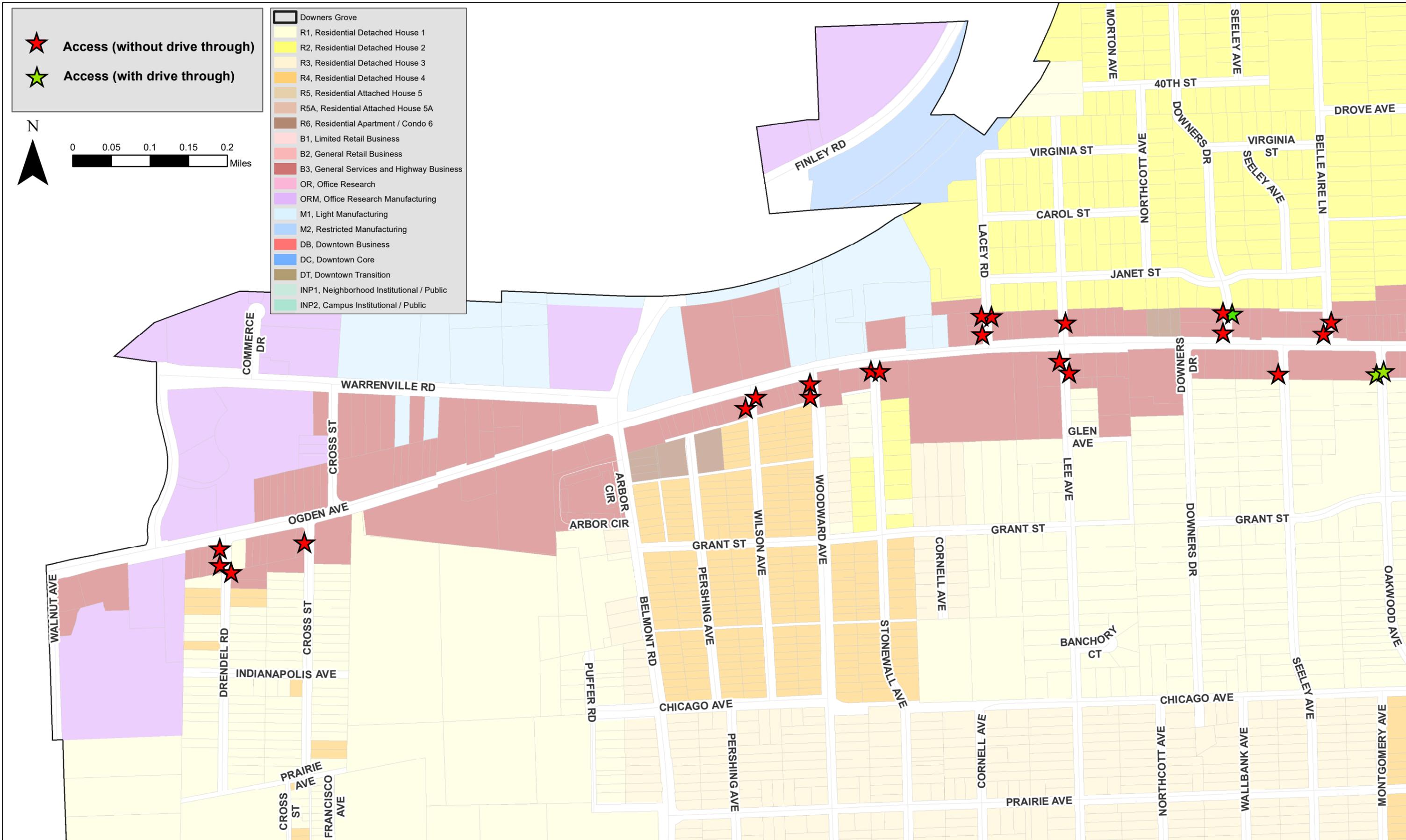
Staff Report with attachments dated September 16, 2024

Draft Minutes of the Plan Commission Hearing dated September 16, 2024

Public Correspondence

Updated Landscape Plan

Ogden Avenue (West) - Access Drives



October 9, 2024

Brett Paul
Downers Grove Equity Group
745 McClintock Dr., Suite 305
Burr Ridge, IL 60527

Downers Grove Village Council Members
850 Curtiss St.
Downers Grove, IL 60515

Re: 818 Ogden, Andy's Frozen Custard - Response to Village Staff Recommendations

Mayor Barnett and Village Commissioners,

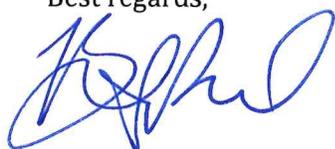
I am following up regarding the proposed Andy's Frozen Custard at 818 Ogden Avenue. We appreciate the Village staff's recommendations and are committed to ensuring the project aligns with the Village's standards and requirements. We agree to comply with each of the conditions provided in your recent communication as follows:

1. Fence and Landscaping: We will install a four-foot open-design fence along the Washington Street property line from the drive aisle to the northern fence. Arborvitaes will be planted adjacent to this fence line to meet the Village's landscaping requirements.
2. Washington Street Curb Cut: The Washington Street curb cut will be designed to prevent a right turn onto Washington Street from the property. This design will include a "No Right Turn" sign and a striped median with "rumble strips".
3. Elm Street Curb Cut: Similarly, we will design the Elm Street curb cut to restrict a left turn onto Elm Street from the property. This will involve a "No Left Turn" sign and a centrally placed "rumble strip" median to discourage northbound turns onto Elm Street.
4. Parking Lot Lighting: All parking lot lighting will be designed to be dark sky compliant, meeting the approval of the Community Development Director.

We look forward to bringing Andy's Frozen Custard to Downers Grove and contributing to the community. Please let me know if there are any further details or clarifications needed.

Thank you for your time and consideration.

Best regards,



Brett Paul

Downers Grove Equity Group

Phone: 630.258.3311

Email: brettpaul@xsitrealestate.com

CC:



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MEMORANDUM TO: Liana Moore
Andy's Frozen Custard

FROM: Brendan S. May, PE, PTOE
Senior Consultant

Michael A. Werthmann, PE, PTOE
Principal

DATE: October 4, 2024

SUBJECT: Alternative Access and Circulation Review
Andy's Frozen Custard
Downers Grove, Illinois

This memorandum summarizes a review of alternative access and circulation for the proposed Andy's Frozen Custard store to be located in the in the northeast quadrant of the intersection of Ogden Avenue with Washington Street. As proposed, access to the store is to be provided via one access drive on each Ogden Avenue, Washington Street, and Elm Street with two-way circulation provided via the entire site and to the adjacent site. Per the request of the Village of Downers Grove, four scenarios were reviewed as follows:

One-way, eastbound traffic (Washington Street to Elm Street) along the east-west circulation road. Given the location of the Andy's Frozen Custard store between Washington Street and the Ogden Avenue access drive, restricting the circulation road to one-way, eastbound traffic would reduce the flexibility of the access and circulation system of the proposed plan as outlined below:

- Inbound traffic to the drive-through facility and the parking along the east-west circulation road would be required to enter the site via the Washington Street access drive only. Under this alternative, most of the inbound traffic to Andy's would be concentrated along Washington Street whereas the proposed plan distributes the inbound traffic along the three proposed access drives located on Ogden Avenue, Washington Street, and Elm Street.
- All outbound traffic from the Andy's would be required to exit the site via the Ogden Avenue and Elm Street access drives. Under this alternative, all the outbound traffic from the Andy's would be concentrated along Elm Street and Ogden Avenue whereas the proposed plan distributes the outbound traffic along the three proposed access drives.

In addition, this alternative would impact access to the existing building located adjacent to the Andy's. Further, with one-way, eastbound circulation, the east-west circulation road would need to provide angle parking, which would result in the loss of parking.

One-way, westbound traffic (Elm Street to Washington Street) along the east-west circulation road. Similar to the evaluation for the one-way, eastbound circulation road, restricting the circulation road to one-way, eastbound traffic would reduce the flexibility of the access and circulation system of the proposed plan as outlined below:

- All inbound traffic to the Andy's would be required to enter the site via the Elm Street and Ogden Avenue access drives, which would concentrate the inbound traffic to Elm Street and Ogden Avenue.
- Outbound traffic from the drive-through facility and the parking along the east-west circulation road would be required to exit the site via the Washington Street access drive only, which would concentrate the outbound traffic on Washington Street.

In addition, this alternative would impact access to the existing building located adjacent to the Andy's. Further, with one-way, westbound circulation, the east-west circulation road would need to provide angle parking, which would result in the loss of parking.

Eliminating access to Washington Street. This alternative would require all traffic from both the Andy's and the building adjacent to the Andy's to enter and exit the site via Elm Street and Ogden Avenue access drives, which would concentrate the traffic on Ogden Avenue and Elm Street. In addition, eliminating the Washington Street access drive will create a dead-end parking aisle that will not provide an area for vehicles to turn around if no parking spaces are available. Further, given the location of the building in the corner of the intersection of Ogden Avenue with Washington Street, eliminating the Washington Street access drive and restricting access to Elm Street only will reduce the access expectancy of patrons who may be unfamiliar with the access system serving the site. Unfamiliar patrons may turn off Ogden Avenue onto Washington Street, expecting vehicle access to be provided, only to find they cannot enter the site. This could result in additional vehicle circulation throughout the neighborhood to the north, turning around in driveways or adjacent properties, and increase the number of turning movements to/from Ogden Avenue. Additionally, closing off the access to Washington Street will increase the difficulty of the site to receive deliveries.

Inbound only access from Washington Street. This alternative would require all outbound traffic from both the Andy's and building adjacent to the Andy's to exit the site via Elm Street and Ogden Avenue access drives, which would concentrate the traffic on Ogden Avenue and Elm Street. In addition, eliminating outbound access from the Washington Street access drive will create a dead-end parking aisle that will not provide an area for vehicles to turn around if no parking spaces are available.

Lastly, a question was raised regarding the traffic volumes along the state routes that front the proposed Andy's Frozen Custard store to that of the Burbank, Naperville, and Glen Ellyn stores. Based on a review of the most recent available data from the Illinois Department of Transportation (IDOT), **Table 1** shows the annual average daily traffic (AADT) volumes along Harlem Avenue (Burbank store), Roosevelt Road (Glen Ellyn store), Ogden Avenue (Naperville store), and Ogden Avenue (Downers Grove store).

Table 1
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

| Roadway | Annual Average Daily Traffic Volumes |
|------------------------------------|--------------------------------------|
| Ogden Avenue (Downers Grove Store) | 27,100 |
| Harlem Avenue (Burbank Store) | 38,100 |
| Roosevelt Road (Glen Ellyn Store) | 37,700 |
| Ogden Avenue (Naperville Store) | 29,100 |



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MEMORANDUM TO: Liana Moore
Andy's Frozen Custard

FROM: Michael A. Werthmann, PE, PTOE
Principal

DATE: October 9, 2024

SUBJECT: Additional Traffic Information
Andy's Frozen Custard
Downers Grove, Illinois

This memorandum summarizes additional traffic information concerning the proposed Andy's Frozen Custard store to be located in the northeast quadrant of the intersection of Ogden Avenue with Washington Street.

Burbank Store Surveys

As summarized in the August 30, 2024 traffic statement, the estimate of the traffic to be generated by the proposed Andy's store and the projected drive-through stacking was based on surveys conducted at the existing Andy's Frozen Custard located in Burbank, Illinois. The Burbank store surveys were used as they were surveys KLOA, Inc. had performed in the past and used for other proposed Andy's stores. Further, the Burbank store is located on Harlem Avenue which, based on IDOT traffic counts, has a very high average annual daily traffic volume (AADT) of 38,100 vehicles. In contrast, Ogden Avenue has an AADT of 27,100 vehicles according to IDOT. In addition, the Burbank Andy's store is an established store that has been in operation for many years.

Comparison of the Site Designs

Table 1 provides a comparison of several site design characteristics of the proposed Downers Grove store to the existing Andy's Frozen Custard stores located in Glen Ellyn and Naperville.

Table 1

COMPARISON OF SITE DESIGNS OF ANDY'S FROZEN CUSTARD STORES

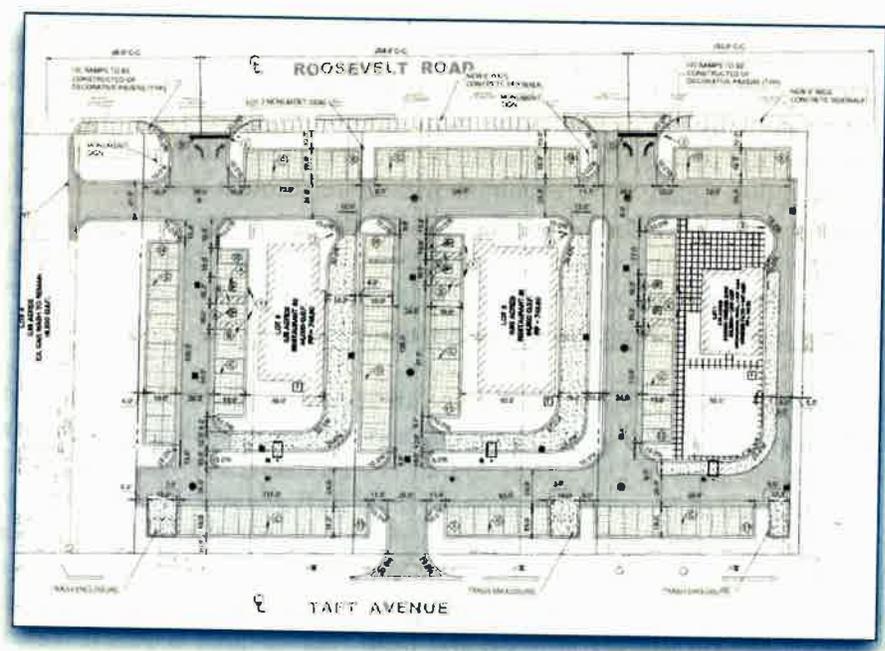
| | Downers Grove Store | Glen Ellyn Store | Naperville Store |
|----------------------------|----------------------------|-------------------------|-------------------------|
| Number of Access Drives | Three Drives | Three Drives | Two Drives |
| • Drives on Arterial Roads | One Drive | Two Drives | One Drive |
| • Drives on Local Roads | Two Drives on Two Roads | One Drive on One Road | One Drive on an Alley |
| Shared Access | Yes | Yes | No |
| Internal Circulation | Two-Way Traffic Flow | Two-Way Traffic Flow | Two-Way Traffic Flow |
| Drive-Through Operation | Double Lanes | Single Lane | Single Lane |
| Drive-Through Stacking | 17 vehicles | 9 to 10 vehicles | 12 to 13 vehicles |
| Parking Layout | 90 Degree | 90 Degree | 90 Degree & Parallel |

Traffic Impact Study

Proposed Retail Redevelopment

395 Roosevelt Road

Glen Ellyn, Illinois



Prepared for



Prepared by



August 25, 2017

Executive Summary

A traffic impact study was conducted for the proposed redevelopment of the site located at 395 Roosevelt Road in Glen Ellyn, Illinois. The site is bounded by Roosevelt Road (IL 38) to the north, Taft Avenue to the south, Alfie's Inn to the east, and Leslie Car Wash to the west. The site is the existing Enterprise Rental Car office and car lot. This business will be removed to accommodate the proposed development.

The plans call for redeveloping the site (Lot 1, Lot 2, and Lot 3, respectively) on the north side of Taft Avenue, fronting Roosevelt Road. Lot 1 proposes an approximate 1,750 square-foot frozen custard shop with drive-through service. Lot 2 proposes an approximate 4,500 square-foot restaurant with drive-through service. Lot 3 proposes an approximate 4,000 square-foot restaurant with drive-through service. Overall, the three developed lots will provide approximately 143 surface parking lot spaces. The parcel on the south side of Taft Avenue, Lot 5, does not have a development plan at this time; however, for the purposes of this study, it is assumed that Lot 5 will be developed to include an approximate 10,000 square-foot office building.

Access to Lot 1, 2, and 3 will be from two full access drives on Roosevelt Road and one full access drive on Taft Avenue. Cross-access will be provided between the three lots and the lot to the west of Lot 3 (Lot 4) that is an existing car wash facility. Access to Lot 5 was assumed to be one full access drive on Taft Avenue in alignment with the full access serving the north parcel. It is important to note that the overall site currently has five full access driveways on Roosevelt Road and four access driveways on Taft Avenue. The proposed development proposes a reduction in full access driveways (from five to four on Roosevelt Road and from four to three access driveways on Taft Avenue), thereby reducing the number of conflict points thus improving the through traffic operations along both Roosevelt Road and Taft Avenue.

Weekday morning, weekday evening, and Saturday midday peak hour traffic volumes were projected for Year 2023 conditions, which includes existing (2017) peak hour traffic volumes increased by a regional growth factor, and the traffic estimated to be generated by the proposed development.

The findings and recommendations are as follows.

- The proposed development-generated traffic will be consistent and compatible with traffic patterns and volumes generated by similar surrounding land uses in the area.
- The traffic currently generated by the existing rental car facility was not redacted from the existing peak hour traffic volumes to provide for a conservative study.

- The signalized intersections on Roosevelt Road (IL 38) at Lambert Road and Main Street will continue to operate at overall acceptable levels of service and delay. No roadway or traffic control improvements are recommended in conjunction with the proposed development.
- The northerly parcel that includes the three proposed restaurants with drive-throughs will provide cross access via continuous east-west drive aisles that will connect all three lots, as well as the car wash lot to the west, thereby improving site accessibility to both Roosevelt Road and to Taft Avenue.
- As noted, the existing parcel has five access driveways along Roosevelt Road and will be reduced to four access driveways as part of the proposed development. Reducing access drives will reduce turning movement conflicts and will improve through traffic flow along Roosevelt Road.
- The northerly parcel has four existing access driveways on Taft Avenue that will be reduced to three access driveways in conjunction with the proposed development, thereby improving through traffic flow along Taft Avenue, also.
- Each proposed access drive on Roosevelt Road should provide one lane inbound and two lanes outbound striped to provide a left-turn lane and a right-turn lane. The outbound lanes should be under stop sign control.
- The continuous two-way left-turn center lane on Roosevelt Road will accommodate the inbound left-turns and will allow for exiting turning vehicles to make a two-stage left-turn, thereby reducing the delay.
- Traffic simulations show that the two interconnected traffic signals on Roosevelt Road at Lambert Road and at Main Street effectively platoon the traffic flow along Roosevelt Road, thereby creating adequate gaps in traffic for vehicles to enter and exit the respective access drives.
- The access drive on Taft Avenue should provide one lane inbound and one lane outbound under stop sign control. There is a continuous two-way left-turn center lane on Taft Avenue to facilitate the inbound left-turning movements.
- All three proposed restaurants will provide drive-through service and each will have a counter-clockwise orientation with the pick-up window located on the east face of the building.
- Each drive-through will provide storage/stacking for approximately six to eight vehicles, satisfying Village Code which requires drive-throughs to provide stacking for a minimum of five vehicles.

- Each drive-through exit should be under stop sign control. Conversely, “Do Not Enter” signage should be posted at the drive-through exit to deter opposing vehicles from entering the one-way system.

Introduction

A traffic impact study was conducted for the proposed retail development located at 395 Roosevelt Road in Glen Ellyn, Illinois. The site is bounded by Roosevelt Road (IL 38) to the north, Taft Avenue to the south, Alfie's Inn to the east, and Leslie Car Wash to the west. The site is the existing Enterprise Rental Car office and car lot. This business will be removed to accommodate the proposed development.

The plans call for redeveloping the site (Lot 1, Lot 2, and Lot 3, respectively) on the north side of Taft Avenue, fronting Roosevelt Road. Lot 1 proposes an approximate 1,750 square-foot frozen custard shop with drive-through service. Lot 2 proposes an approximate 4,500 square-foot restaurant with drive-through service. Lot 3 proposes an approximate 4,000 square-foot restaurant with drive-through service. Overall, the three developed lots will provide approximately 143 surface parking lot spaces. The parcel on the south side of Taft Avenue, Lot 5, does not have a development plan at this time; however, for the purposes of this study, it is assumed that Lot 5 will be developed to include an approximate 10,000 square-foot office building.

Access to the redeveloped lots will be from two full access drives on Roosevelt Road and a full access drive on Taft Avenue.

The following sections of this report present the following:

- Existing street conditions including vehicle, pedestrian, and bicycle traffic volumes for the weekday morning, weekday evening, and Saturday midday peak hours
- A detailed description of the proposed development
- Vehicle trip generation for the proposed development
- Directional distribution of development-generated traffic
- Future transportation conditions including access to and from the development

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

1. Existing Condition - Analyzes the capacity of the existing street system using existing peak hour traffic volumes in the surrounding area.
2. Future Condition – Traffic was projected to Year 2023 conditions which includes the existing traffic volumes increased by a regional growth factor and the traffic estimated to be generated by the proposed subject development.

The purpose of this study is as follows:

- Determine the existing vehicular, pedestrian, and bicycle conditions in the study area to establish a base condition.
- Assess the impact that the proposed development will have on transportation conditions in the area.
- Determine any roadway, traffic control, or access improvements that may be necessary to effectively accommodate and mitigate future conditions.
- Evaluate the drive-through storage and internal circulation of the proposed development.

Existing Conditions

Transportation conditions in the vicinity of the site were inventoried to obtain a basis for projecting future conditions.

Site Location

The development site is located on the south side of Roosevelt Road, between Lambert Road and Main Street in Glen Ellyn, Illinois. Commercial/retail land uses front Roosevelt Road on both sides of the roadway in proximity to the site. The site is an existing Enterprise Rental Car Facility. The entire site will be razed and redeveloped.

Figure 1 shows the site location on an aerial with respect to the surrounding street system.

Figure 2 shows the conceptual site plan.



SITE LOCATION

Figure 1

Existing Street System Characteristics

The characteristics of the existing streets in the study area are illustrated in **Figure 3** and described below.

Roosevelt Road (IL 38) is an east-west arterial roadway that in the vicinity of the site provides two through lanes in each direction, sidewalks and curb/gutter on both sides of the roadway, has a posted speed limit of 35 miles per hour (mph), and parking is restricted on both sides of the roadway. A continuous two-way left-turn center lane is provided along Roosevelt Road for left-turning movements. PACE Bus Route #301 traverses Roosevelt Road and has bus stops (sign only) for both directions of travel in the vicinity of the site. Roosevelt Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is designated as a Strategic Regional Arterial (SRA), and carries an annual average daily traffic (AADT) volume of 35,500 vehicles.

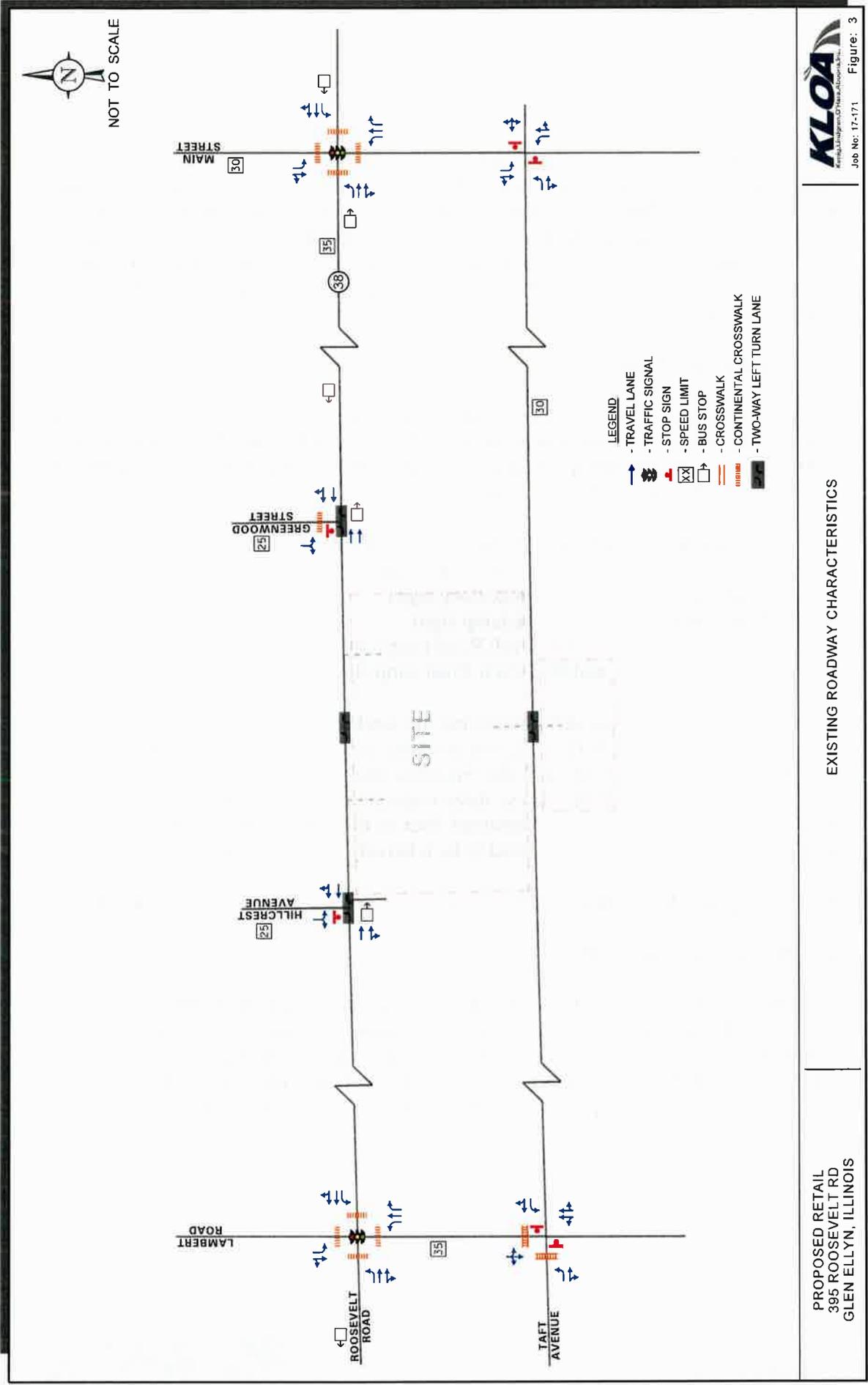
Taft Avenue is an east-west, two-lane roadway with a posted speed limit of 30 mph in the vicinity of the site. A continuous two-way left-turn center lane is provided. Sidewalks and curb/gutter are provided on both sides of the roadway and parking is restricted. Taft Avenue is under the jurisdiction of the Village of Glen Ellyn.

Lambert Road is a north-south, two-lane roadway with a posted speed limit of 35 mph in the vicinity of the site. Sidewalks and curb/gutter are provided on both sides of the roadway and parking is restricted. Lambert Road is under the jurisdiction of the Village of Glen Ellyn. According to IDOT's website, Lambert Road carries an ADT of 11,400 vehicles in the vicinity of the site.

Main Street is a north-south, two-lane roadway with a posted speed limit of 30 mph in the vicinity of the site. Sidewalks and curb/gutter are provided on both sides of the roadway and parking is restricted. Main Street is under the jurisdiction of the Village of Glen Ellyn. According to IDOT's website, Main Street carries an ADT of 6,450 vehicles north of Roosevelt Road.

Hillcrest Avenue/Car Wash Access intersects Roosevelt Road, providing one lane inbound and one lane outbound under stop sign control and has a posted speed limit of 25 mph. Hillcrest Avenue is a cul-de-sac street to the north. The access drive on the south side of Roosevelt Road serving the existing car wash has a slight offset to the east and also provides one lane inbound and one lane outbound under stop sign control. Hillcrest Avenue is under the jurisdiction of the Village of Glen Ellyn.

Greenwood Street intersects Roosevelt Road from the north, providing one lane inbound and one lane outbound under stop sign control and has a posted speed limit of 25 mph. Greenwood Street is under the jurisdiction of the Village of Glen Ellyn.



Roosevelt Road Corridor in the vicinity of the site has numerous intersections with private access driveways to retail and commercial developments. A continuous two-way left-turn center lane is provided to remove left-turning vehicles at these individual access driveways from the through traffic flow along Roosevelt Road. As will be noted later, the proposed development will reduce the number of existing access driveways from five to four, which will improve access control and through traffic movements along Roosevelt Road.

Existing Traffic Volumes

Turning movement vehicle (passenger, truck, and bus), pedestrian, and bicycle traffic counts were conducted during the morning (7:00 to 9:00 A.M.) and the evening (4:00 to 6:00 P.M.) on Tuesday, August 1, 2017, and during the midday (12:00 to 2:00 P.M.) on Saturday, July 29, 2017 at the following six intersections.

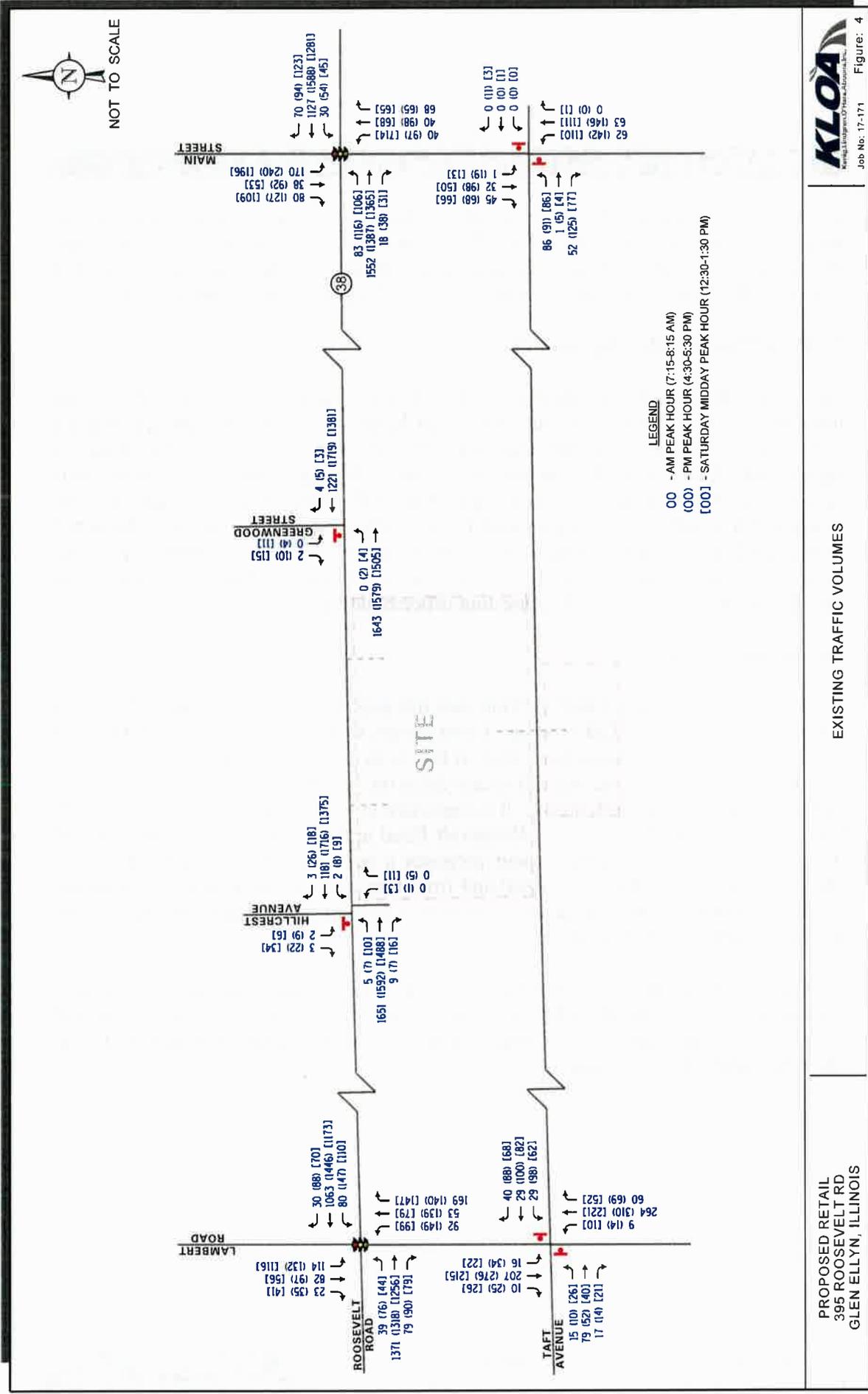
1. Lambert Road and Roosevelt Road/IL 38 (signalized)
2. Main Street and Roosevelt Road (signalized)
3. Lambert Road and Taft Avenue (stop sign)
4. Main Street and Taft Avenue (stop sign)
5. Hillcrest Avenue and Roosevelt Road (stop sign)
6. Greenwood Street and Roosevelt Road (stop sign)

From the count data, it was determined that the weekday morning peak hour generally occurs between 7:15 and 8:15 A.M., the weekday evening peak hour generally occurs between 4:30 and 5:30 P.M., and the Saturday midday peak hour generally occurs between 12:30 and 1:30 P.M. These three respective peak hours will be used for the traffic capacity analyses and are presented later in this report. Pedestrian and bicycle activity was observed and was reported to be relatively low at the study intersections.

The existing peak hour vehicle traffic volumes (all vehicles) are shown in **Figure 4**.

Traffic Signal Interconnect

The traffic signals on Roosevelt Road at Lambert Street and Main Street are part of a traffic signal interconnect system, which is maintained by the Illinois Department of Transportation. The 14-signal system extends from Carlton Avenue to the west to the Interstate 355 Northbound ramps to the east. The existing cycle lengths, phase timings, and offsets were used to prepare the traffic capacity analyses presented later in this report.



Job No. 17-171 Figure: 4

EXISTING TRAFFIC VOLUMES

PROPOSED RETAIL
395 ROOSEVELT RD
GLEN ELLYN, ILLINOIS

Traffic Characteristics of Proposed Development

To evaluate the impact of the subject development on the area street system, it was necessary to quantify the number of vehicle trips the overall site will generate during the weekday morning, weekday evening, and Saturday midday peak hours and then determine the directions from which this traffic will approach and depart the site.

Proposed Site and Development Plan

The plans call for redeveloping the site (Lot 1, Lot 2, and Lot 3, respectively) on the north side of Taft Avenue, fronting Roosevelt Road. Lot 1 proposes an approximate 1,750 square-foot frozen custard shop with drive-through service. Lot 2 proposes an approximate 4,500 square-foot restaurant with drive-through service. Lot 3 proposes an approximate 4,000 square-foot restaurant with drive-through service. Overall, the three developed lots will provide approximately 143 surface parking lot spaces. The parcel on the south side of Taft Avenue, Lot 5, does not have a development plan at this time; however, for the purposes of this study, it is assumed that Lot 5 will be developed to include an approximate 10,000 square-foot office building.

Development Access

Access to Lots 1, 2, and 3 will be from two full access drives on Roosevelt Road and one full access drive on Taft Avenue. Cross-access will be provided between the three lots and the lot to the west of Lot 3 (Lot 4) that is an existing car wash facility. Access to Lot 5 was assumed to be one full access drive on Taft Avenue in alignment with the full access serving the north parcel. It is important to note that the overall site currently has five full access driveways on Roosevelt Road and four access driveways on Taft Avenue. The proposed development proposes a reduction in full access driveways (from five to four on Roosevelt Road and from four to three access driveways on Taft Avenue), thereby improving access control and through traffic operations along both Roosevelt Road and Taft Avenue.

Each access drive on Roosevelt Road should provide one lane inbound and two lanes outbound striped to provide a left-turn lane and a right-turn lane. The access on Taft Avenue should provide one lane inbound and one lane outbound. The outbound lanes should be under stop sign control.

Drive-Through Circulation

Each restaurant proposes a one-lane drive-through with a counter-clockwise orientation. As proposed, vehicles will enter the drive-through lane at the south end of the building and proceed east and north to the pick-up window.

It is recommended that the exit to each drive-through be under stop sign control. Further, "Do Not Enter" signs should be posted at the exit of the drive-through to deter opposing vehicles from entering the one-way northbound orientation.

Each drive-through will provide storage/stacking for approximately six to eight vehicles, satisfying Village Code which requires drive-throughs to provide stacking for a minimum of five vehicles.

Directional Distribution of Development-Generated Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on a combination of existing travel patterns of traffic accessing the existing site, the location of nearby residential areas, the location and types of access points serving the development, and the existing roadway characteristics and traffic controls surrounding the site.

The estimated directional distribution for the proposed retail development (north parcel) was established and is illustrated in **Figure 5**.

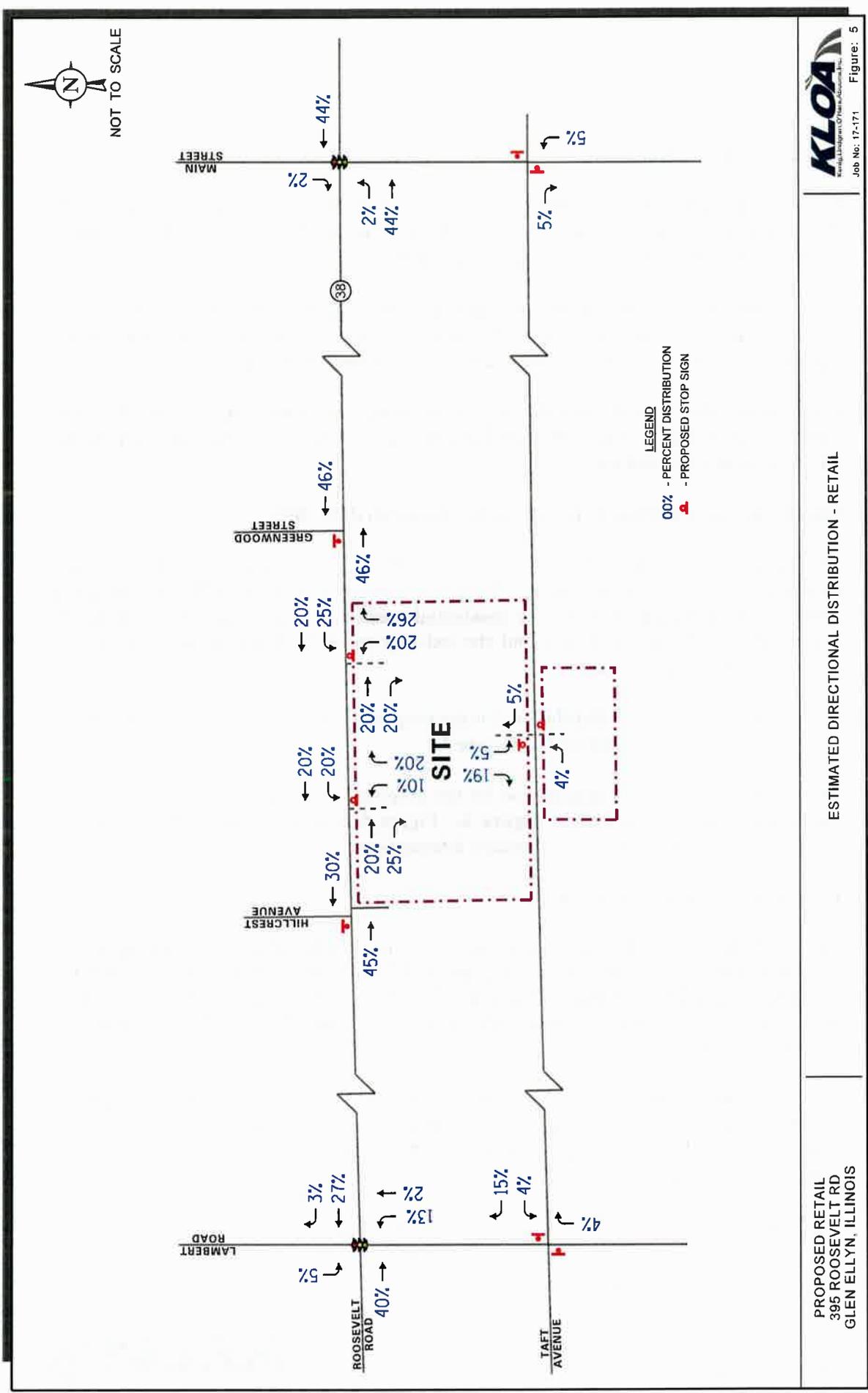
The estimated directional distribution for the proposed office development (Lot 5) was established and is illustrated in **Figure 6**. Figure 6 also shows the distance, in feet, between the existing and proposed access intersections.

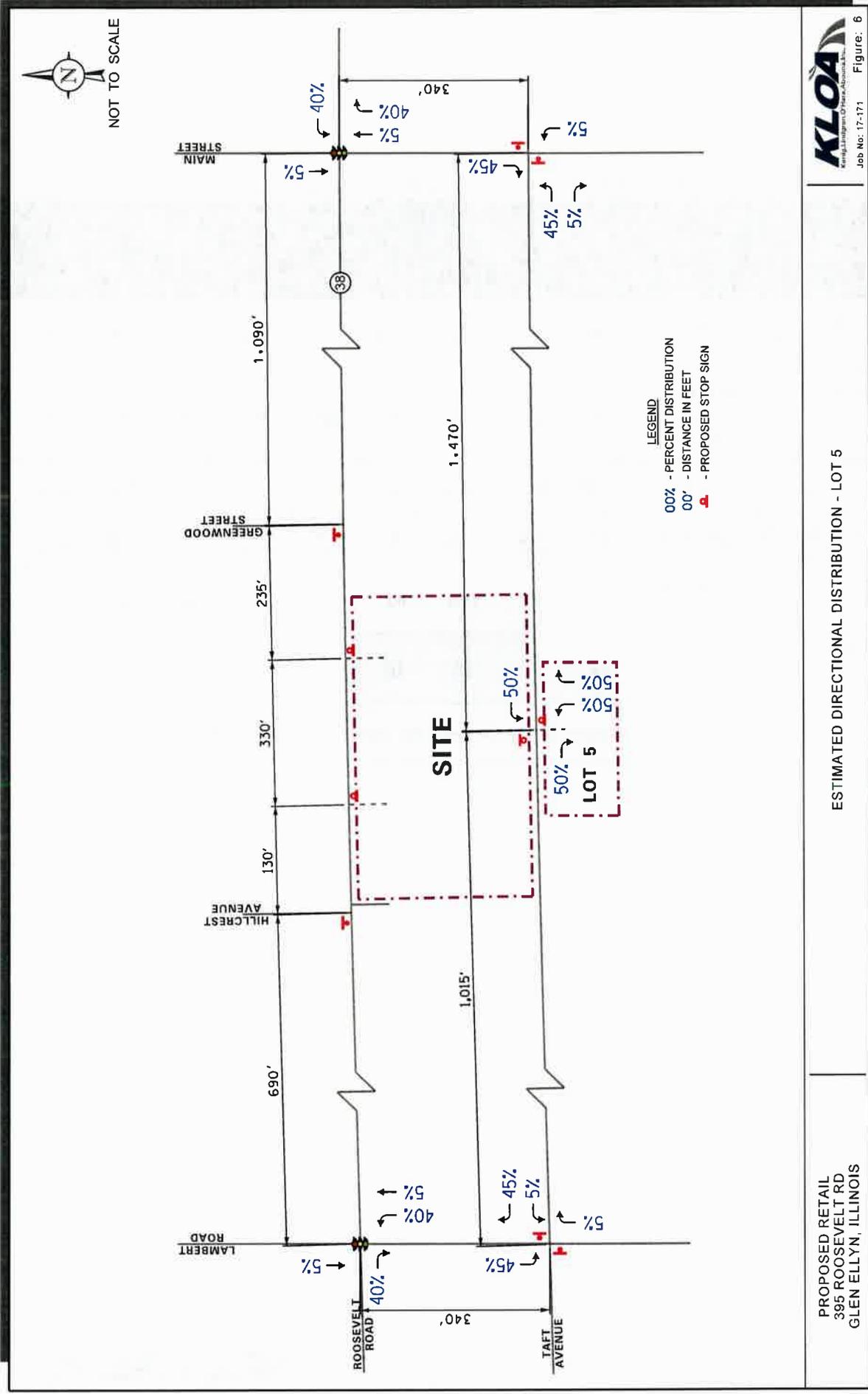
Development Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use types and sizes using data published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. For the proposed frozen custard restaurant on Lot 1, peak hour data collected by KLOA, Inc. for a similar restaurant was used for this study.

It is further important to note that restaurant with drive-through traffic is typically pass-by, where a vehicle is already on the adjacent street system enroute to another destination (e.g. home to office). As such, a 50 percent pass-by reduction was applied to the restaurant land uses.

Table 1 tabulates the total trips anticipated from this proposed development for the weekday morning, weekday evening, and Saturday midday peak hours, as well as the weekday two-way daily traffic volumes.





**Table 1
ESTIMATED VEHICLE TRIP GENERATION FOR PROPOSED DEVELOPMENT**

| ITE Land-Use Code | Type/Size | Weekday A.M. Peak Hour | | | Weekday P.M. Peak Hour | | | Saturday Midday Peak Hour | | | Wkdy Daily (two-way) |
|-----------------------------------|---|------------------------|------------|-------------|------------------------|------------|-------------|---------------------------|-------------|-------------|----------------------|
| | | In | Out | Total | In | Out | Total | In | Out | Total | |
| 934 | Restaurant w/ D/T – 8,500 s.f. | 198 | 188 | 386 | 144 | 134 | 278 | 256 | 246 | 502 | 4,217 |
| KLOA | Frozen Custard w/ D/T – 1,750 s.f. ¹ | -- | -- | -- | <u>20</u> | <u>16</u> | <u>36</u> | <u>35</u> | <u>34</u> | <u>69</u> | <u>900</u> |
| Total Restaurant Trips: | | 198 | 188 | 386 | 164 | 150 | 314 | 291 | 280 | 571 | 5,117 |
| <i>Less Pass-By Trips (50%):</i> | | <u>-99</u> | <u>-94</u> | <u>-193</u> | <u>-82</u> | <u>-75</u> | <u>-157</u> | <u>-145</u> | <u>-140</u> | <u>-285</u> | <u>-2,558</u> |
| Net New Vehicle Restaurant Trips: | | 99 | 94 | 193 | 82 | 75 | 157 | 146 | 140 | 286 | 2,559 |
| 710 | Office (Lot 5) – 10,000 s.f. | 27 | 3 | 30 | 16 | 74 | 90 | 2 | 2 | 4 | 228 |

¹Frozen custard restaurant is not open during the weekday morning peak hour period.

Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed development (refer to Table 1) were assigned to the area streets based on the directional distributions established (Figure 5 and Figure 6).

Figure 7 shows the assignment of the development-generated traffic volumes for the net new restaurant land uses.

Figure 8 shows the assignment of the pass-by traffic volumes for the restaurant land uses.

Figure 9 shows the assignment of the development-generated traffic volumes for the office (Lot 5) land use.

Year 2023 Base (No-Build) Projected Traffic Condition

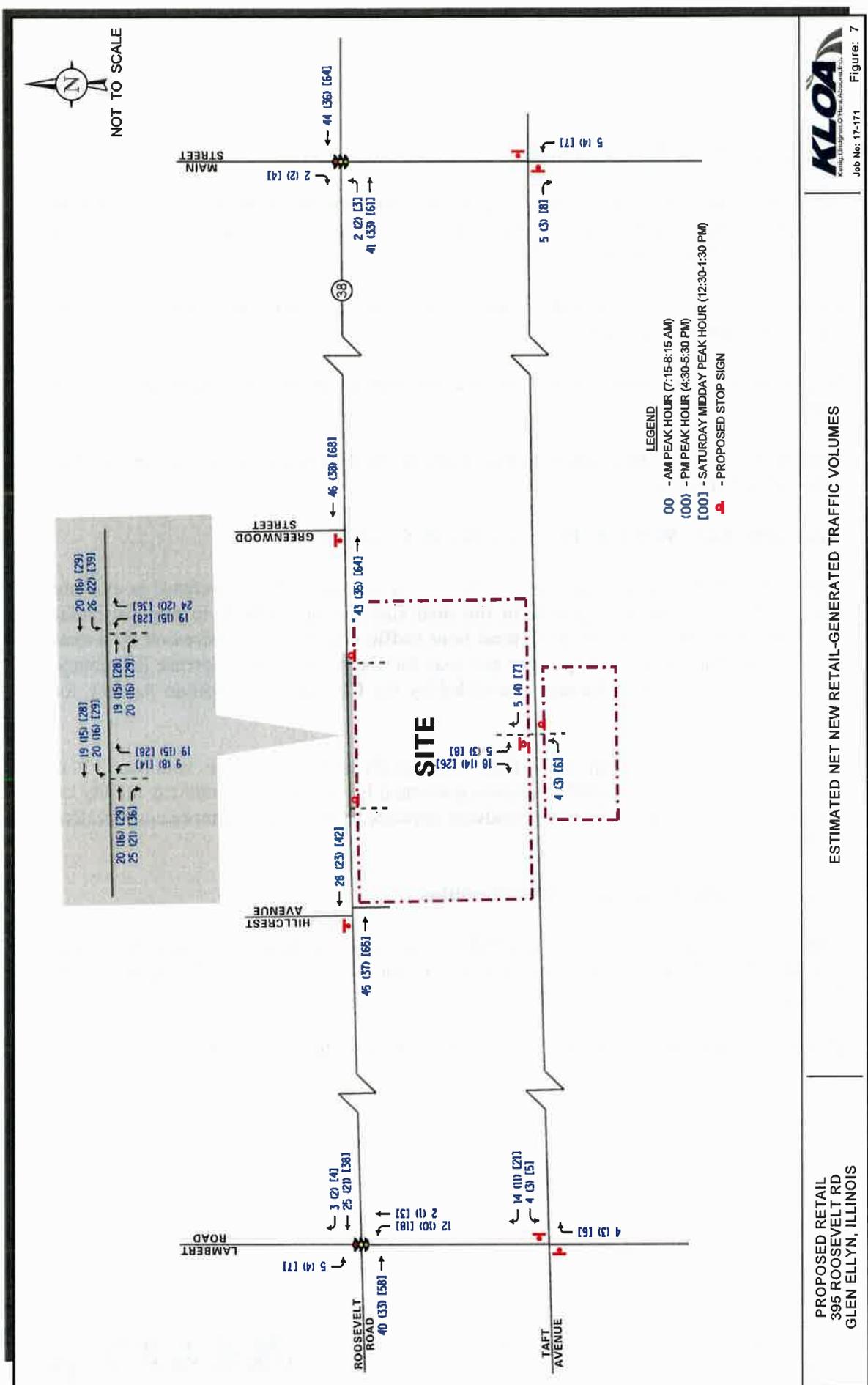
Traffic was projected to Year 2023 conditions. To account for the increase in existing traffic related to regional growth in the area (i.e. not attributable to any particular planned development), the existing peak hour traffic volumes were increased by a total of three percent (or one-half percent per year for six years). This increase percentage was based on population forecasts provided by the Chicago Metropolitan Agency for Planning (CMAP).

Figure 10 shows the Year 2023 Base (No-Build) projected traffic volumes. It is important to note that the traffic volumes generated by the existing rental car facility on the site were not redacted from the roadway network to provide for a more conservative analysis.

Year 2023 Total Projected Traffic Condition

The total projected traffic volume condition includes the Year 2023 Base conditions (Figure 10) and the development-generated traffic volumes (Figure 7, Figure 8, and Figure 9).

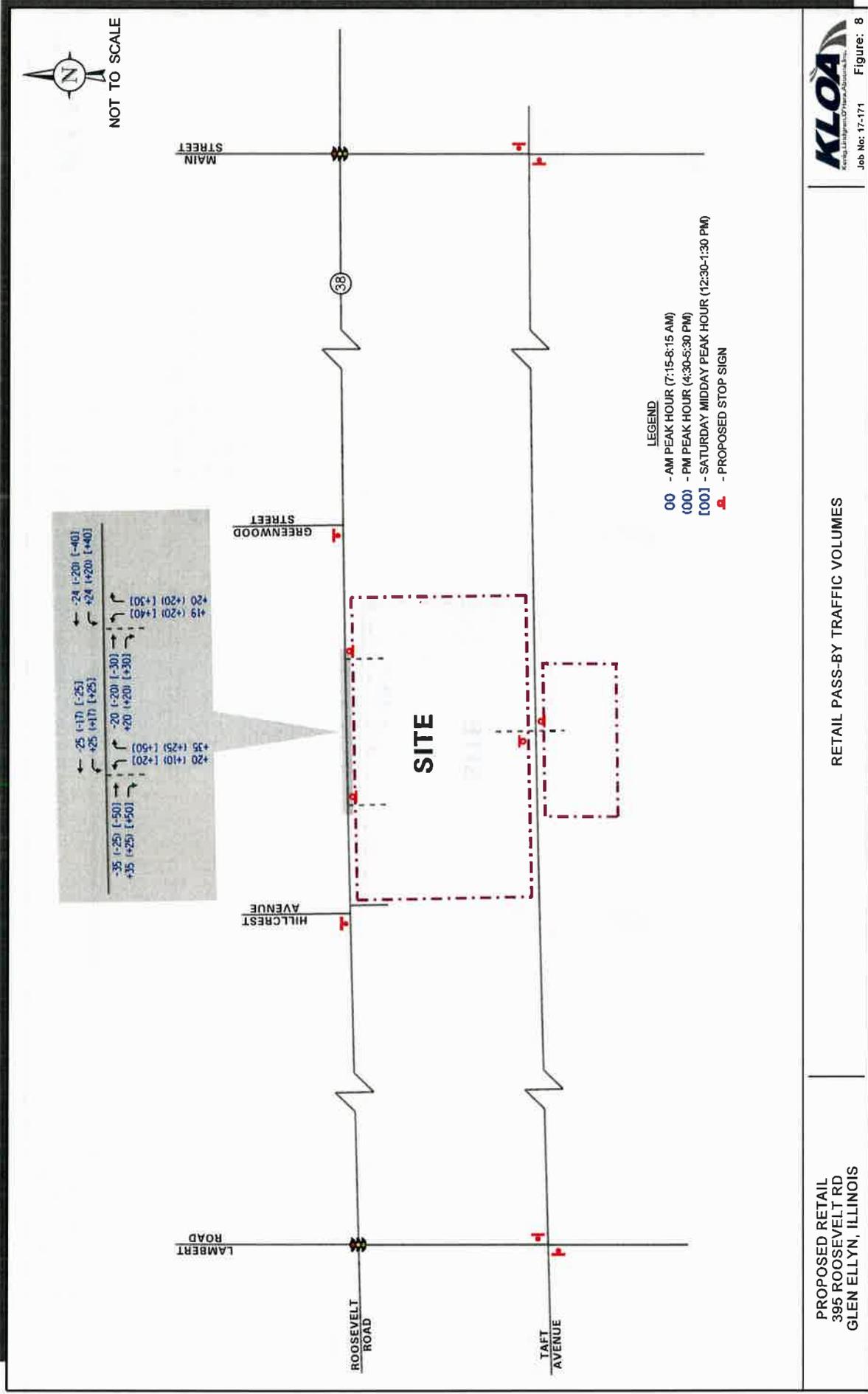
Figure 11 shows the total projected Year 2023 traffic volume conditions.

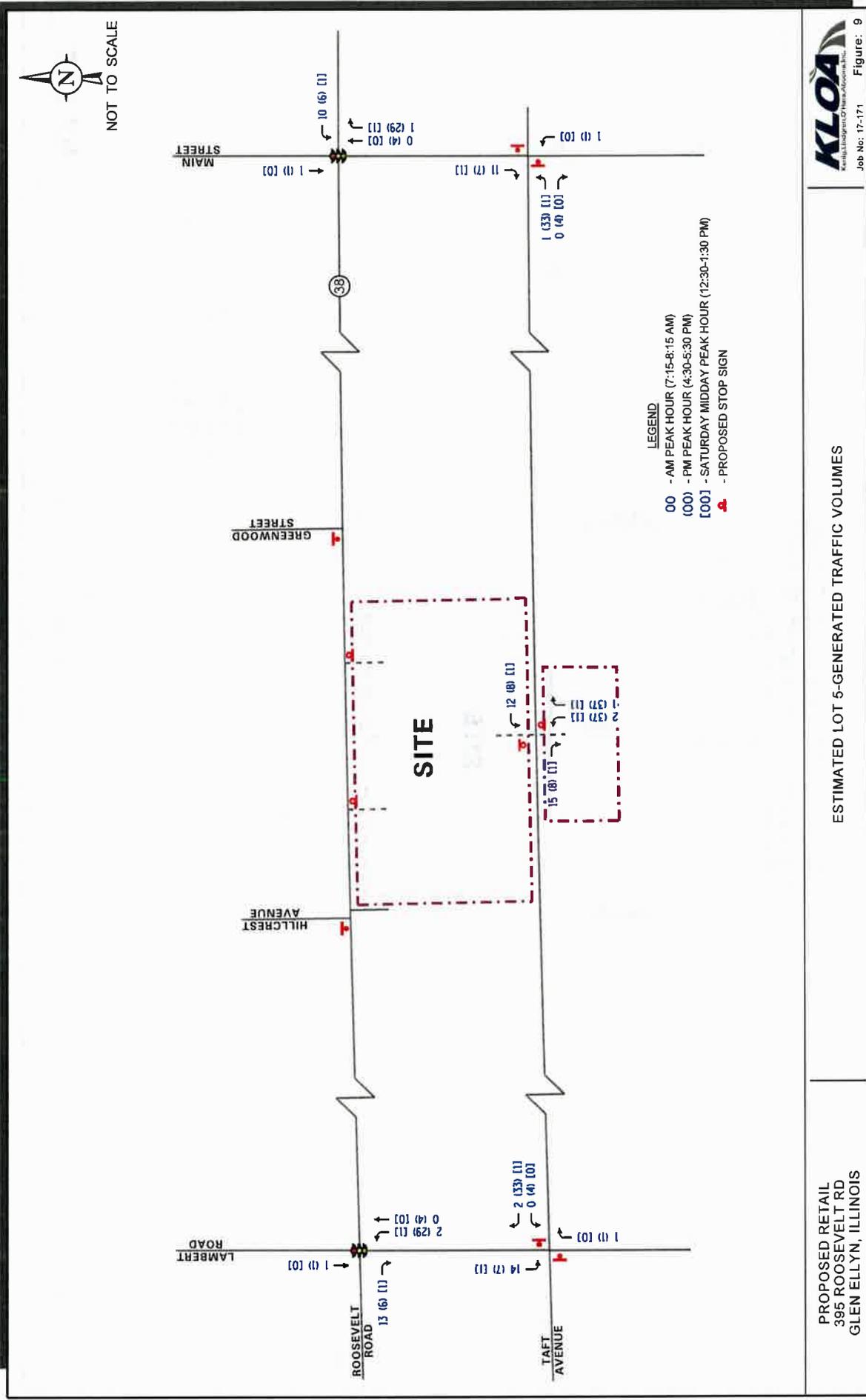


Job No: 17-171 Figure: 7

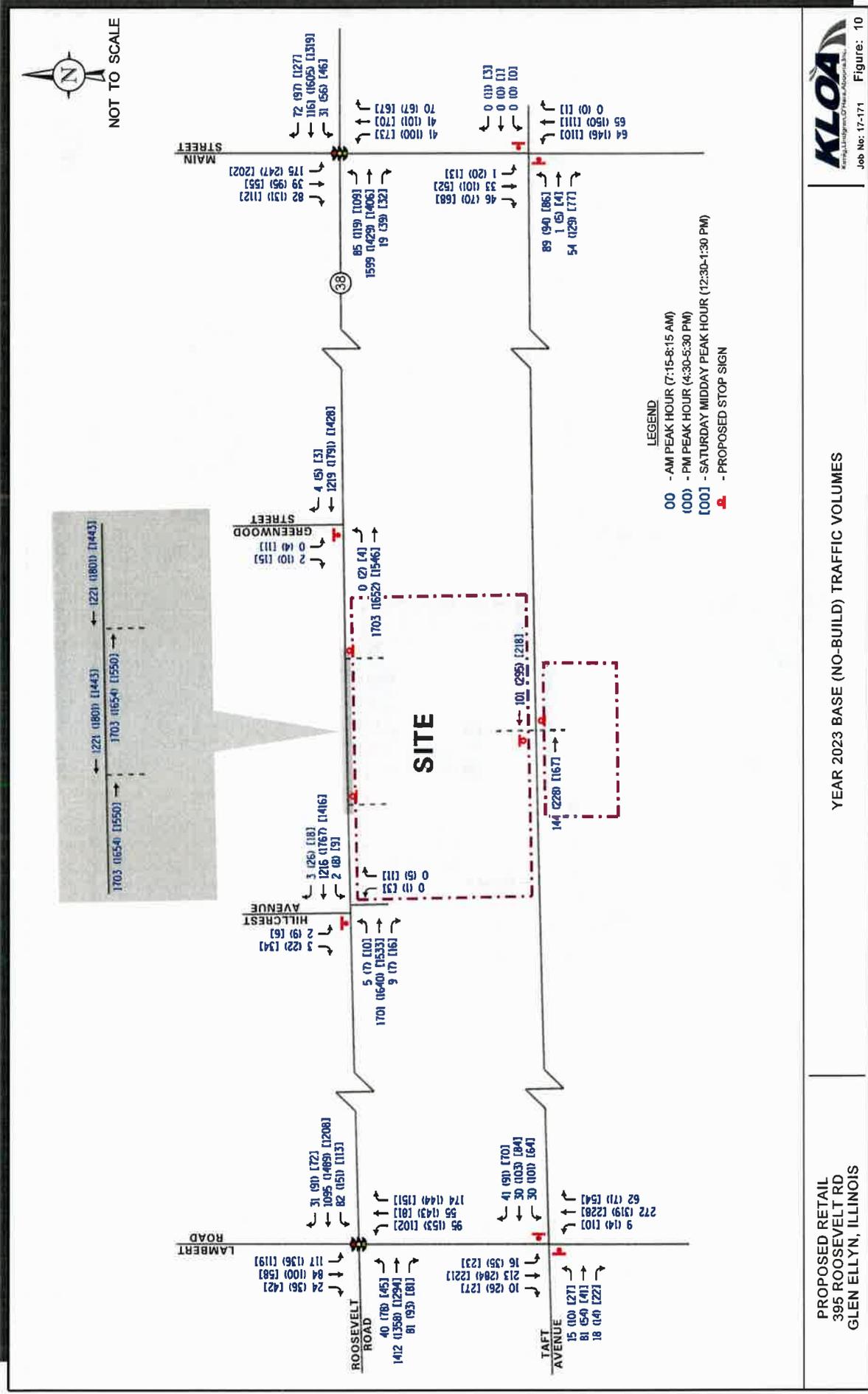
ESTIMATED NET NEW RETAIL-GENERATED TRAFFIC VOLUMES

PROPOSED RETAIL
395 ROOSEVELT RD
GLEN ELLYN, ILLINOIS

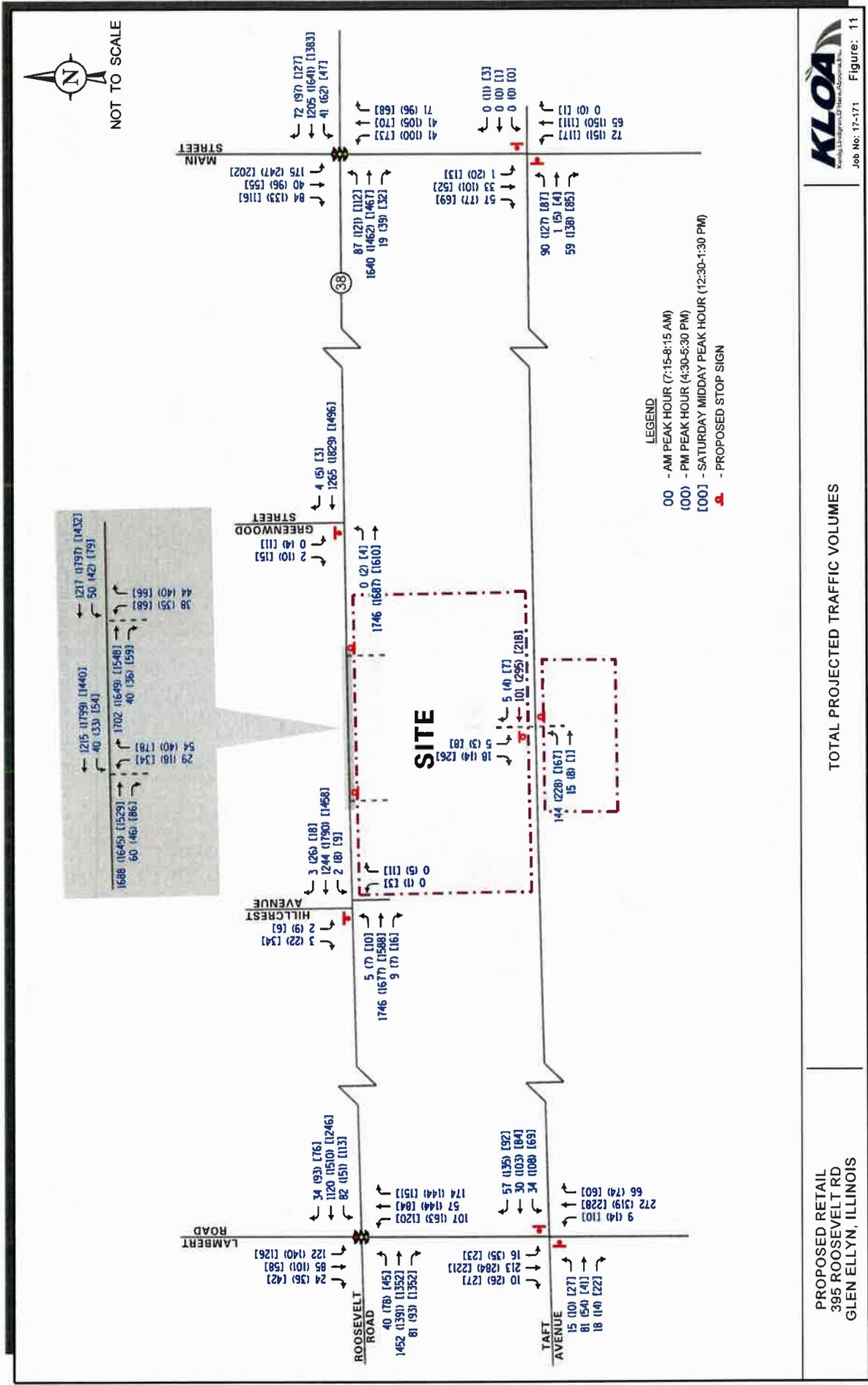




Job No: 17-171 Figure: 9



Job No: 17-171 Figure: 10



Job No: 17-171 Figure: 11

TOTAL PROJECTED TRAFFIC VOLUMES

PROPOSED RETAIL
395 ROOSEVELT RD
GLEN ELLYN, ILLINOIS

Traffic Analysis and Recommendations

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for both existing and future (Year 2023) conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and using Synchro/SimTraffic analysis software.

The analysis for the two traffic-signal controlled intersections included in this study was accomplished using programmed cycle lengths (150 seconds for the weekday morning and evening; 130 seconds for Saturday midday), phasings, and offsets to determine the average overall vehicle delay, volume-to-capacity ratios, and levels of service (LOS). As noted, these two traffic signals are part of a traffic signal interconnect system that includes a total of 14 signalized intersections along the Roosevelt Road (IL 38) corridor and is maintained by IDOT.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

A summary of the level of service/delay results for both existing and future conditions for each analyzed intersection are presented in **Tables 2 through 6**, respectively.

A discussion of the capacity analysis results and recommendations follows.

Table 4
CAPACITY ANALYSIS RESULTS FOR EXISTING CONDITIONS
UNSIGNALIZED INTERSECTIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | | Saturday Mid Peak Hour | |
|--|---------------------------|-------|---------------------------|-------|------------------------|-------|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| Lambert Road and Taft Avenue | | | | | | |
| • Eastbound Approach | C | 16.7 | C | 17.7 | C | 15.0 |
| • Westbound Approach | B | 14.9 | C | 21.8 | C | 15.9 |
| Main Street and Taft Avenue | | | | | | |
| • Eastbound Approach | B | 10.1 | B | 11.7 | B | 10.9 |
| • Westbound Approach | A | 0.1 | A | 9.1 | A | 9.6 |
| • Northbound Left-turn | A | 7.5 | A | 7.8 | A | 7.7 |
| • Southbound Left-turn | A | 7.3 | A | 7.5 | A | 7.5 |
| Hillcrest Ave/Access and Roosevelt Road | | | | | | |
| • Eastbound Left-turn | B | 11.4 | C | 15.7 | B | 12.7 |
| • Westbound Left-turn | C | 18.3 | B | 12.4 | B | 12.0 |
| • Northbound Approach | A | 0.1 | B | 13.7 | B | 13.8 |
| • Southbound Approach | C | 19.6 | D | 33.0 | C | 19.4 |
| Greenwood Street and Roosevelt Road | | | | | | |
| • Eastbound Left-turn | B | 10.6 | B | 13.6 | B | 10.6 |
| • Southbound Approach | A | 9.3 | C | 15.8 | B | 14.4 |
| Delay is measured in seconds. | | | | | | |

Table 5
CAPACITY ANALYSIS RESULTS FOR FUTURE CONDITIONS
UNSIGNALIZED INTERSECTIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | | Saturday Mid Peak Hour | |
|--|---------------------------|-------|---------------------------|-------|------------------------|-------|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| Lambert Road and Taft Avenue | | | | | | |
| • Eastbound Approach | C | 17.3 | C | 20.6 | C | 15.8 |
| • Westbound Approach | C | 15.1 | D | 28.5 | C | 16.5 |
| Main Street and Taft Avenue | | | | | | |
| • Eastbound Approach | B | 10.3 | B | 12.9 | B | 11.0 |
| • Westbound Approach | A | 1.0 | A | 9.1 | A | 9.6 |
| • Northbound Left-turn | A | 7.6 | A | 7.9 | A | 7.7 |
| • Southbound Left-turn | A | 7.3 | A | 7.5 | A | 7.5 |
| Hillcrest Ave/Access and Roosevelt Road | | | | | | |
| • Eastbound Left-turn | B | 12.0 | C | 16.5 | B | 12.7 |
| • Westbound Left-turn | C | 19.8 | B | 13.0 | B | 11.8 |
| • Northbound Approach | A | 1.0 | B | 14.3 | B | 13.7 |
| • Southbound Approach | C | 21.4 | E | 36.4 | C | 19.4 |
| Greenwood Street and Roosevelt Road | | | | | | |
| • Eastbound Left-turn | B | 10.8 | B | 14.6 | B | 11.0 |
| • Southbound Approach | A | 9.4 | C | 17.0 | C | 15.2 |
| Delay is measured in seconds. | | | | | | |

Table 6
 CAPACITY ANALYSIS RESULTS FOR PROPOSED ACCESS DRIVES
 UNSIGNALIZED INTERSECTIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | | Saturday Mid Peak Hour | |
|---------------------------------------|---------------------------|-------|---------------------------|-------|------------------------|-------|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| West Access and Roosevelt Road | | | | | | |
| • Westbound Left-turn | C | 16.7 | B | 14.9 | C | 15.2 |
| • Northbound Approach | C | 20.2 | C | 17.9 | C | 17.9 |
| East Access and Roosevelt Road | | | | | | |
| • Westbound Left-turn | C | 17.0 | C | 15.1 | C | 16.0 |
| • Northbound Approach | C | 22.8 | B | 12.1 | C | 23.5 |
| Access and Taft Avenue | | | | | | |
| • Eastbound Left-turn | A | 7.5 | A | 7.9 | A | 7.7 |
| • Westbound Left-turn | A | 7.6 | A | 7.8 | A | 7.6 |
| • Northbound Approach | B | 10.4 | B | 13.1 | B | 10.8 |
| • Southbound Approach | A | 9.3 | B | 11.0 | B | 10.3 |
| Delay is measured in seconds. | | | | | | |

Discussion and Recommendations

The following summarizes how the intersections within the study area currently operate and are projected to operate assuming the total projected traffic volumes. It will also identify any roadway and traffic control improvements and/or modifications necessary to accommodate the projected traffic volumes.

Lambert Road and Roosevelt Road (IL 38)

- This signalized intersection provides protected-permissive left-turn phasing on all four approaches and a permissive-overlap right-turn phase for the northbound right-turn lane on Lambert Road.
- The intersection has high-visibility crosswalks on all four approaches with countdown pedestrian signals.
- The capacity analyses show that this intersection will continue to operate at a similar overall LOS under projected conditions with a small increase in overall delay.
- No traffic control or roadway improvements are recommended in conjunction with this proposed development.

Main Street and Roosevelt Road (IL 38)

- This signalized intersection provides protective-permissive left-turn phasing on all four approaches and a permissive-overlap right-turn phase for the northbound right-turn lane on Lambert Road.
- The intersection has high-visibility crosswalks on all four approaches with countdown pedestrian signals.
- The capacity analyses show that this intersection will continue to operate at the same overall LOS under projected conditions with a small increase in overall delay.
- No traffic control or roadway improvements are recommended in conjunction with this proposed development.

Lambert Road and Taft Avenue

- Taft Avenue is under stop sign control at Lambert Road.
- The intersection was recently improved to include high-visibility crosswalks on the north and west legs.
- The capacity analyses show that this intersection will continue to operate at the same overall LOS under projected conditions with a small increase in overall delay.
- No traffic control or roadway improvements are recommended in conjunction with this proposed development.

Main Street and Taft Avenue

- Taft Avenue T-intersects Main Street from the west under stop sign control. In alignment with Taft Avenue is a driveway serving a retail development on the east side of Main Street.
- The capacity analyses show that this intersection will continue to operate at the same overall LOS under projected conditions with a small increase in overall delay.
- No traffic control or roadway improvements are recommended in conjunction with this proposed development.

Hillcrest Avenue and Roosevelt Road

Hillcrest Avenue intersects Roosevelt Road, providing one lane inbound and one lane outbound under stop sign control. The access drive on the south side of Roosevelt Road serving the existing car wash has a slight offset to the east and also provides one lane inbound and one lane outbound under stop sign control. The capacity analyses show that this intersection will continue to operate at the same acceptable LOS and delay under future conditions. No traffic control or roadway improvements are recommended in conjunction with this proposed development.

Greenwood Street and Roosevelt Road

Greenwood Street intersects Roosevelt Road from the north, providing one lane inbound and one lane outbound under stop sign control. The capacity analyses show that this intersection will continue to operate at the same acceptable LOS and delay under future conditions. No traffic control or roadway improvements are recommended in conjunction with this proposed development.

West Access, East Access and Roosevelt Road

The proposed West and East Access driveways on Roosevelt Road should each provide one lane inbound and two lanes outbound striped to provide a left-turn lane and a right-turn lane under stop sign control. The center lane on Roosevelt Road, striped as a continuous two-way left-turn lane, will effectively remove and store the westbound left-turning vehicles estimated during the analyzed peak hours so that the westbound through traffic on Roosevelt Road remains unimpeded.

The capacity analyses show that exiting left-turn movements will operate at an acceptable LOS and delay during peak hours. This is attributed to the two traffic signals on Roosevelt Road at Lambert Street and Main Street that are interconnected and through phasings and programmed offsets, platoon the through traffic flow along Roosevelt Road, thereby effectively creating gaps in traffic for vehicles to exit from the respective access drives onto Roosevelt Road. The same situation occurs for other existing access drives and local roadways that intersect Roosevelt Road in proximity to the development. Further, the traffic simulations show that the respective westbound queuing at Lambert Road and the eastbound queuing at Main Street will not extend to these proposed access drives under projected traffic conditions. Further, as noted, vehicles will also be able to exit the development onto Taft Avenue which has access to either Lambert Road or Main Street, which are both signalized at their respective intersections with Roosevelt Road.

Access and Taft Avenue

The access drive serving Lots 1, 2, and 3, and the access drive serving Lot 5 (south side of Taft Avenue) should provide one lane inbound and one lane outbound under stop sign control. Taft Avenue has a center lane striped as a continuous two-way left-turn lane, which will effectively accommodate the projected inbound left-turning vehicles.

Drive-Through Circulation

Each restaurant proposes a one-lane drive-through with a counter-clockwise orientation. As proposed, vehicles will enter the drive-through lane at the south end of the building and proceed east and north to the pick-up window. This layout provides maximum drive-through storage without impeding internal site circulation.

It is recommended that the exit to each drive-through be under stop sign control. Further, "Do Not Enter" signs should be posted at the exit of the drive-through to deter opposing vehicles from entering the one-way northbound orientation.

Each drive-through will provide storage/stacking for approximately six to eight vehicles, satisfying Village Code which requires drive-throughs to provide stacking for a minimum of five vehicles. Further, based on KLOA's experience with restaurants with drive-through service, the proposed drive-through stacking will be adequate.

Given the close proximity of the drive-through exit for Lot 2 to the East Access drive at Roosevelt Road, exiting drive-through traffic should be restricted to left-turns only. Signage should be posted to enforce this restriction.

Conclusion

A traffic impact study was conducted for the proposed retail development located at 395 Roosevelt Road in Glen Ellyn, Illinois. The plans call for three fast food restaurants with drive-through service, and a potential office building. Access is proposed from two full access drives on Roosevelt Road and a full access drive on Taft Avenue.

Based on the preceding analyses and recommendations, the following conclusions have been made.

- The proposed development-generated traffic will be consistent and compatible with traffic patterns and volumes generated by similar surrounding land uses in the area.
- The traffic currently generated by the existing rental car facility was not redacted from the existing peak hour traffic volumes to provide for a conservative study.
- The signalized intersections on Roosevelt Road (IL 38) at Lambert Road and Main Street will continue to operate at overall acceptable levels of service and delay. No roadway or traffic control improvements are recommended in conjunction with the proposed development.
- The northerly parcel that includes the three proposed restaurants with drive-throughs will provide cross access via continuous east-west drive aisles that will connect all three lots, as well as the car wash lot to the west, thereby improving site accessibility to both Roosevelt Road and to Taft Avenue.
- As noted, the existing parcel has five access driveways along Roosevelt Road and will be reduced to four access driveways as part of the proposed development. Reducing access drives will reduce turning movement conflicts and will improve through traffic flow along Roosevelt Road.
- The northerly parcel has four existing access driveways on Taft Avenue that will be reduced to three access driveway in conjunction with the proposed development, thereby improving through traffic flow along Taft Avenue, also.
- Each proposed access drive on Roosevelt Road should provide one lane inbound and two lanes outbound striped to provide a left-turn lane and a right-turn lane. The outbound lanes should be under stop sign control.

- The continuous two-way left-turn center lane on Roosevelt Road will accommodate the inbound left-turns and will allow for exiting turning vehicles to make a two-stage left-turn, thereby reducing the delay.
- Traffic simulations show that the two interconnected traffic signals on Roosevelt Road at Lambert Road and at Main Street effectively platoon the traffic flow along Roosevelt Road, thereby creating adequate gaps in traffic for vehicles to enter and exit the respective access drives.
- The access drive on Taft Avenue should provide one lane inbound and one lane outbound under stop sign control. There is a continuous two-way left-turn center lane on Taft Avenue to facilitate the inbound left-turning movements.
- All three proposed restaurants will provide drive-through service and each will have a counter-clockwise orientation with the pick-up window located on the east face of the building.
- Each drive-through will provide storage/stacking for approximately six to eight vehicles, satisfying Village Code which requires drive-throughs to provide stacking for a minimum of five vehicles.
- Each drive-through exit should be under stop sign control. Conversely, "Do Not Enter" signage should be posted at the drive-through exit to deter opposing vehicles from entering the one-way system.

Appendix

*395 Roosevelt Road Retail Development
Glen Ellyn, Illinois*

A - 1



Site Plan

*395 Roosevelt Road Retail Development
Glen Ellyn, Illinois*

A - 2



Traffic Count Data

*395 Roosevelt Road Retail Development
Glen Ellyn, Illinois*





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

Count Name: Roosevelt/Lambert
 Site Code:
 Start Date: 07/29/2017
 Page No: 1

Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Lambert Road Northbound | | | | | Lambert Road Southbound | | | | | | | | | |
|---------------|--------------------------|------|------|-------|------|--------------------------|--------|------|------|-------|-------------------------|------------|--------|------|------|-------------------------|------|------------|--------|------|------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 12:00 PM | 0 | 5 | 298 | 12 | 0 | 315 | 0 | 26 | 285 | 11 | 0 | 322 | 0 | 34 | 16 | 47 | 0 | 97 | 0 | 47 | 10 | 10 | 0 | 67 | 601 |
| 12:15 PM | 1 | 11 | 303 | 20 | 0 | 335 | 0 | 27 | 308 | 15 | 0 | 350 | 0 | 33 | 14 | 34 | 0 | 81 | 0 | 30 | 26 | 5 | 1 | 61 | 827 |
| 12:30 PM | 0 | 6 | 320 | 12 | 2 | 338 | 0 | 28 | 304 | 18 | 0 | 350 | 0 | 23 | 16 | 30 | 0 | 69 | 0 | 24 | 15 | 6 | 0 | 45 | 802 |
| 12:45 PM | 0 | 12 | 306 | 31 | 1 | 349 | 0 | 31 | 288 | 9 | 0 | 328 | 0 | 25 | 23 | 47 | 0 | 95 | 0 | 30 | 13 | 12 | 0 | 55 | 827 |
| Hourly Total | 1 | 34 | 1227 | 75 | 3 | 1337 | 0 | 112 | 1185 | 53 | 0 | 1350 | 0 | 115 | 69 | 158 | 0 | 342 | 0 | 131 | 64 | 33 | 1 | 228 | 3257 |
| 1:00 PM | 0 | 13 | 285 | 21 | 0 | 319 | 0 | 25 | 304 | 23 | 0 | 352 | 0 | 34 | 19 | 37 | 1 | 90 | 0 | 25 | 17 | 11 | 1 | 53 | 814 |
| 1:15 PM | 0 | 13 | 345 | 15 | 0 | 373 | 0 | 26 | 277 | 20 | 0 | 323 | 0 | 17 | 21 | 33 | 0 | 71 | 0 | 37 | 11 | 12 | 0 | 60 | 827 |
| 1:30 PM | 0 | 14 | 284 | 7 | 0 | 305 | 0 | 25 | 257 | 12 | 0 | 294 | 0 | 23 | 22 | 26 | 1 | 71 | 0 | 35 | 8 | 11 | 1 | 54 | 724 |
| 1:45 PM | 0 | 10 | 287 | 13 | 0 | 310 | 0 | 25 | 284 | 13 | 0 | 322 | 0 | 24 | 19 | 22 | 0 | 65 | 0 | 21 | 8 | 13 | 1 | 42 | 739 |
| Hourly Total | 0 | 50 | 1201 | 56 | 0 | 1307 | 0 | 101 | 1122 | 68 | 0 | 1291 | 0 | 98 | 81 | 118 | 2 | 297 | 0 | 118 | 44 | 47 | 3 | 209 | 3104 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 4 | 363 | 24 | 0 | 391 | 0 | 17 | 189 | 9 | 4 | 215 | 0 | 24 | 11 | 32 | 0 | 67 | 0 | 25 | 9 | 9 | 1 | 43 | 716 |
| 7:15 AM | 0 | 8 | 364 | 19 | 1 | 391 | 0 | 14 | 226 | 5 | 1 | 245 | 0 | 20 | 10 | 39 | 1 | 69 | 0 | 30 | 21 | 5 | 1 | 56 | 761 |
| 7:30 AM | 0 | 8 | 338 | 24 | 0 | 370 | 0 | 21 | 295 | 7 | 1 | 323 | 0 | 26 | 12 | 47 | 0 | 85 | 0 | 24 | 23 | 5 | 0 | 52 | 830 |
| 7:45 AM | 0 | 12 | 343 | 20 | 0 | 375 | 0 | 20 | 295 | 11 | 0 | 326 | 0 | 23 | 20 | 44 | 0 | 87 | 0 | 28 | 22 | 5 | 0 | 55 | 843 |
| Hourly Total | 0 | 32 | 1408 | 87 | 1 | 1527 | 0 | 72 | 1005 | 32 | 6 | 1109 | 0 | 93 | 53 | 162 | 1 | 308 | 0 | 107 | 75 | 24 | 2 | 206 | 3150 |
| 8:00 AM | 0 | 11 | 326 | 16 | 0 | 353 | 0 | 25 | 247 | 7 | 0 | 279 | 0 | 23 | 11 | 39 | 0 | 73 | 0 | 32 | 16 | 8 | 0 | 56 | 761 |
| 8:15 AM | 0 | 6 | 299 | 14 | 0 | 319 | 0 | 15 | 264 | 9 | 0 | 288 | 0 | 26 | 17 | 29 | 0 | 72 | 0 | 29 | 12 | 8 | 0 | 49 | 728 |
| 8:30 AM | 0 | 12 | 297 | 33 | 0 | 342 | 0 | 25 | 268 | 20 | 0 | 313 | 0 | 27 | 12 | 28 | 0 | 67 | 0 | 34 | 24 | 10 | 0 | 68 | 790 |
| 8:45 AM | 0 | 16 | 270 | 24 | 0 | 312 | 0 | 14 | 281 | 4 | 0 | 299 | 0 | 30 | 17 | 36 | 0 | 83 | 0 | 43 | 17 | 10 | 0 | 70 | 764 |
| Hourly Total | 0 | 47 | 1192 | 87 | 0 | 1328 | 0 | 79 | 1060 | 40 | 0 | 1179 | 0 | 106 | 57 | 132 | 0 | 295 | 0 | 138 | 69 | 36 | 0 | 243 | 3043 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 16 | 317 | 16 | 0 | 349 | 0 | 32 | 316 | 15 | 2 | 363 | 0 | 23 | 26 | 28 | 2 | 77 | 0 | 19 | 16 | 10 | 2 | 45 | 834 |
| 4:15 PM | 0 | 12 | 342 | 21 | 0 | 375 | 0 | 31 | 356 | 16 | 1 | 403 | 0 | 33 | 36 | 30 | 0 | 99 | 0 | 39 | 20 | 10 | 0 | 69 | 946 |
| 4:30 PM | 0 | 15 | 323 | 24 | 0 | 362 | 0 | 31 | 358 | 21 | 1 | 410 | 0 | 34 | 30 | 41 | 0 | 105 | 0 | 30 | 24 | 4 | 0 | 58 | 935 |
| 4:45 PM | 0 | 18 | 339 | 25 | 0 | 382 | 0 | 34 | 333 | 16 | 1 | 383 | 0 | 34 | 35 | 33 | 0 | 102 | 0 | 34 | 17 | 8 | 0 | 59 | 926 |
| Hourly Total | 0 | 61 | 1321 | 86 | 0 | 1468 | 0 | 128 | 1363 | 68 | 5 | 1559 | 0 | 124 | 127 | 132 | 2 | 383 | 0 | 122 | 77 | 32 | 2 | 231 | 3641 |
| 5:00 PM | 0 | 21 | 336 | 22 | 0 | 379 | 0 | 43 | 361 | 28 | 0 | 432 | 0 | 48 | 38 | 23 | 0 | 109 | 0 | 28 | 28 | 7 | 2 | 63 | 983 |
| 5:15 PM | 0 | 22 | 320 | 19 | 0 | 361 | 0 | 39 | 394 | 23 | 1 | 456 | 0 | 33 | 36 | 43 | 0 | 112 | 0 | 40 | 28 | 16 | 3 | 84 | 1013 |
| 5:30 PM | 0 | 14 | 286 | 25 | 1 | 341 | 0 | 34 | 350 | 14 | 0 | 398 | 0 | 27 | 41 | 31 | 2 | 99 | 0 | 29 | 33 | 10 | 0 | 72 | 918 |
| 5:45 PM | 0 | 14 | 286 | 25 | 0 | 305 | 0 | 43 | 323 | 12 | 0 | 378 | 0 | 27 | 41 | 31 | 2 | 99 | 0 | 26 | 24 | 16 | 0 | 66 | 848 |
| Hourly Total | 0 | 71 | 1228 | 87 | 1 | 1386 | 0 | 159 | 1428 | 77 | 1 | 1664 | 0 | 139 | 159 | 129 | 2 | 427 | 0 | 123 | 113 | 49 | 5 | 285 | 3762 |
| Grand Total | 1 | 295 | 7577 | 478 | 5 | 8351 | 0 | 651 | 7163 | 338 | 12 | 8152 | 0 | 675 | 546 | 831 | 7 | 2052 | 0 | 739 | 442 | 221 | 13 | 1402 | 19957 |
| Approach % | 0.0 | 3.5 | 90.7 | 5.7 | - | - | 0.0 | 8.0 | 87.9 | 4.1 | - | - | 0.0 | 32.9 | 26.6 | 40.5 | - | - | 0.0 | 52.7 | 31.5 | 15.8 | - | - | - |
| Total % | 0.0 | 1.5 | 98.0 | 2.4 | - | 41.8 | 0.0 | 3.3 | 35.9 | 1.7 | - | 40.8 | 0.0 | 3.4 | 2.7 | 4.2 | - | 10.3 | 0.0 | 3.7 | 2.2 | 1.1 | - | 7.0 | - |
| Lights | 1 | 293 | 7391 | 471 | - | 8156 | 0 | 645 | 6953 | 333 | - | 7971 | 0 | 668 | 536 | 820 | - | 2024 | 0 | 729 | 437 | 216 | - | 1382 | 19533 |
| % Lights | 100.0 | 99.3 | 97.5 | 98.5 | - | 97.7 | - | 99.1 | 97.6 | 98.5 | - | 97.8 | - | 99.0 | 98.2 | 98.7 | - | 98.6 | - | 98.6 | 98.9 | 97.7 | - | 98.6 | 97.9 |

| | | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|-------|-----|-----|-----|-----|-----|-------|
| Buses | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 2 | 0 | 0 | 1 | 37 |
| % Buses | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.5 | 0.2 | 0.0 | 0.3 | 0.0 | 0.5 | 0.2 | 0.2 |
| Single-Unit Trucks | 0 | 2 | 105 | 7 | 0 | 6 | 115 | 3 | 124 | 0 | 6 | 4 | 7 | 17 | 0 | 7 | 1 | 2 | 265 |
| % Single-Unit Trucks | 0.0 | 0.7 | 1.4 | 1.5 | 0.0 | 0.9 | 1.6 | 0.9 | 1.5 | 0.0 | 0.9 | 0.7 | 0.8 | 0.8 | 0.0 | 0.9 | 0.2 | 0.9 | 0.7 |
| Articulated Trucks | 0 | 0 | 65 | 0 | 0 | 0 | 43 | 1 | 44 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 113 |
| % Articulated Trucks | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.6 | 0.3 | 0.3 | 0.5 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.9 | 0.2 | 0.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 9 |
| % 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 | 0.2 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | - | - | - | - | 12 | - | - | - | 7 | - | - | - | - | - | 13 |
| % Pedestrians | - | - | - | - | - | - | - | - | 100.0 | - | - | - | 100.0 | - | - | - | - | - | 100.0 |



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Roosevelt/Lambert
 Site Code:
 Start Date: 07/29/2017
 Page No.: 3

Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Lambert Road Northbound | | | | | Lambert Road Southbound | | | | | | | | | |
|----------------------|--------------------------|-------|-------|-------|-------|--------------------------|--------|-------|-------|-------|-------------------------|------------|--------|-------|-------|-------------------------|-------|------------|--------|-------|-------|-------|------|------------|-------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 12:30 PM | 0 | 6 | 320 | 12 | 2 | 338 | 0 | 28 | 304 | 16 | 0 | 350 | 0 | 23 | 16 | 30 | 0 | 69 | 0 | 24 | 15 | 6 | 0 | 45 | 802 |
| 12:45 PM | 0 | 12 | 306 | 31 | 1 | 349 | 0 | 31 | 288 | 9 | 0 | 328 | 0 | 25 | 23 | 47 | 0 | 95 | 0 | 30 | 13 | 12 | 0 | 55 | 827 |
| 1:00 PM | 0 | 13 | 285 | 21 | 0 | 319 | 0 | 25 | 304 | 23 | 0 | 352 | 0 | 34 | 19 | 37 | 1 | 90 | 0 | 25 | 17 | 11 | 1 | 53 | 814 |
| 1:15 PM | 0 | 13 | 345 | 15 | 0 | 373 | 0 | 26 | 277 | 20 | 0 | 323 | 0 | 17 | 21 | 33 | 0 | 71 | 0 | 37 | 11 | 12 | 0 | 60 | 827 |
| Total | 0 | 44 | 1256 | 79 | 3 | 1379 | 0 | 110 | 1173 | 70 | 0 | 1353 | 0 | 98 | 79 | 147 | 1 | 325 | 0 | 116 | 56 | 41 | 1 | 213 | 3270 |
| Approach % | 0.0 | 3.2 | 91.1 | 5.7 | - | - | 0.0 | 8.1 | 86.7 | 5.2 | - | - | 0.0 | 30.5 | 24.3 | 45.2 | - | - | 0.0 | 54.5 | 26.3 | 19.2 | - | - | - |
| Total % | 0.0 | 1.3 | 38.4 | 2.4 | - | 42.2 | 0.0 | 3.4 | 35.9 | 2.1 | - | 41.4 | 0.0 | 3.0 | 2.4 | 4.5 | - | 9.9 | 0.0 | 3.5 | 1.7 | 1.3 | - | 6.5 | - |
| PHF | 0.000 | 0.646 | 0.910 | 0.637 | - | 0.924 | 0.000 | 0.887 | 0.965 | 0.761 | - | 0.961 | 0.000 | 0.728 | 0.859 | 0.782 | - | 0.855 | 0.000 | 0.794 | 0.824 | 0.854 | - | 0.888 | 0.989 |
| Lights | 0 | 44 | 1242 | 78 | - | 1364 | 0 | 109 | 1161 | 69 | - | 1339 | 0 | 98 | 77 | 146 | - | 321 | 0 | 116 | 55 | 41 | - | 212 | 3236 |
| % Lights | - | 100.0 | 96.9 | 98.7 | - | 98.9 | - | 99.1 | 99.0 | 98.6 | - | 99.0 | - | 99.0 | 97.5 | 99.3 | - | 98.8 | - | 100.0 | 98.2 | 100.0 | - | 99.5 | 99.0 |
| Buses | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Buses | - | 0.0 | 0.2 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 8 | 1 | - | 9 | 0 | 1 | 11 | 0 | - | 12 | 0 | 1 | 0 | 1 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 23 |
| % Single-Unit Trucks | - | 0.0 | 0.6 | 1.3 | - | 0.7 | - | 0.9 | 0.9 | 0.0 | - | 0.9 | - | 1.0 | 0.0 | 0.7 | - | 0.6 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.7 |
| Articulated Trucks | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 1 | 1 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Articulated Trucks | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.1 | 1.4 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 3 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 2.5 | 0.0 | - | 0.6 | - | 0.0 | 1.8 | 0.0 | - | 0.5 | 0.1 |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | - | 1 | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | 100.0 | - |



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 (847)518-9990

Count Name: Roosevelt/Lambert
 Site Code:
 Start Date: 07/29/2017
 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Lambert Road Northbound | | | | | Lambert Road Southbound | | | | | | | | | | | | |
|----------------------|--------------------------|-------|-------|-------|------------|--------------------------|-------|-------|-------|------------|-------------------------|-------|-------|-------|------------|-------------------------|-------|-------|-------|------------|--------|-------|-------|-------|------------|-----------|-------|-------|
| | U-Turn | Left | Thru | Right | App. Total | U-Turn | Left | Thru | Right | App. Total | U-Turn | Left | Thru | Right | App. Total | U-Turn | Left | Thru | Right | App. Total | U-Turn | Left | Thru | Right | App. Total | In. Total | | |
| 7:15 AM | 0 | 8 | 364 | 19 | 391 | 0 | 14 | 226 | 5 | 245 | 0 | 20 | 10 | 39 | 69 | 0 | 30 | 21 | 5 | 5 | 56 | 0 | 30 | 21 | 5 | 5 | 61 | 761 |
| 7:30 AM | 0 | 8 | 338 | 24 | 370 | 0 | 21 | 295 | 7 | 323 | 0 | 26 | 12 | 47 | 85 | 0 | 24 | 23 | 5 | 0 | 52 | 0 | 24 | 23 | 5 | 0 | 52 | 830 |
| 7:45 AM | 0 | 12 | 343 | 20 | 375 | 0 | 20 | 295 | 11 | 326 | 0 | 23 | 20 | 44 | 87 | 0 | 28 | 22 | 5 | 0 | 55 | 0 | 28 | 22 | 5 | 0 | 55 | 843 |
| 8:00 AM | 0 | 11 | 326 | 16 | 353 | 0 | 25 | 247 | 7 | 279 | 0 | 23 | 11 | 39 | 73 | 0 | 32 | 16 | 8 | 0 | 56 | 0 | 32 | 16 | 8 | 0 | 56 | 761 |
| Total | 0 | 39 | 1371 | 79 | 1489 | 0 | 80 | 1063 | 30 | 1173 | 0 | 92 | 53 | 169 | 314 | 0 | 114 | 82 | 23 | 1 | 219 | 0 | 114 | 82 | 23 | 1 | 219 | 3195 |
| Approach % | 0.0 | 2.6 | 92.1 | 5.3 | - | 0.0 | 6.8 | 90.6 | 2.6 | - | 0.0 | 29.3 | 16.9 | 53.8 | - | 0.0 | 52.1 | 37.4 | 10.5 | - | - | 0.0 | 52.1 | 37.4 | 10.5 | - | - | - |
| Total % | 0.0 | 1.2 | 42.9 | 2.5 | 46.6 | 0.0 | 2.5 | 33.3 | 0.9 | 36.7 | 0.0 | 2.9 | 1.7 | 5.3 | 9.8 | 0.0 | 3.6 | 2.6 | 0.7 | - | 6.9 | 0.0 | 3.6 | 2.6 | 0.7 | - | 6.9 | - |
| PHF | 0.000 | 0.813 | 0.942 | 0.823 | 0.952 | 0.000 | 0.800 | 0.901 | 0.682 | 0.900 | 0.000 | 0.885 | 0.663 | 0.899 | 0.902 | 0.000 | 0.891 | 0.891 | 0.719 | - | 0.978 | 0.000 | 0.891 | 0.891 | 0.719 | - | 0.978 | 0.948 |
| Lights | 0 | 38 | 1310 | 78 | 1426 | 0 | 78 | 1002 | 30 | 1110 | 0 | 89 | 51 | 168 | 308 | 0 | 113 | 81 | 21 | - | 215 | 0 | 113 | 81 | 21 | - | 215 | 3059 |
| % Lights | - | 97.4 | 95.6 | 98.7 | 95.8 | - | 97.5 | 94.3 | 100.0 | 94.6 | - | 96.7 | 96.2 | 99.4 | 98.1 | - | 99.1 | 98.8 | 97.3 | - | 98.2 | - | 99.1 | 98.8 | 97.3 | - | 98.2 | 95.7 |
| Buses | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 11 |
| % Buses | - | 0.0 | 0.4 | 0.0 | 0.4 | - | 0.0 | 0.3 | 0.0 | 0.3 | - | 0.0 | 1.9 | 0.0 | 0.3 | - | 0.0 | 0.0 | 4.3 | - | 0.5 | 0.0 | 0.0 | 0.0 | 4.3 | - | 0.5 | 0.3 |
| Single-Unit Trucks | 0 | 1 | 32 | 1 | 34 | 0 | 2 | 36 | 0 | 38 | 0 | 3 | 1 | 1 | 5 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 78 |
| % Single-Unit Trucks | - | 2.6 | 2.3 | 1.3 | 2.3 | - | 2.5 | 3.4 | 0.0 | 3.2 | - | 3.3 | 1.9 | 0.6 | 1.6 | - | 0.0 | 0.0 | 4.3 | - | 0.5 | 0.0 | 0.0 | 0.0 | 4.3 | - | 0.5 | 2.4 |
| Articulated Trucks | 0 | 0 | 23 | 0 | 23 | 0 | 0 | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 1 | 0 | 0 | - | 1 | 46 |
| % Articulated Trucks | - | 0.0 | 1.7 | 0.0 | 1.5 | - | 0.0 | 2.1 | 0.0 | 1.9 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.9 | 0.0 | 0.0 | - | 0.5 | 0.0 | 0.9 | 0.0 | 0.0 | - | 0.5 | 1.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.2 | 0.0 | - | 0.5 | 0.0 | 0.0 | 1.2 | 0.0 | - | 0.5 | 0.0 |
| Pedestrians | 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



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

Rosemont, Illinois, United States 60018
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Count Name: Roosevelt/Main

Site Code:

Start Date: 07/29/2017

Page No: 1

Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Main Street Northbound | | | | | Main Street 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 | |
| 12:00 PM | 0 | 17 | 342 | 7 | 1 | 366 | 0 | 13 | 323 | 20 | 5 | 356 | 0 | 9 | 17 | 13 | 1 | 39 | 0 | 42 | 19 | 31 | 4 | 92 | 653 |
| 12:15 PM | 0 | 23 | 346 | 4 | 0 | 373 | 0 | 11 | 323 | 27 | 0 | 361 | 0 | 23 | 17 | 12 | 1 | 52 | 0 | 47 | 8 | 24 | 1 | 79 | 865 |
| 12:30 PM | 0 | 20 | 338 | 8 | 0 | 366 | 0 | 14 | 329 | 35 | 3 | 378 | 0 | 22 | 22 | 15 | 0 | 59 | 0 | 47 | 7 | 32 | 1 | 86 | 889 |
| 12:45 PM | 0 | 29 | 339 | 9 | 0 | 377 | 0 | 6 | 332 | 30 | 2 | 368 | 0 | 20 | 15 | 20 | 0 | 55 | 0 | 48 | 18 | 24 | 2 | 90 | 880 |
| Hourly Total | 0 | 89 | 1365 | 28 | 1 | 1482 | 0 | 44 | 1307 | 112 | 10 | 1463 | 0 | 74 | 71 | 60 | 2 | 205 | 0 | 184 | 52 | 111 | 8 | 347 | 3497 |
| 1:00 PM | 0 | 31 | 315 | 7 | 0 | 353 | 0 | 11 | 330 | 32 | 0 | 373 | 0 | 17 | 19 | 18 | 0 | 54 | 0 | 48 | 15 | 30 | 0 | 93 | 873 |
| 1:15 PM | 0 | 26 | 373 | 7 | 0 | 406 | 0 | 14 | 290 | 26 | 1 | 330 | 0 | 12 | 12 | 12 | 0 | 36 | 0 | 53 | 13 | 23 | 2 | 89 | 861 |
| 1:30 PM | 0 | 23 | 329 | 8 | 0 | 360 | 0 | 12 | 275 | 23 | 0 | 310 | 0 | 13 | 21 | 7 | 0 | 41 | 0 | 37 | 8 | 31 | 0 | 76 | 787 |
| 1:45 PM | 0 | 16 | 318 | 4 | 0 | 338 | 0 | 7 | 275 | 25 | 1 | 307 | 0 | 20 | 11 | 16 | 0 | 47 | 0 | 44 | 10 | 34 | 0 | 88 | 780 |
| Hourly Total | 0 | 96 | 1335 | 26 | 0 | 1457 | 0 | 44 | 1170 | 106 | 2 | 1320 | 0 | 62 | 63 | 53 | 0 | 178 | 0 | 182 | 46 | 118 | 2 | 346 | 3301 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 8 | 400 | 2 | 0 | 410 | 0 | 1 | 201 | 21 | 0 | 223 | 0 | 6 | 7 | 12 | 0 | 25 | 0 | 36 | 2 | 10 | 0 | 48 | 706 |
| 7:15 AM | 0 | 22 | 408 | 1 | 0 | 431 | 0 | 5 | 238 | 16 | 2 | 259 | 0 | 10 | 9 | 19 | 0 | 38 | 0 | 47 | 8 | 14 | 0 | 69 | 797 |
| 7:30 AM | 0 | 19 | 367 | 4 | 0 | 390 | 0 | 7 | 302 | 19 | 0 | 328 | 0 | 8 | 10 | 16 | 0 | 34 | 0 | 51 | 12 | 18 | 0 | 81 | 853 |
| 7:45 AM | 0 | 24 | 398 | 6 | 1 | 428 | 0 | 10 | 324 | 20 | 0 | 354 | 0 | 10 | 8 | 14 | 0 | 32 | 0 | 33 | 10 | 24 | 0 | 67 | 881 |
| Hourly Total | 0 | 73 | 1573 | 13 | 1 | 1659 | 0 | 23 | 1085 | 76 | 2 | 1164 | 0 | 34 | 34 | 61 | 0 | 129 | 0 | 167 | 32 | 66 | 0 | 265 | 3217 |
| 8:00 AM | 0 | 18 | 379 | 7 | 0 | 404 | 0 | 8 | 263 | 15 | 0 | 286 | 0 | 12 | 13 | 19 | 0 | 44 | 0 | 39 | 8 | 24 | 0 | 71 | 805 |
| 8:15 AM | 0 | 17 | 349 | 2 | 0 | 368 | 0 | 7 | 270 | 25 | 1 | 302 | 0 | 6 | 10 | 12 | 0 | 28 | 0 | 50 | 11 | 12 | 0 | 73 | 771 |
| 8:30 AM | 0 | 18 | 337 | 3 | 0 | 358 | 0 | 5 | 334 | 35 | 0 | 374 | 0 | 8 | 7 | 13 | 1 | 28 | 0 | 34 | 12 | 21 | 0 | 67 | 827 |
| 8:45 AM | 0 | 29 | 301 | 4 | 0 | 334 | 0 | 12 | 266 | 23 | 0 | 301 | 0 | 9 | 7 | 9 | 1 | 25 | 0 | 57 | 13 | 23 | 0 | 93 | 753 |
| Hourly Total | 0 | 82 | 1366 | 16 | 0 | 1464 | 0 | 32 | 1133 | 98 | 1 | 1263 | 0 | 35 | 37 | 53 | 2 | 125 | 0 | 180 | 44 | 80 | 0 | 304 | 3156 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 23 | 336 | 4 | 3 | 363 | 0 | 10 | 315 | 20 | 0 | 345 | 0 | 21 | 27 | 13 | 0 | 61 | 0 | 68 | 18 | 26 | 1 | 112 | 881 |
| 4:15 PM | 0 | 24 | 358 | 13 | 0 | 395 | 0 | 8 | 388 | 23 | 2 | 419 | 0 | 20 | 24 | 12 | 0 | 56 | 0 | 54 | 22 | 21 | 0 | 97 | 967 |
| 4:30 PM | 0 | 27 | 344 | 9 | 1 | 380 | 0 | 15 | 374 | 21 | 0 | 410 | 0 | 27 | 28 | 14 | 0 | 69 | 0 | 57 | 25 | 30 | 1 | 112 | 971 |
| 4:45 PM | 0 | 28 | 354 | 9 | 1 | 391 | 0 | 12 | 372 | 27 | 0 | 411 | 0 | 21 | 18 | 14 | 1 | 53 | 0 | 58 | 20 | 28 | 0 | 106 | 961 |
| Hourly Total | 0 | 102 | 1392 | 35 | 5 | 1529 | 0 | 45 | 1449 | 91 | 2 | 1585 | 0 | 89 | 97 | 53 | 1 | 239 | 0 | 237 | 85 | 105 | 2 | 427 | 3780 |
| 5:00 PM | 0 | 24 | 324 | 11 | 1 | 359 | 0 | 19 | 416 | 27 | 3 | 462 | 0 | 24 | 30 | 21 | 0 | 75 | 0 | 62 | 20 | 37 | 1 | 119 | 1015 |
| 5:15 PM | 0 | 37 | 365 | 9 | 0 | 411 | 0 | 8 | 396 | 19 | 0 | 423 | 0 | 25 | 22 | 16 | 0 | 63 | 0 | 63 | 27 | 32 | 2 | 122 | 1019 |
| 5:30 PM | 0 | 30 | 321 | 11 | 0 | 362 | 0 | 13 | 384 | 22 | 1 | 419 | 0 | 22 | 27 | 11 | 0 | 60 | 0 | 52 | 11 | 23 | 0 | 86 | 927 |
| 5:45 PM | 0 | 26 | 275 | 9 | 0 | 310 | 0 | 12 | 373 | 30 | 0 | 415 | 0 | 15 | 17 | 8 | 0 | 40 | 0 | 50 | 19 | 33 | 0 | 102 | 887 |
| Hourly Total | 0 | 117 | 1285 | 40 | 1 | 1442 | 0 | 52 | 1569 | 98 | 4 | 1719 | 0 | 86 | 96 | 56 | 0 | 238 | 0 | 227 | 77 | 125 | 3 | 429 | 3628 |
| Grand Total | 0 | 559 | 8316 | 158 | 8 | 9033 | 0 | 240 | 7693 | 581 | 21 | 8514 | 0 | 380 | 398 | 336 | 5 | 1114 | 0 | 1177 | 336 | 605 | 15 | 2118 | 20779 |
| Approach % | 0.0 | 6.2 | 92.1 | 1.7 | - | - | 0.0 | 2.8 | 90.4 | 6.8 | - | - | 0.0 | 34.1 | 35.7 | 30.2 | - | - | 0.0 | 55.6 | 15.9 | 28.6 | - | - | - |
| Total % | 0.0 | 2.7 | 40.0 | 0.8 | - | 43.5 | 0.0 | 1.2 | 37.0 | 2.8 | - | 41.0 | 0.0 | 1.8 | 1.9 | 1.6 | - | 5.4 | 0.0 | 5.7 | 1.6 | 2.9 | - | 10.2 | |
| Lights | 0 | 551 | 8131 | 155 | - | 8837 | 0 | 238 | 7526 | 571 | - | 8335 | 0 | 374 | 391 | 326 | - | 1091 | 0 | 1162 | 334 | 594 | - | 2090 | 20353 |
| % Lights | - | 98.6 | 97.8 | 98.1 | - | 97.8 | - | 99.2 | 97.8 | 98.3 | - | 97.9 | - | 98.4 | 98.2 | 97.0 | - | 97.9 | - | 98.7 | 99.4 | 98.2 | - | 98.7 | 97.9 |

| | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|-----|-----|-----|-------|---|-----|-----|-----|-------|-----|-----|-----|-------|---|-----|-----|-----|-------|-----|
| Buses | 0 | 1 | 16 | 1 | 18 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 32 |
| % Buses | - | 0.2 | 0.2 | 0.6 | 0.2 | - | 0.0 | 0.1 | 0.0 | - | 0.0 | 0.0 | 0.6 | 0.2 | - | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 7 | 107 | 2 | 116 | 0 | 2 | 115 | 8 | 125 | 0 | 5 | 4 | 17 | 0 | 13 | 1 | 7 | 21 | 279 |
| % Single-Unit Trucks | - | 1.3 | 1.3 | 1.3 | 1.3 | - | 0.8 | 1.5 | 1.4 | 1.5 | - | 1.3 | 1.0 | 2.4 | - | 1.1 | 0.3 | 1.2 | 1.0 | 1.3 |
| Articulated Trucks | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 41 | 2 | 43 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 4 | 109 |
| % Articulated Trucks | - | 0.0 | 0.7 | 0.0 | 0.7 | - | 0.0 | 0.5 | 0.3 | 0.5 | - | 0.3 | 0.3 | 0.0 | - | 0.2 | 0.0 | 0.3 | 0.2 | 0.5 |
| Bicycles on Road | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 6 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.5 | 0.0 | - | 0.0 | 0.3 | 0.2 | 0.1 | 0.0 |
| Pedestrians | - | - | - | - | 6 | - | - | - | - | 21 | - | - | - | 5 | - | - | - | - | 15 | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | 100.0 | - | - | - | - | 100.0 | - |



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 (847)518-9990

Count Name: Roosevelt/Main
 Site Code:
 Start Date: 07/29/2017
 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Main Street Northbound | | | | | | Main Street 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 |
| | 7:15 AM | 0 | 22 | 408 | 1 | 0 | 431 | 0 | 5 | 238 | 16 | 2 | 259 | 0 | 10 | 9 | 19 | 0 | 38 | 0 | 47 | 8 | 14 | 0 |
| 7:30 AM | 0 | 19 | 367 | 4 | 0 | 390 | 0 | 7 | 302 | 19 | 0 | 328 | 0 | 8 | 10 | 16 | 0 | 34 | 0 | 51 | 12 | 18 | 0 | 81 |
| 7:45 AM | 0 | 24 | 398 | 6 | 1 | 428 | 0 | 10 | 324 | 20 | 0 | 354 | 0 | 10 | 8 | 14 | 0 | 32 | 0 | 33 | 10 | 24 | 0 | 67 |
| 8:00 AM | 0 | 18 | 379 | 7 | 0 | 404 | 0 | 8 | 263 | 15 | 0 | 286 | 0 | 12 | 13 | 19 | 0 | 44 | 0 | 39 | 8 | 24 | 0 | 71 |
| Total | 0 | 83 | 1552 | 18 | 1 | 1653 | 0 | 30 | 1127 | 70 | 2 | 1227 | 0 | 40 | 40 | 68 | 0 | 148 | 0 | 170 | 38 | 80 | 0 | 288 |
| Approach % | 0.0 | 5.0 | 93.9 | 1.1 | - | - | 0.0 | 2.4 | 91.9 | 5.7 | - | - | 0.0 | 27.0 | 27.0 | 45.9 | - | - | 0.0 | 59.0 | 13.2 | 27.8 | - | - |
| Total % | 0.0 | 2.5 | 48.8 | 0.5 | - | 49.8 | 0.0 | 0.9 | 34.0 | 2.1 | - | 37.0 | 0.0 | 1.2 | 1.2 | 2.1 | - | 4.5 | 0.0 | 5.1 | 1.1 | 2.4 | - | 8.7 |
| PHF | 0.000 | 0.665 | 0.951 | 0.643 | - | 0.959 | 0.000 | 0.750 | 0.870 | 0.875 | - | 0.867 | 0.000 | 0.833 | 0.769 | 0.895 | - | 0.841 | 0.000 | 0.833 | 0.792 | 0.833 | - | 0.889 |
| Lights | 0 | 81 | 1500 | 17 | - | 1598 | 0 | 30 | 1067 | 67 | - | 1164 | 0 | 39 | 38 | 66 | - | 143 | 0 | 165 | 38 | 76 | - | 279 |
| % Lights | - | 97.6 | 96.6 | 94.4 | - | 96.7 | - | 100.0 | 94.7 | 95.7 | - | 94.9 | - | 97.5 | 95.0 | 97.1 | - | 96.6 | - | 97.1 | 100.0 | 95.0 | - | 96.9 |
| Buses | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 |
| % Buses | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.3 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 |
| Single-Unit Trucks | 0 | 2 | 27 | 1 | - | 30 | 0 | 0 | 36 | 2 | - | 38 | 0 | 1 | 1 | 2 | - | 4 | 0 | 4 | 0 | 4 | - | 8 |
| % Single-Unit Trucks | - | 2.4 | 1.7 | 5.6 | - | 1.8 | - | 0.0 | 3.2 | 2.9 | - | 3.1 | - | 2.5 | 2.5 | 2.9 | - | 2.7 | - | 2.4 | 0.0 | 5.0 | - | 2.8 |
| Articulated Trucks | 0 | 0 | 20 | 0 | - | 20 | 0 | 0 | 21 | 1 | - | 22 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 |
| % Articulated Trucks | - | 0.0 | 1.3 | 0.0 | - | 1.2 | - | 0.0 | 1.9 | 1.4 | - | 1.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.6 | 0.0 | 0.0 | - | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 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 | 2.5 | 0.0 | - | 0.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | 2 | - | - | - | - | - | - | 0 | - | - | - | - | 0 | - | |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



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Count Name: Roosevelt/Main
 Site Code: 0729/2017
 Start Date: 07/29/2017
 Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Main Street Northbound | | | | | Main Street 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 | Inl. Total |
| 4:30 PM | 0 | 27 | 344 | 9 | 1 | 380 | 0 | 15 | 374 | 21 | 0 | 410 | 0 | 27 | 28 | 14 | 0 | 69 | 0 | 57 | 25 | 30 | 1 | 112 | 971 |
| 4:45 PM | 0 | 28 | 354 | 9 | 1 | 391 | 0 | 12 | 372 | 27 | 0 | 411 | 0 | 21 | 18 | 14 | 1 | 53 | 0 | 58 | 20 | 28 | 0 | 106 | 961 |
| 5:00 PM | 0 | 24 | 324 | 11 | 1 | 359 | 0 | 19 | 416 | 27 | 3 | 462 | 0 | 24 | 30 | 21 | 0 | 75 | 0 | 62 | 20 | 37 | 1 | 119 | 1015 |
| 5:15 PM | 0 | 37 | 365 | 9 | 0 | 411 | 0 | 8 | 396 | 19 | 0 | 423 | 0 | 25 | 22 | 16 | 0 | 63 | 0 | 63 | 27 | 32 | 2 | 122 | 1019 |
| Total | 0 | 116 | 1387 | 36 | 3 | 1541 | 0 | 54 | 1558 | 94 | 3 | 1706 | 0 | 97 | 98 | 65 | 1 | 260 | 0 | 240 | 92 | 127 | 4 | 459 | 3966 |
| Approach % | 0.0 | 7.5 | 90.0 | 2.5 | - | - | 0.0 | 3.2 | 91.3 | 5.5 | - | - | 0.0 | 37.3 | 37.7 | 25.0 | - | - | 0.0 | 52.3 | 20.0 | 27.7 | - | - | - |
| Total % | 0.0 | 2.9 | 35.0 | 1.0 | - | 38.9 | 0.0 | 1.4 | 39.3 | 2.4 | - | 43.0 | 0.0 | 2.4 | 2.5 | 1.6 | - | 6.6 | 0.0 | 6.1 | 2.3 | 3.2 | - | 11.6 | - |
| PHF | 0.000 | 0.784 | 0.950 | 0.864 | - | 0.937 | 0.000 | 0.711 | 0.936 | 0.870 | - | 0.923 | 0.000 | 0.898 | 0.817 | 0.774 | - | 0.867 | 0.000 | 0.952 | 0.852 | 0.858 | - | 0.941 | 0.973 |
| Lights | 0 | 116 | 1357 | 37 | - | 1510 | 0 | 53 | 1548 | 93 | - | 1694 | 0 | 95 | 96 | 65 | - | 256 | 0 | 237 | 92 | 126 | - | 455 | 3915 |
| % Lights | - | 100.0 | 97.8 | 97.4 | - | 98.0 | - | 98.1 | 98.4 | 98.9 | - | 99.3 | - | 97.9 | 98.0 | 100.0 | - | 98.5 | - | 98.8 | 100.0 | 99.2 | - | 99.1 | 98.7 |
| Buses | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Buses | - | 0.0 | 0.2 | 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 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 19 | 1 | - | 20 | 0 | 1 | 8 | 1 | - | 10 | 0 | 2 | 2 | 0 | - | 4 | 0 | 3 | 0 | 0 | - | 3 | 37 |
| % Single-Unit Trucks | - | 0.0 | 1.4 | 2.6 | - | 1.3 | - | 1.9 | 0.5 | 1.1 | - | 0.6 | - | 2.1 | 2.0 | 0.0 | - | 1.5 | - | 1.3 | 0.0 | 0.0 | - | 0.7 | 0.9 |
| Articulated Trucks | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 10 |
| % Articulated Trucks | - | 0.0 | 0.6 | 0.0 | - | 0.5 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | - |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.8 | - | 0.2 | 0.0 |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | - | 3 | - | - | - | - | - | 1 | - | - | - | - | - | 4 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |



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Count Name: Lambert/Taft
Site Code:
Start Date: 07/29/2017
Page No: 1

Turning Movement Data

Table with columns for Start Time, Taft Avenue (Eastbound, Westbound), Lambert Road (Northbound, Southbound), and Int. Total. Rows include hourly and grand totals for various times of day.



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Count Name: Lambert/Taft
 Site Code:
 Start Date: 07/29/2017
 Page No.: 3

Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Taft Avenue Eastbound | | | | | Taft Avenue Westbound | | | | | Lambert Road Northbound | | | | | Lambert Road Southbound | | | | | | | | | |
|----------------------|-----------------------|-------|-------|-------|-------|-----------------------|--------|-------|-------|-------|-------------------------|------------|--------|-------|-------|-------------------------|------|------------|--------|-------|-------|-------|-------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 12:30 PM | 0 | 9 | 5 | 5 | 0 | 19 | 0 | 14 | 19 | 21 | 0 | 54 | 0 | 3 | 46 | 15 | 0 | 64 | 0 | 5 | 44 | 8 | 1 | 57 | 194 |
| 12:45 PM | 0 | 7 | 10 | 5 | 0 | 22 | 0 | 15 | 21 | 14 | 0 | 50 | 0 | 2 | 69 | 10 | 0 | 81 | 0 | 4 | 64 | 6 | 1 | 74 | 227 |
| 1:00 PM | 0 | 6 | 14 | 6 | 1 | 26 | 0 | 19 | 17 | 19 | 0 | 55 | 0 | 4 | 63 | 12 | 0 | 79 | 0 | 7 | 59 | 5 | 3 | 71 | 231 |
| 1:15 PM | 0 | 4 | 11 | 5 | 0 | 20 | 0 | 14 | 25 | 14 | 0 | 53 | 1 | 0 | 43 | 15 | 0 | 59 | 0 | 6 | 48 | 7 | 0 | 61 | 193 |
| Total | 0 | 26 | 40 | 21 | 1 | 87 | 0 | 62 | 82 | 68 | 0 | 212 | 1 | 9 | 221 | 52 | 0 | 283 | 0 | 22 | 215 | 26 | 5 | 263 | 845 |
| Approach % | 0.0 | 29.9 | 46.0 | 24.1 | - | - | 0.0 | 29.2 | 38.7 | 32.1 | - | - | 0.4 | 3.2 | 76.1 | 18.4 | - | - | 0.0 | 8.4 | 81.7 | 9.9 | - | - | - |
| Total % | 0.0 | 3.1 | 4.7 | 2.5 | - | 10.3 | 0.0 | 7.3 | 9.7 | 8.0 | - | 25.1 | 0.1 | 1.1 | 26.2 | 6.2 | - | 33.5 | 0.0 | 2.6 | 25.4 | 3.1 | - | 31.1 | - |
| PHF | 0.000 | 0.722 | 0.714 | 0.875 | - | 0.637 | 0.000 | 0.816 | 0.820 | 0.810 | - | 0.964 | 0.250 | 0.563 | 0.801 | 0.867 | - | 0.873 | 0.000 | 0.796 | 0.840 | 0.813 | - | 0.869 | 0.915 |
| Lights | 0 | 24 | 40 | 21 | - | 85 | 0 | 61 | 82 | 67 | - | 210 | 1 | 9 | 220 | 52 | - | 282 | 0 | 22 | 212 | 26 | - | 260 | 637 |
| % Lights | - | 92.3 | 100.0 | 100.0 | - | 97.7 | - | 98.4 | 100.0 | 98.5 | - | 99.1 | 100.0 | 100.0 | 99.5 | 100.0 | - | 99.6 | - | 100.0 | 98.6 | 100.0 | - | 98.9 | 99.1 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 4 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 1.6 | 0.0 | 1.5 | - | 0.9 | 0.0 | 0.0 | 0.5 | 0.0 | - | 0.4 | - | 0.0 | 0.5 | 0.0 | - | 0.4 | 0.5 |
| 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 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| % Bicycles on Road | - | 7.7 | 0.0 | 0.0 | - | 2.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.9 | 0.0 | - | 0.8 | 0.5 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 5 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 100.0 | - | - |



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Count Name: Lambert/Laft
 Site Code:
 Start Date: 07/29/2017
 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Taft Avenue Eastbound | | | | | Taft Avenue Westbound | | | | | Lambert Road Northbound | | | | | Lambert Road Southbound | | | | | | | | |
|----------------------|-----------------------|-------|-------|-------|-------|-----------------------|--------|-------|-------|-------|-------------------------|------------|--------|-------|-------|-------------------------|------|------------|--------|-------|-------|-------|-------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total |
| 7:15 AM | 0 | 3 | 19 | 2 | 0 | 24 | 0 | 7 | 5 | 9 | 1 | 21 | 0 | 2 | 50 | 13 | 1 | 65 | 0 | 1 | 50 | 2 | 1 | 53 |
| 7:30 AM | 0 | 5 | 21 | 6 | 2 | 32 | 0 | 5 | 4 | 11 | 1 | 20 | 0 | 3 | 79 | 15 | 0 | 97 | 0 | 4 | 56 | 4 | 2 | 64 |
| 7:45 AM | 0 | 3 | 24 | 3 | 0 | 30 | 0 | 9 | 13 | 11 | 2 | 33 | 0 | 3 | 73 | 16 | 0 | 92 | 0 | 8 | 54 | 2 | 1 | 64 |
| 8:00 AM | 0 | 4 | 15 | 6 | 0 | 25 | 0 | 8 | 7 | 9 | 1 | 24 | 0 | 1 | 62 | 16 | 0 | 79 | 0 | 3 | 47 | 2 | 1 | 52 |
| Total | 0 | 15 | 79 | 17 | 2 | 111 | 0 | 29 | 29 | 40 | 5 | 98 | 0 | 9 | 264 | 60 | 1 | 333 | 0 | 16 | 207 | 10 | 5 | 233 |
| Approach % | 0.0 | 13.5 | 71.2 | 15.3 | - | - | 0.0 | 29.6 | 29.6 | 40.8 | - | - | 0.0 | 2.7 | 79.3 | 18.0 | - | - | 0.0 | 6.9 | 88.8 | 4.3 | - | - |
| Total % | 0.0 | 1.9 | 10.2 | 2.2 | - | 14.3 | 0.0 | 3.7 | 3.7 | 5.2 | - | 12.6 | 0.0 | 1.2 | 34.1 | 7.7 | - | 43.0 | 0.0 | 2.1 | 26.7 | 1.3 | - | 30.1 |
| PHF | 0.000 | 0.750 | 0.823 | 0.708 | - | 0.867 | 0.000 | 0.806 | 0.568 | 0.909 | - | 0.742 | 0.000 | 0.750 | 0.835 | 0.938 | - | 0.858 | 0.000 | 0.500 | 0.924 | 0.625 | - | 0.910 |
| Lights | 0 | 13 | 77 | 14 | - | 104 | 0 | 29 | 28 | 40 | - | 97 | 0 | 9 | 261 | 59 | - | 329 | 0 | 16 | 205 | 8 | - | 229 |
| % Lights | - | 86.7 | 97.5 | 82.4 | - | 93.7 | - | 100.0 | 96.6 | 100.0 | - | 99.0 | - | 100.0 | 98.9 | 98.3 | - | 98.8 | - | 100.0 | 99.0 | 80.0 | - | 98.3 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.4 | 0.0 | - | 0.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 |
| Single-Unit Trucks | 0 | 1 | 2 | 3 | - | 6 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 2 | - | 3 |
| % Single-Unit Trucks | - | 6.7 | 2.5 | 17.6 | - | 5.4 | - | 0.0 | 3.4 | 0.0 | - | 1.0 | - | 0.0 | 0.4 | 0.0 | - | 0.3 | - | 0.0 | 0.5 | 20.0 | - | 1.3 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 |
| Bicycles on Road | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 1 | - | 2 | 0 | 0 | 1 | 0 | - | 1 |
| % Bicycles on Road | - | 6.7 | 0.0 | 0.0 | - | 0.9 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.4 | 1.7 | - | 0.6 | - | 0.0 | 0.5 | 0.0 | - | 0.4 |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | - | 5 | - | - | - | - | - | - | 1 | - | - | - | - | 5 | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - |



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 (847)518-9990

Count Name: Lambert/Laft
 Site Code:
 Start Date: 07/29/2017
 Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Taft Avenue Eastbound | | | | | Taft Avenue Westbound | | | | | Lambert Road Northbound | | | | | Lambert Road Southbound | | | | | Int. Total | |
|----------------------|-----------------------|-------|-------|-------|-------|-----------------------|-------|-------|-------|-------|-------------------------|-------|-------|-------|-------|-------------------------|-------|-------|-------|-------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right | Peds | | App. Total |
| 4:30 PM | 0 | 0 | 11 | 2 | 0 | 0 | 23 | 21 | 19 | 0 | 63 | 0 | 4 | 72 | 19 | 0 | 6 | 63 | 7 | 1 | 76 | 247 |
| 4:45 PM | 0 | 4 | 16 | 3 | 0 | 0 | 24 | 29 | 25 | 0 | 78 | 0 | 3 | 70 | 15 | 0 | 15 | 59 | 3 | 2 | 77 | 266 |
| 5:00 PM | 0 | 4 | 10 | 4 | 0 | 0 | 26 | 21 | 33 | 0 | 80 | 0 | 3 | 72 | 20 | 0 | 10 | 76 | 5 | 1 | 91 | 284 |
| 5:15 PM | 0 | 2 | 15 | 5 | 1 | 22 | 0 | 25 | 29 | 11 | 65 | 0 | 4 | 96 | 15 | 0 | 3 | 78 | 10 | 1 | 91 | 293 |
| Total | 0 | 10 | 52 | 14 | 1 | 76 | 0 | 98 | 100 | 88 | 286 | 0 | 14 | 310 | 69 | 0 | 34 | 276 | 25 | 5 | 335 | 1090 |
| Approach % | 0.0 | 13.2 | 66.4 | 18.4 | - | - | 0.0 | 34.3 | 35.0 | 30.8 | - | 0.0 | 3.6 | 78.9 | 17.6 | - | 0.0 | 10.1 | 82.4 | 7.5 | - | - |
| Total % | 0.0 | 0.9 | 4.8 | 1.3 | - | 7.0 | 0.0 | 9.0 | 9.2 | 8.1 | 26.2 | 0.0 | 1.3 | 28.4 | 6.3 | - | 3.1 | 25.3 | 2.3 | - | 30.7 | - |
| PHF | 0.000 | 0.625 | 0.813 | 0.700 | - | 0.826 | 0.000 | 0.942 | 0.862 | 0.667 | 0.894 | 0.000 | 0.875 | 0.807 | 0.863 | - | 0.000 | 0.567 | 0.885 | 0.625 | - | 0.930 |
| Lights | 0 | 10 | 51 | 13 | - | 74 | 0 | 98 | 100 | 88 | 286 | 0 | 14 | 309 | 68 | - | 34 | 275 | 25 | - | 334 | 1085 |
| % Lights | - | 100.0 | 98.1 | 92.9 | - | 97.4 | - | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | 99.7 | 98.6 | - | 100.0 | 99.6 | 100.0 | - | 99.7 | 99.5 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 |
| Single-Unit Trucks | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | - | 0 | 0 | 0 | 0 | 0 | 2 |
| % Single-Unit Trucks | - | 0.0 | 1.9 | 0.0 | - | 1.3 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.3 | 0.0 | - | 0.0 | 0.0 | 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 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | - | 0 | 0 | 1 | 0 | 1 | 3 |
| % Bicycles on Road | - | 0.0 | 0.0 | 7.1 | - | 1.3 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 1.4 | - | 0.0 | 0.4 | 0.0 | 0.0 | - | 0.3 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | - | 5 | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 0 | - | - | - | - | - | 100.0 | - |



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Count Name: Main/Taft
 Site Code:
 Start Date: 07/29/2017
 Page No: 1

Turning Movement Data

| Start Time | Taft Avenue Eastbound | | | | Parking Lot Access Westbound | | | | Main Street Northbound | | | | Main Street Southbound | | | | Int Total | | | | | | | | | |
|---------------|-----------------------|------|------|-------|------------------------------|------------|--------|------|------------------------|-------|------|------------|------------------------|------|------|-------|-----------|------|------------|-------|------|------|----|------|------|-----|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | | Peds | App. Total | | | | | | | |
| 12:00 PM | 0 | 13 | 0 | 32 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 25 | 1 | 0 | 63 | 0 | 3 | 17 | 21 | 0 | 41 | 149 | |
| 12:15 PM | 0 | 18 | 2 | 19 | 0 | 39 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 34 | 34 | 1 | 0 | 69 | 0 | 2 | 10 | 11 | 0 | 23 | 133 | |
| 12:30 PM | 0 | 29 | 0 | 16 | 0 | 45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 29 | 32 | 0 | 1 | 61 | 0 | 1 | 13 | 16 | 0 | 30 | 137 | |
| 12:45 PM | 0 | 28 | 0 | 17 | 1 | 45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 27 | 25 | 1 | 0 | 53 | 0 | 4 | 13 | 15 | 0 | 32 | 130 | |
| Hourly Total | 0 | 88 | 2 | 84 | 1 | 174 | 0 | 0 | 2 | 1 | 3 | 3 | 0 | 127 | 116 | 3 | 1 | 246 | 0 | 10 | 53 | 63 | 0 | 126 | 549 | |
| 1:00 PM | 0 | 15 | 2 | 24 | 0 | 41 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 24 | 33 | 0 | 0 | 57 | 0 | 5 | 11 | 17 | 0 | 33 | 134 | |
| 1:15 PM | 0 | 14 | 2 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 21 | 0 | 0 | 51 | 0 | 3 | 13 | 18 | 1 | 34 | 121 | |
| 1:30 PM | 0 | 17 | 0 | 21 | 0 | 38 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 25 | 25 | 0 | 0 | 50 | 0 | 0 | 16 | 11 | 0 | 27 | 116 | |
| 1:45 PM | 0 | 14 | 2 | 16 | 0 | 32 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 33 | 19 | 1 | 0 | 53 | 0 | 2 | 11 | 9 | 0 | 22 | 110 | |
| Hourly Total | 0 | 60 | 6 | 81 | 0 | 147 | 0 | 0 | 0 | 7 | 1 | 7 | 0 | 112 | 98 | 1 | 0 | 211 | 0 | 10 | 51 | 55 | 1 | 116 | 481 | |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 7:00 AM | 0 | 15 | 0 | 17 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 10 | 0 | 0 | 25 | 0 | 0 | 3 | 0 | 0 | 2 | 3 | 60 |
| 7:15 AM | 0 | 24 | 0 | 11 | 0 | 35 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 13 | 0 | 0 | 24 | 0 | 0 | 3 | 7 | 0 | 0 | 10 | 69 |
| 7:30 AM | 0 | 20 | 0 | 11 | 0 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 17 | 0 | 0 | 36 | 0 | 0 | 11 | 12 | 1 | 0 | 23 | 90 |
| 7:45 AM | 0 | 18 | 1 | 22 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 14 | 0 | 0 | 36 | 0 | 1 | 10 | 13 | 0 | 0 | 24 | 101 |
| Hourly Total | 0 | 77 | 1 | 61 | 0 | 139 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 67 | 54 | 0 | 0 | 121 | 0 | 1 | 27 | 32 | 3 | 60 | 320 | |
| 8:00 AM | 0 | 24 | 0 | 8 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 19 | 0 | 0 | 29 | 0 | 0 | 8 | 13 | 2 | 21 | 82 | |
| 8:15 AM | 0 | 15 | 0 | 11 | 0 | 26 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 10 | 0 | 0 | 25 | 0 | 0 | 15 | 8 | 1 | 0 | 23 | 75 |
| 8:30 AM | 0 | 12 | 1 | 10 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 15 | 0 | 0 | 35 | 0 | 0 | 8 | 12 | 0 | 0 | 20 | 78 |
| 8:45 AM | 0 | 16 | 0 | 16 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 7 | 0 | 0 | 32 | 0 | 1 | 9 | 18 | 1 | 0 | 28 | 92 |
| Hourly Total | 0 | 67 | 1 | 45 | 0 | 113 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 70 | 51 | 0 | 0 | 121 | 0 | 1 | 40 | 51 | 4 | 92 | 327 | |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 4:00 PM | 0 | 16 | 2 | 21 | 0 | 39 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 42 | 41 | 2 | 0 | 85 | 0 | 5 | 17 | 12 | 0 | 34 | 153 | |
| 4:15 PM | 0 | 22 | 0 | 30 | 0 | 52 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 27 | 39 | 0 | 0 | 66 | 0 | 1 | 29 | 14 | 0 | 0 | 44 | 164 |
| 4:30 PM | 0 | 21 | 1 | 31 | 0 | 53 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 30 | 42 | 0 | 0 | 72 | 0 | 4 | 26 | 18 | 2 | 0 | 48 | 175 |
| 4:45 PM | 0 | 22 | 1 | 30 | 0 | 53 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 42 | 27 | 0 | 0 | 69 | 0 | 5 | 29 | 10 | 2 | 0 | 44 | 166 |
| Hourly Total | 0 | 81 | 4 | 112 | 0 | 197 | 0 | 0 | 6 | 3 | 2 | 9 | 0 | 141 | 149 | 2 | 0 | 292 | 0 | 15 | 101 | 54 | 4 | 170 | 668 | |
| 5:00 PM | 0 | 28 | 2 | 29 | 1 | 59 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 34 | 37 | 0 | 0 | 71 | 0 | 5 | 20 | 23 | 0 | 0 | 48 | 184 |
| 5:15 PM | 0 | 20 | 1 | 35 | 0 | 56 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 36 | 40 | 0 | 2 | 76 | 0 | 5 | 23 | 17 | 0 | 0 | 45 | 180 |
| 5:30 PM | 0 | 13 | 3 | 29 | 0 | 45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 34 | 41 | 0 | 0 | 75 | 0 | 7 | 17 | 12 | 0 | 0 | 36 | 156 |
| 5:45 PM | 0 | 15 | 2 | 27 | 0 | 44 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 35 | 23 | 1 | 0 | 59 | 0 | 4 | 22 | 15 | 0 | 0 | 41 | 147 |
| Hourly Total | 0 | 76 | 8 | 120 | 1 | 204 | 0 | 0 | 1 | 11 | 2 | 12 | 0 | 139 | 141 | 1 | 2 | 281 | 0 | 21 | 82 | 67 | 0 | 0 | 170 | 667 |
| Grand Total | 0 | 449 | 22 | 503 | 2 | 974 | 0 | 0 | 9 | 23 | 10 | 32 | 0 | 656 | 609 | 7 | 3 | 1272 | 0 | 58 | 354 | 322 | 12 | 734 | 3012 | |
| Approach % | 0.0 | 46.1 | 2.3 | 51.6 | - | - | 0.0 | 0.0 | 28.1 | 71.9 | - | - | 0.0 | 51.6 | 47.9 | 0.6 | - | - | 0.0 | 7.9 | 48.2 | 43.9 | - | - | - | |
| Total % | 0.0 | 14.9 | 0.7 | 16.7 | - | 32.3 | 0.0 | 0.0 | 0.3 | 0.8 | - | 1.1 | 0.0 | 21.8 | 20.2 | 0.2 | - | 42.2 | 0.0 | 1.9 | 11.8 | 10.7 | - | 24.4 | - | |
| Lights | 0 | 440 | 20 | 498 | - | 958 | 0 | 0 | 5 | 23 | - | 28 | 0 | 663 | 597 | 7 | - | 1257 | 0 | 58 | 349 | 319 | - | 726 | 2969 | |
| % Lights | - | 98.0 | 90.9 | 99.0 | - | 98.4 | - | - | 55.6 | 100.0 | - | 87.5 | - | 99.5 | 98.0 | 100.0 | - | 98.8 | - | 100.0 | 98.6 | 99.1 | - | 98.9 | 98.6 | |



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Count Name: Main/Taft
 Site Code:
 Start Date: 07/29/2017
 Page No: 3

Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Taft Avenue Eastbound | | | | Parking Lot Access Westbound | | | | Main Street Northbound | | | | Main Street Southbound | | | | Int. Total | |
|----------------------|-----------------------|-------|-------|-------|------------------------------|------------|--------|-------|------------------------|-------|------|------------|------------------------|-------|-------|-------|------------|-------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | | Peds |
| 12:30 PM | 0 | 29 | 0 | 16 | 0 | 45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 29 | 32 | 0 | 0 | 61 |
| 12:45 PM | 0 | 28 | 0 | 17 | 1 | 45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 27 | 25 | 1 | 0 | 53 |
| 1:00 PM | 0 | 15 | 2 | 24 | 0 | 41 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 24 | 33 | 0 | 0 | 57 |
| 1:15 PM | 0 | 14 | 2 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 21 | 0 | 0 | 51 |
| Total | 0 | 86 | 4 | 77 | 1 | 167 | 0 | 0 | 1 | 3 | 3 | 4 | 0 | 110 | 111 | 1 | 1 | 222 |
| Approach % | 0.0 | 51.5 | 2.4 | 46.1 | - | - | 0.0 | 0.0 | 25.0 | 75.0 | - | - | 0.0 | 49.5 | 50.0 | 0.5 | - | - |
| Total % | 0.0 | 16.5 | 0.8 | 14.8 | - | 32.0 | 0.0 | 0.0 | 0.2 | 0.6 | - | 0.8 | 0.0 | 21.1 | 21.3 | 0.2 | - | 42.5 |
| PHF | 0.000 | 0.741 | 0.500 | 0.802 | - | 0.928 | 0.000 | 0.000 | 0.250 | 0.250 | - | 0.333 | 0.000 | 0.917 | 0.841 | 0.250 | - | 0.910 |
| % Lights | 0 | 85 | 3 | 77 | - | 165 | 0 | 0 | 1 | 3 | 4 | 4 | 0 | 109 | 111 | 1 | - | 221 |
| % Buses | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Single-Unit Trucks | 0 | 1.2 | 0.0 | 0.0 | - | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | - | 0.0 |
| % Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Road | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Pedestrians | - | - | - | - | 1 | 100.0 | - | - | - | - | 3 | 100.0 | - | - | - | - | 1 | - |
| % Pedestrians | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - |



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 (847)518-9990

Count Name: Main/Taft
 Site Code:
 Start Date: 07/29/2017
 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Taft Avenue Eastbound | | | | Parking Lot Access Westbound | | | | Main Street Northbound | | | | Main Street Southbound | | | | Int. Total | | |
|----------------------|-----------------------|-------|-------|-------|------------------------------|------------|--------|-------|------------------------|-------|------|------------|------------------------|-------|-------|-------|------------|-------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | | Peds | App. Total |
| 7:15 AM | 0 | 24 | 0 | 11 | 0 | 35 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 7 | 0 | 10 | 69 |
| 7:30 AM | 0 | 20 | 0 | 11 | 0 | 31 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 12 | 1 | 23 | 90 |
| 7:45 AM | 0 | 18 | 1 | 22 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 13 | 0 | 24 | 101 |
| 8:00 AM | 0 | 24 | 0 | 8 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 2 | 21 | 82 |
| Total | 0 | 86 | 1 | 52 | 0 | 139 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 32 | 45 | 3 | 78 | 342 |
| Approach % | 0.0 | 61.9 | 0.7 | 37.4 | - | - | NaN | NaN | NaN | NaN | - | - | 0.0 | 1.3 | 41.0 | 57.7 | - | - | - |
| Total % | 0.0 | 25.1 | 0.3 | 15.2 | - | 40.6 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.3 | 9.4 | 13.2 | - | 22.8 | - |
| PHF | 0.000 | 0.896 | 0.250 | 0.591 | - | 0.848 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.869 | 0.000 | 0.250 | 0.727 | 0.865 | - | 0.813 | 0.847 |
| Lights | 0 | 83 | 1 | 51 | - | 135 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 31 | 45 | - | 77 | 335 |
| % Lights | - | 96.5 | 100.0 | 98.1 | - | 97.1 | - | - | - | - | - | 98.4 | - | 100.0 | 96.9 | 100.0 | - | 98.7 | 98.0 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 3 | 0 | 1 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 6 |
| % Single-Unit Trucks | - | 3.5 | 0.0 | 1.9 | - | 2.9 | - | - | - | - | - | 0.8 | - | 0.0 | 3.1 | 0.0 | - | 1.3 | 1.8 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 2 | - | 0 | - | - | - | - | - | 3 | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | 0 | - | - | - | - | - | 100.0 | - |



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Count Name: Main/Taft
 Site Code:
 Start Date: 07/29/2017
 Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Taft Avenue Eastbound | | | | Parking Lot Access Westbound | | | | Main Street Northbound | | | | Main Street 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 |
| 4:30 PM | 0 | 21 | 1 | 31 | 0 | 53 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 26 | 18 | 2 | 48 |
| 4:45 PM | 0 | 22 | 1 | 30 | 0 | 53 | 0 | 0 | 0 | 2 | 0 | 69 | 0 | 5 | 29 | 10 | 2 | 44 |
| 5:00 PM | 0 | 28 | 2 | 29 | 1 | 59 | 0 | 0 | 0 | 6 | 0 | 71 | 0 | 5 | 20 | 23 | 0 | 48 |
| 5:15 PM | 0 | 20 | 1 | 35 | 0 | 56 | 0 | 0 | 0 | 3 | 0 | 76 | 0 | 5 | 23 | 17 | 0 | 45 |
| Total | 0 | 91 | 5 | 125 | 1 | 221 | 0 | 0 | 0 | 11 | 2 | 288 | 0 | 19 | 98 | 68 | 4 | 185 |
| Approach % | 0.0 | 41.2 | 2.3 | 56.6 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 10.3 | 53.0 | 36.8 | - | - |
| Total % | 0.0 | 12.9 | 0.7 | 17.7 | - | 31.3 | 0.0 | 0.0 | 0.0 | 1.6 | - | 40.9 | 0.0 | 2.7 | 13.9 | 9.6 | - | 26.2 |
| PHF | 0.000 | 0.813 | 0.625 | 0.893 | - | 0.936 | 0.000 | 0.000 | 0.000 | 0.458 | - | 0.947 | 0.000 | 0.950 | 0.845 | 0.739 | - | 0.964 |
| Lights | 0 | 90 | 5 | 122 | - | 217 | 0 | 0 | 0 | 11 | 0 | 285 | 0 | 19 | 97 | 66 | 0 | 182 |
| % Lights | - | 98.9 | 100.0 | 97.6 | - | 98.2 | - | - | - | 100.0 | - | 99.0 | - | 100.0 | 99.0 | 97.1 | - | 98.4 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 |
| Single-Unit Trucks | 0 | 1 | 0 | 1 | - | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 3 |
| % Single-Unit Trucks | - | 1.1 | 0.0 | 0.8 | - | 0.9 | - | - | - | 0.0 | - | 0.7 | - | 0.0 | 1.0 | 2.9 | - | 1.6 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | 2 | - | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 1.6 | - | 0.9 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | 2 | - | - | - | - | - | - | 4 | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | - | - | 100.0 | - |



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Count Name: Roosevelt/Hillcrest
 Site Code:
 Start Date: 07/29/2017
 Page No: 1

Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Parking Lot Access Northbound | | | | | Hillcrest Avenue 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 |
| 12:00 PM | 0 | 6 | 378 | 6 | 0 | 390 | 0 | 6 | 333 | 6 | 0 | 345 | 0 | 1 | 0 | 3 | 1 | 4 | 0 | 3 | 0 | 5 | 0 | 8 | 747 |
| 12:15 PM | 0 | 5 | 357 | 2 | 0 | 364 | 0 | 2 | 352 | 7 | 0 | 361 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 5 | 1 | 7 | 735 |
| 12:30 PM | 0 | 4 | 365 | 1 | 0 | 370 | 0 | 2 | 347 | 4 | 0 | 353 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 1 | 0 | 12 | 0 | 13 | 742 |
| 12:45 PM | 0 | 2 | 367 | 7 | 0 | 376 | 0 | 2 | 339 | 3 | 1 | 344 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 8 | 0 | 9 | 731 |
| Hourly Total | 0 | 17 | 1467 | 16 | 0 | 1500 | 0 | 12 | 1371 | 20 | 1 | 1403 | 0 | 3 | 0 | 12 | 1 | 15 | 0 | 7 | 0 | 30 | 1 | 37 | 2955 |
| 1:00 PM | 0 | 2 | 343 | 5 | 0 | 350 | 0 | 4 | 362 | 6 | 0 | 372 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 7 | 1 | 9 | 734 |
| 1:15 PM | 0 | 2 | 413 | 3 | 0 | 418 | 0 | 1 | 327 | 5 | 1 | 333 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 7 | 0 | 9 | 763 |
| 1:30 PM | 0 | 0 | 323 | 5 | 0 | 328 | 0 | 4 | 309 | 5 | 0 | 318 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 3 | 0 | 4 | 0 | 7 | 656 |
| 1:45 PM | 0 | 3 | 328 | 7 | 0 | 338 | 0 | 1 | 333 | 3 | 0 | 337 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 3 | 0 | 7 | 665 |
| Hourly Total | 0 | 7 | 1407 | 20 | 0 | 1434 | 0 | 10 | 1331 | 19 | 1 | 1360 | 0 | 1 | 0 | 11 | 1 | 12 | 0 | 11 | 0 | 21 | 1 | 32 | 2638 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 2 | 416 | 2 | 0 | 420 | 0 | 0 | 213 | 3 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 637 |
| 7:15 AM | 0 | 2 | 432 | 1 | 0 | 435 | 0 | 0 | 241 | 0 | 0 | 241 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 678 |
| 7:30 AM | 0 | 2 | 404 | 0 | 0 | 406 | 0 | 0 | 333 | 2 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 743 |
| 7:45 AM | 0 | 0 | 418 | 4 | 0 | 422 | 0 | 1 | 327 | 1 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 752 |
| Hourly Total | 0 | 6 | 1670 | 7 | 0 | 1683 | 0 | 1 | 1114 | 6 | 0 | 1121 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 2810 |
| 8:00 AM | 0 | 1 | 397 | 4 | 0 | 402 | 0 | 1 | 280 | 0 | 0 | 281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 663 |
| 8:15 AM | 0 | 1 | 366 | 0 | 0 | 367 | 0 | 2 | 303 | 0 | 0 | 305 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 673 |
| 8:30 AM | 0 | 2 | 361 | 3 | 0 | 366 | 0 | 0 | 331 | 1 | 0 | 332 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 700 |
| 8:45 AM | 0 | 0 | 342 | 3 | 0 | 345 | 0 | 1 | 288 | 2 | 0 | 301 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 648 |
| Hourly Total | 0 | 4 | 1466 | 10 | 0 | 1480 | 0 | 4 | 1212 | 3 | 0 | 1219 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 2704 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 1 | 359 | 2 | 0 | 362 | 0 | 1 | 348 | 8 | 0 | 357 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 11 | 0 | 13 | 733 |
| 4:15 PM | 0 | 0 | 395 | 2 | 0 | 397 | 0 | 1 | 423 | 6 | 0 | 430 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 4 | 0 | 9 | 0 | 13 | 842 |
| 4:30 PM | 0 | 1 | 393 | 2 | 0 | 396 | 0 | 3 | 401 | 6 | 0 | 410 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 8 | 0 | 9 | 817 |
| 4:45 PM | 0 | 1 | 410 | 1 | 0 | 412 | 0 | 2 | 401 | 6 | 0 | 409 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 826 |
| Hourly Total | 0 | 3 | 1557 | 7 | 0 | 1567 | 0 | 7 | 1573 | 26 | 0 | 1606 | 0 | 0 | 0 | 5 | 4 | 5 | 0 | 10 | 0 | 30 | 0 | 40 | 3218 |
| 5:00 PM | 0 | 3 | 390 | 0 | 0 | 393 | 0 | 1 | 460 | 8 | 0 | 469 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 4 | 2 | 7 | 870 |
| 5:15 PM | 0 | 2 | 399 | 4 | 0 | 405 | 0 | 2 | 454 | 6 | 0 | 462 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 8 | 0 | 10 | 860 |
| 5:30 PM | 0 | 3 | 361 | 0 | 0 | 364 | 0 | 0 | 399 | 7 | 0 | 406 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 7 | 779 |
| 5:45 PM | 0 | 3 | 316 | 0 | 0 | 319 | 0 | 0 | 386 | 8 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 719 |
| Hourly Total | 0 | 11 | 1466 | 4 | 0 | 1481 | 0 | 3 | 1699 | 29 | 0 | 1731 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 10 | 0 | 20 | 2 | 30 | 3248 |
| Grand Total | 0 | 48 | 9033 | 64 | 0 | 9145 | 0 | 37 | 8300 | 103 | 2 | 8440 | 0 | 7 | 0 | 34 | 7 | 41 | 0 | 41 | 0 | 106 | 4 | 147 | 17773 |
| Approach % | 0.0 | 0.5 | 98.8 | 0.7 | - | - | 0.0 | 0.4 | 98.3 | 1.2 | - | - | 0.0 | 17.1 | 0.0 | 82.9 | - | - | 0.0 | 27.9 | 0.0 | 72.1 | - | - | - |
| Total % | 0.0 | 0.3 | 50.8 | 0.4 | - | 51.5 | 0.0 | 0.2 | 46.7 | 0.6 | - | 47.5 | 0.0 | 0.0 | 0.0 | 0.2 | - | 0.2 | 0.0 | 0.2 | 0.0 | 0.6 | - | 0.8 | - |
| Lights | 0 | 48 | 8841 | 62 | - | 8951 | 0 | 36 | 8120 | 99 | - | 8255 | 0 | 7 | 0 | 34 | - | 41 | 0 | 41 | 0 | 103 | - | 144 | 17391 |
| % Lights | - | 100.0 | 97.9 | 96.9 | - | 97.9 | - | 97.3 | 97.8 | 96.1 | - | 97.8 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 97.2 | - | 96.0 | 97.9 |



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Count Name: Roosevelt/Hillcrest
 Site Code:
 Start Date: 07/29/2017
 Page No.: 4

Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Roosevelt Road Eastbound | | | | Roosevelt Road Westbound | | | | Parking Lot Access Northbound | | | | Hillcrest Avenue Southbound | | | | | | | | | |
|----------------------|--------------------------|-------|-------|-------|--------------------------|-------|-------|-------|-------------------------------|------|-------|-------|-----------------------------|-------|-------|-------|--------|------|-------|-------|------------|------------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | App. Total | Int. Total |
| 7:15 AM | 0 | 2 | 432 | 1 | 0 | 0 | 241 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 678 |
| 7:30 AM | 0 | 2 | 404 | 0 | 0 | 333 | 2 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 743 |
| 7:45 AM | 0 | 0 | 418 | 4 | 0 | 327 | 1 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 752 |
| 8:00 AM | 0 | 1 | 397 | 4 | 0 | 280 | 0 | 0 | 281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 683 |
| Total | 0 | 5 | 1651 | 9 | 0 | 1181 | 3 | 0 | 1186 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 5 | 2856 |
| Approach % | 0.0 | 0.3 | 99.2 | 0.5 | - | 0.0 | 0.2 | 99.6 | 0.3 | - | NaN | NaN | NaN | 0.0 | 40.0 | 0.0 | 60.0 | - | 0.0 | 0.1 | - | - |
| Total % | 0.0 | 0.2 | 57.8 | 0.3 | - | 0.0 | 0.1 | 41.4 | 0.1 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | - | 0.0 | 0.0 | 0.1 | - |
| PHF | 0.000 | 0.625 | 0.955 | 0.563 | - | 0.000 | 0.500 | 0.887 | 0.375 | - | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.375 | - | 0.000 | 0.000 | 0.625 | - |
| Lights | 0 | 5 | 1595 | 8 | - | 0 | 1 | 1115 | 3 | - | 0 | 0 | 0 | 0 | 2 | 0 | 2 | - | 0 | 2 | 4 | 2751 |
| % Lights | - | 100.0 | 96.6 | 88.9 | - | - | 50.0 | 94.4 | 100.0 | - | - | - | - | - | 100.0 | - | 66.7 | - | - | 66.7 | - | 95.6 |
| Buses | 0 | 0 | 6 | 0 | - | 0 | 0 | 2 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 8 |
| % Buses | - | 0.0 | 0.4 | 0.0 | - | - | 0.0 | 0.2 | 0.0 | - | - | - | - | - | 0.0 | - | 0.0 | - | - | 0.0 | - | 0.0 |
| Single-Unit Trucks | 0 | 0 | 26 | 0 | - | 0 | 1 | 40 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 1 | - | 0 | 0 | 1 | 68 |
| % Single-Unit Trucks | - | 0.0 | 1.6 | 0.0 | - | - | 50.0 | 3.4 | 0.0 | - | - | - | - | - | 0.0 | - | 33.3 | - | 0.0 | 0.0 | 20.0 | 2.4 |
| Articulated Trucks | 0 | 0 | 24 | 0 | - | 0 | 0 | 24 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 48 |
| % Articulated Trucks | - | 0.0 | 1.5 | 0.0 | - | - | 0.0 | 2.0 | 0.0 | - | - | - | - | - | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | 1.7 |
| Bicycles on Road | 0 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 11.1 | - | - | 0.0 | 0.0 | 0.0 | - | - | - | - | - | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | 0 | - | - | - | - | - | - | - | - | - | - | - | 0 | - |
| % Pedestrians | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |



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Count Name: Roosevelt/Hillcrest
 Site Code:
 Start Date: 07/29/2017
 Page No. 5

Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Northbound Parking Lot Access | | | | | Hillcrest Avenue 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 |
| 4:30 PM | 0 | 1 | 383 | 2 | 0 | 386 | 0 | 3 | 401 | 6 | 0 | 410 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 8 | 0 | 9 | 817 |
| 4:45 PM | 0 | 1 | 410 | 1 | 0 | 412 | 0 | 2 | 401 | 6 | 0 | 409 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 826 |
| 5:00 PM | 0 | 3 | 390 | 0 | 0 | 393 | 0 | 1 | 460 | 8 | 0 | 469 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 4 | 2 | 7 | 870 |
| 5:15 PM | 0 | 2 | 399 | 4 | 0 | 405 | 0 | 2 | 454 | 6 | 0 | 462 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 8 | 0 | 10 | 880 |
| Total | 0 | 7 | 1592 | 7 | 0 | 1606 | 0 | 8 | 1716 | 26 | 0 | 1750 | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 9 | 0 | 22 | 2 | 31 | 3393 |
| Approach % | 0.0 | 0.4 | 99.1 | 0.4 | - | - | 0.0 | 0.5 | 98.1 | 1.5 | - | - | 0.0 | 16.7 | 0.0 | 83.3 | - | - | 0.0 | 29.0 | 0.0 | 71.0 | - | - | - |
| Total % | 0.0 | 0.2 | 46.9 | 0.2 | - | 47.3 | 0.0 | 0.2 | 50.6 | 0.8 | - | 51.6 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.2 | 0.0 | 0.3 | 0.0 | 0.6 | - | 0.9 | - |
| PHF | 0.000 | 0.583 | 0.971 | 0.438 | - | 0.975 | 0.000 | 0.667 | 0.933 | 0.813 | - | 0.933 | 0.000 | 0.250 | 0.000 | 0.625 | - | 0.500 | 0.000 | 0.750 | 0.000 | 0.688 | - | 0.775 | 0.964 |
| Lights | 0 | 7 | 1564 | 6 | - | 1577 | 0 | 8 | 1702 | 24 | - | 1734 | 0 | 1 | 0 | 5 | - | 6 | 0 | 9 | 0 | 22 | - | 31 | 3348 |
| % Lights | - | 100.0 | 98.2 | 85.7 | - | 98.2 | - | 100.0 | 99.2 | 92.3 | - | 99.1 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 98.7 |
| Buses | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Buses | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 18 | 1 | - | 19 | 0 | 0 | 11 | 2 | - | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| % Single-Unit Trucks | - | 0.0 | 1.1 | 14.3 | - | 1.2 | - | 0.0 | 0.6 | 7.7 | - | 0.7 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.9 |
| Articulated Trucks | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| % Articulated Trucks | - | 0.0 | 0.5 | 0.0 | - | 0.5 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | - | 0 | - | - | - | - | - | 100.0 | - | - |



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Count Name: Roosevelt/Greenwood
 Site Code: 0729/2017
 Start Date: 07/29/2017
 Page No: 1

Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Parking Lot Access Northbound | | | | | Greenwood Street 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 | |
| 12:00 PM | 0 | 6 | 375 | 1 | 0 | 362 | 0 | 5 | 357 | 0 | 0 | 362 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 6 | 751 |
| 12:15 PM | 0 | 1 | 373 | 2 | 0 | 376 | 0 | 2 | 335 | 5 | 0 | 342 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 724 | |
| 12:30 PM | 0 | 2 | 356 | 1 | 0 | 359 | 0 | 2 | 364 | 3 | 0 | 369 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 5 | 0 | 4 | 0 | 9 | 739 | |
| 12:45 PM | 0 | 0 | 365 | 0 | 0 | 365 | 0 | 2 | 358 | 0 | 0 | 360 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 7 | 0 | 11 | 738 | |
| Hourly Total | 0 | 9 | 1469 | 4 | 0 | 1482 | 0 | 11 | 1414 | 8 | 0 | 1433 | 0 | 1 | 0 | 4 | 1 | 5 | 0 | 14 | 0 | 18 | 1 | 32 | 2952 | |
| 1:00 PM | 0 | 0 | 368 | 1 | 0 | 369 | 0 | 1 | 345 | 0 | 0 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 717 | |
| 1:15 PM | 0 | 2 | 416 | 0 | 0 | 418 | 0 | 1 | 314 | 0 | 0 | 315 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 739 | |
| 1:30 PM | 0 | 1 | 342 | 0 | 0 | 343 | 0 | 2 | 322 | 2 | 0 | 326 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 673 | |
| 1:45 PM | 0 | 2 | 340 | 0 | 0 | 342 | 0 | 0 | 296 | 3 | 0 | 299 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 5 | 647 | |
| Hourly Total | 0 | 5 | 1466 | 1 | 0 | 1472 | 0 | 4 | 1277 | 5 | 0 | 1286 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 5 | 0 | 10 | 1 | 15 | 2776 | |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 7:00 AM | 0 | 0 | 405 | 0 | 0 | 405 | 0 | 0 | 217 | 0 | 0 | 217 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 622 | |
| 7:15 AM | 0 | 0 | 435 | 0 | 0 | 435 | 0 | 0 | 254 | 1 | 0 | 255 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 691 | |
| 7:30 AM | 0 | 0 | 402 | 1 | 0 | 403 | 0 | 0 | 359 | 0 | 0 | 359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 762 | |
| 7:45 AM | 0 | 0 | 417 | 0 | 0 | 417 | 0 | 0 | 325 | 0 | 0 | 325 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 743 | |
| Hourly Total | 0 | 0 | 1659 | 1 | 0 | 1660 | 0 | 0 | 1155 | 1 | 0 | 1156 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2618 | |
| 8:00 AM | 0 | 0 | 389 | 0 | 0 | 389 | 0 | 0 | 283 | 3 | 0 | 286 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 677 | |
| 8:15 AM | 0 | 0 | 373 | 0 | 0 | 373 | 0 | 0 | 320 | 1 | 1 | 321 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 4 | 699 | |
| 8:30 AM | 0 | 1 | 356 | 0 | 0 | 357 | 0 | 1 | 332 | 1 | 0 | 334 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 693 | |
| 8:45 AM | 0 | 1 | 344 | 0 | 0 | 345 | 1 | 0 | 271 | 0 | 0 | 272 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 619 | |
| Hourly Total | 0 | 2 | 1462 | 0 | 0 | 1464 | 1 | 1 | 1206 | 5 | 1 | 1213 | 0 | 2 | 0 | 2 | 2 | 4 | 0 | 4 | 0 | 3 | 0 | 7 | 2688 | |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 4:00 PM | 0 | 1 | 377 | 1 | 0 | 379 | 0 | 1 | 361 | 3 | 0 | 365 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 0 | 6 | 752 | |
| 4:15 PM | 0 | 2 | 391 | 2 | 0 | 395 | 0 | 2 | 430 | 2 | 0 | 434 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 3 | 833 | |
| 4:30 PM | 0 | 1 | 392 | 2 | 0 | 395 | 0 | 1 | 426 | 0 | 0 | 427 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 826 | |
| 4:45 PM | 0 | 1 | 397 | 0 | 0 | 398 | 0 | 2 | 394 | 3 | 0 | 399 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 801 | |
| Hourly Total | 0 | 5 | 1557 | 5 | 0 | 1567 | 0 | 6 | 1611 | 8 | 0 | 1625 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 5 | 0 | 9 | 2 | 14 | 3212 | |
| 5:00 PM | 0 | 0 | 398 | 3 | 0 | 401 | 0 | 4 | 471 | 0 | 0 | 475 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 879 | |
| 5:15 PM | 0 | 0 | 392 | 2 | 0 | 394 | 0 | 2 | 428 | 2 | 0 | 432 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 5 | 0 | 6 | 833 | |
| 5:30 PM | 0 | 0 | 341 | 6 | 0 | 347 | 0 | 2 | 408 | 0 | 0 | 410 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 761 | |
| 5:45 PM | 0 | 0 | 328 | 4 | 0 | 332 | 0 | 5 | 426 | 1 | 0 | 432 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 4 | 771 | |
| Hourly Total | 0 | 0 | 1459 | 15 | 0 | 1474 | 0 | 13 | 1733 | 3 | 0 | 1749 | 0 | 1 | 0 | 5 | 2 | 6 | 0 | 5 | 0 | 10 | 2 | 15 | 3244 | |
| Grand Total | 0 | 21 | 9072 | 26 | 0 | 9119 | 1 | 35 | 8396 | 30 | 1 | 8462 | 0 | 5 | 1 | 19 | 9 | 25 | 0 | 33 | 0 | 51 | 6 | 84 | 17690 | |
| Approach % | 0.0 | 0.2 | 99.5 | 0.3 | - | - | 0.0 | 0.4 | 99.2 | 0.4 | - | - | 0.0 | 20.0 | 4.0 | 76.0 | - | - | 0.0 | 39.3 | 0.0 | 60.7 | - | - | - | |
| Total % | 0.0 | 0.1 | 51.3 | 0.1 | - | 51.5 | 0.0 | 0.2 | 47.5 | 0.2 | - | 47.8 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.2 | 0.0 | 0.3 | - | 0.5 | - | |
| Lights | 0 | 20 | 8886 | 25 | - | 8931 | 1 | 35 | 8216 | 29 | - | 8281 | 0 | 4 | 1 | 18 | - | 23 | 0 | 32 | 0 | 47 | - | 79 | 17314 | |
| % Lights | - | 95.2 | 97.9 | 96.2 | - | 97.9 | 100.0 | 100.0 | 97.9 | 96.7 | - | 97.9 | - | 80.0 | 100.0 | 94.7 | - | 92.0 | - | 97.0 | - | 92.2 | - | 94.0 | 97.9 | |



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

Count Name: Roosevelt/Greenwood
 Site Code:
 Start Date: 07/29/2017
 Page No.: 3

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

Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Parking Lot Access Northbound | | | | | Greenwood Street 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 |
| 12:30 PM | 0 | 2 | 356 | 1 | 0 | 359 | 0 | 2 | 364 | 3 | 0 | 369 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 5 | 0 | 4 | 0 | 9 | 739 |
| 12:45 PM | 0 | 0 | 365 | 0 | 0 | 365 | 0 | 2 | 358 | 0 | 0 | 360 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 7 | 0 | 11 | 738 |
| 1:00 PM | 0 | 0 | 368 | 1 | 0 | 369 | 0 | 1 | 345 | 0 | 0 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 717 |
| 1:15 PM | 0 | 2 | 416 | 0 | 0 | 418 | 0 | 1 | 314 | 0 | 0 | 315 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 739 |
| Total | 0 | 4 | 1505 | 2 | 0 | 1511 | 0 | 6 | 1351 | 3 | 0 | 1390 | 0 | 2 | 0 | 4 | 2 | 6 | 0 | 11 | 0 | 15 | 1 | 26 | 2933 |
| Approach % | 0.0 | 0.3 | 99.6 | 0.1 | - | - | 0.0 | 0.4 | 99.4 | 0.2 | - | - | 0.0 | 33.3 | 0.0 | 66.7 | - | - | 0.0 | 42.3 | 0.0 | 57.7 | - | - | - |
| Total % | 0.0 | 0.1 | 51.3 | 0.1 | - | 51.5 | 0.0 | 0.2 | 47.1 | 0.1 | - | 47.4 | 0.0 | 0.1 | 0.0 | 0.1 | - | 0.2 | 0.0 | 0.4 | 0.0 | 0.5 | - | 0.9 | - |
| PHF | 0.000 | 0.500 | 0.904 | 0.500 | - | 0.904 | 0.000 | 0.750 | 0.948 | 0.250 | - | 0.942 | 0.000 | 0.500 | 0.000 | 0.500 | - | 0.750 | 0.000 | 0.550 | 0.000 | 0.536 | - | 0.591 | 0.992 |
| Lights | 0 | 4 | 1491 | 2 | - | 1497 | 0 | 6 | 1366 | 3 | - | 1375 | 0 | 2 | 0 | 4 | - | 6 | 0 | 11 | 0 | 14 | - | 25 | 2903 |
| % Lights | 100.0 | 99.1 | 100.0 | 100.0 | - | 99.1 | 100.0 | 98.9 | 100.0 | 100.0 | - | 98.9 | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 100.0 | 100.0 | 93.3 | - | 96.2 | 99.0 |
| Buses | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | 0.0 | 0.1 | 0.0 | 0.0 | - | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 13 | 0 | - | 13 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 23 |
| % Single-Unit Trucks | 0.0 | 0.7 | 0.0 | 0.0 | - | 0.7 | 0.0 | 0.9 | 0.0 | 0.0 | - | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.8 |
| Articulated Trucks | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 5 |
| % Articulated Trucks | 0.0 | 0.2 | 0.0 | 0.0 | - | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | - | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | - | 3.8 | 0.0 |
| Pedestrians | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| % Pedestrians | 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 | 6.7 | - | 3.8 | 0.0 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | |



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Count Name: Roosevelt/Greenwood
 Site Code:
 Start Date: 07/29/2017
 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Parking Lot Access Northbound | | | | | Greenwood Street Southbound | | | | | Int. Total | | | | | |
|----------------------|--------------------------|-------|-------|-------|------|--------------------------|--------|-------|-------|-------|-------------------------------|------------|--------|-------|-------|-----------------------------|-------|------------|--------|-------|------------|-------|-------|-------|------------|-------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | | Thru | Right | Peds | App. Total | |
| 7:15 AM | 0 | 0 | 435 | 0 | 0 | 435 | 0 | 0 | 254 | 1 | 0 | 255 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 691 |
| 7:30 AM | 0 | 0 | 402 | 1 | 0 | 403 | 0 | 0 | 359 | 0 | 0 | 359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 762 |
| 7:45 AM | 0 | 0 | 417 | 0 | 0 | 417 | 0 | 0 | 325 | 0 | 0 | 325 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 743 |
| 8:00 AM | 0 | 0 | 389 | 0 | 0 | 389 | 0 | 0 | 283 | 3 | 0 | 286 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 677 |
| Total | 0 | 0 | 1643 | 1 | 0 | 1644 | 0 | 0 | 1221 | 4 | 0 | 1225 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2873 |
| Approach % | 0.0 | 0.0 | 99.9 | 0.1 | - | - | 0.0 | 0.0 | 99.7 | 0.3 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | - | - |
| Total % | 0.0 | 0.0 | 57.2 | 0.0 | - | 57.2 | 0.0 | 0.0 | 42.5 | 0.1 | - | 42.6 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | - | - |
| PHF | 0.000 | 0.000 | 0.944 | 0.250 | - | 0.945 | 0.000 | 0.000 | 0.850 | 0.333 | - | 0.853 | 0.000 | 0.000 | 0.000 | 0.500 | - | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | - | 0.500 | - | 0.943 |
| Lights | 0 | 0 | 1590 | 0 | - | 1590 | 0 | 0 | 1153 | 4 | - | 1157 | 0 | 0 | 0 | 2 | - | 2 | 0 | 0 | 0 | 1 | - | 1 | - | 2750 |
| % Lights | - | - | 96.8 | 0.0 | - | 96.7 | - | - | 94.4 | 100.0 | - | 94.4 | - | - | - | 100.0 | - | 100.0 | - | - | - | 50.0 | - | 50.0 | - | 95.7 |
| Buses | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | - | 8 |
| % Buses | - | - | 0.4 | 0.0 | - | 0.4 | - | - | 0.2 | 0.0 | - | 0.2 | - | - | - | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | - | 0.3 |
| Single-Unit Trucks | 0 | 0 | 21 | 1 | - | 22 | 0 | 0 | 41 | 0 | - | 41 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | - | 64 |
| % Single-Unit Trucks | - | - | 1.3 | 100.0 | - | 1.3 | - | - | 3.4 | 0.0 | - | 3.3 | - | - | - | 0.0 | - | 0.0 | - | - | - | 50.0 | - | 50.0 | - | 2.2 |
| Articulated Trucks | 0 | 0 | 26 | 0 | - | 26 | 0 | 0 | 25 | 0 | - | 25 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | - | 51 |
| % Articulated Trucks | - | - | 1.6 | 0.0 | - | 1.6 | - | - | 2.0 | 0.0 | - | 2.0 | - | - | - | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | - | 1.8 |
| 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 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - |
| % Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 0 | - | - | - |



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 (847)518-9990

Count Name: Roosevelt/Greenwood
 Site Code:
 Start Date: 07/29/2017
 Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | Roosevelt Road Westbound | | | | | Parking Lot Access Northbound | | | | | Greenwood Street 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 | |
| | 4:30 PM | 0 | 1 | 392 | 2 | 0 | 395 | 0 | 1 | 426 | 0 | 0 | 427 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 4:45 PM | 0 | 1 | 397 | 0 | 0 | 398 | 0 | 2 | 394 | 3 | 0 | 399 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 801 | |
| 5:00 PM | 0 | 0 | 398 | 3 | 0 | 401 | 0 | 4 | 471 | 0 | 0 | 475 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 879 | |
| 5:15 PM | 0 | 0 | 392 | 2 | 0 | 394 | 0 | 2 | 428 | 2 | 0 | 432 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 5 | 0 | 6 | 833 |
| Total | 0 | 2 | 1579 | 7 | 0 | 1588 | 0 | 9 | 1719 | 5 | 0 | 1733 | 0 | 0 | 0 | 4 | 1 | 4 | 0 | 4 | 0 | 10 | 2 | 14 | 3339 | |
| Approach % | 0.0 | 0.1 | 99.4 | 0.4 | - | - | 0.0 | 0.5 | 99.2 | 0.3 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 28.6 | 0.0 | 71.4 | - | - | - | - |
| Total % | 0.0 | 0.1 | 47.3 | 0.2 | - | 47.6 | 0.0 | 0.3 | 51.5 | 0.1 | - | 51.9 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.1 | 0.0 | 0.3 | - | - | 0.4 | |
| PHF | 0.000 | 0.500 | 0.992 | 0.563 | - | 0.990 | 0.000 | 0.563 | 0.912 | 0.417 | - | 0.912 | 0.000 | 0.000 | 0.000 | 0.500 | - | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | - | - | 0.583 | |
| Lights | 0 | 2 | 1551 | 7 | - | 1560 | 0 | 9 | 1706 | 4 | - | 1719 | 0 | 0 | 0 | 3 | - | 3 | 0 | 4 | 0 | 9 | - | - | 13 | |
| % Lights | - | 100.0 | 98.2 | 100.0 | - | 98.2 | - | 100.0 | 99.2 | 80.0 | - | 99.2 | - | - | - | 75.0 | - | 75.0 | - | 100.0 | 0.0 | 90.0 | - | - | 92.9 | |
| Buses | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| % Buses | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | |
| Single-Unit Trucks | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 29 | |
| % Single-Unit Trucks | - | 0.0 | 1.1 | 0.0 | - | 1.1 | - | 0.0 | 0.5 | 20.0 | - | 0.6 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 10.0 | - | - | - | 0.9 | |
| Articulated Trucks | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | |
| % Articulated Trucks | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | - | - | 25.0 | - | 25.0 | - | 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 | |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | |
| Pedestrians | - | - | - | - | 0 | 0 | - | - | - | - | 0 | 0 | - | - | - | 1 | - | 1 | - | - | - | - | 2 | - | - | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | 100.0 | - | - | - | - | 100.0 | - | - | |

Capacity Analyses

*395 Roosevelt Road Retail Development
Glen Ellyn, Illinois*



Lanes, Volumes, Timings
1: Lambert Rd & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 39 | 1371 | 79 | 80 | 1063 | 30 | 92 | 53 | 169 | 114 | 82 | 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) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.992 | | | 0.996 | | | | 0.850 | | 0.967 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3449 | 0 | 1770 | 3397 | 0 | 1752 | 1827 | 1599 | 1787 | 1788 | 0 |
| Flt Permitted | 0.183 | | | 0.078 | | | 0.684 | | | 0.665 | | |
| Satd. Flow (perm) | 338 | 3449 | 0 | 145 | 3397 | 0 | 1262 | 1827 | 1599 | 1251 | 1788 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 3 | | | | 95 | | 8 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 737 | | | 692 | | | 347 | | | 1094 | |
| Travel Time (s) | | 14.4 | | | 13.5 | | | 7.9 | | | 24.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 4% | 1% | 2% | 6% | 0% | 3% | 4% | 1% | 1% | 1% | 9% |
| 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) | 41 | 1526 | 0 | 84 | 1151 | 0 | 97 | 56 | 178 | 120 | 110 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 14.0 | 89.0 | | 15.0 | 90.0 | | 15.0 | 28.0 | 15.0 | 18.0 | 31.0 | |
| Total Split (%) | 9.3% | 59.3% | | 10.0% | 60.0% | | 10.0% | 18.7% | 10.0% | 12.0% | 20.7% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effect Green (s) | 95.5 | 86.3 | | 99.1 | 89.7 | | 37.0 | 24.1 | 38.3 | 41.0 | 26.1 | |
| Actuated g/C Ratio | 0.64 | 0.58 | | 0.66 | 0.60 | | 0.25 | 0.16 | 0.26 | 0.27 | 0.17 | |
| v/c Ratio | 0.15 | 0.77 | | 0.46 | 0.57 | | 0.28 | 0.19 | 0.37 | 0.31 | 0.35 | |

Weekday AM - Existing
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

8/25/2017

| | ↖ | → | ↘ | ↙ | ← | ↖ | ↙ | ↑ | ↘ | ↙ | ↓ | ↙ |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Control Delay | 9.7 | 27.7 | | 28.4 | 23.4 | | 43.4 | 57.6 | 23.5 | 43.9 | 54.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 9.7 | 27.7 | | 28.4 | 23.4 | | 43.4 | 57.6 | 23.5 | 43.9 | 54.5 | |
| LOS | A | C | | C | C | | D | E | C | D | D | |
| Approach Delay | | 27.2 | | | 23.8 | | | 35.1 | | | 48.9 | |
| Approach LOS | | C | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 13 | 571 | | 41 | 314 | | 72 | 48 | 65 | 91 | 89 | |
| Queue Length 95th (ft) | 27 | 701 | | m92 | 431 | | 122 | 93 | 136 | 147 | 154 | |
| Internal Link Dist (ft) | | 657 | | | 612 | | | 267 | | | 1014 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 322 | 1987 | | 221 | 2031 | | 358 | 292 | 512 | 404 | 317 | |
| 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 | 0.13 | 0.77 | | 0.38 | 0.57 | | 0.27 | 0.19 | 0.35 | 0.30 | 0.35 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 28 (19%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.2
 Intersection LOS: C
 Intersection Capacity Utilization 71.2%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Rd & Roosevelt Rd (IL 38)



Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 83 | 1552 | 18 | 30 | 1127 | 70 | 40 | 40 | 68 | 170 | 38 | 80 |
| 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) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.998 | | | 0.991 | | | | 0.850 | | 0.898 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3497 | 0 | 1805 | 3409 | 0 | 1770 | 1810 | 1568 | 1752 | 1650 | 0 |
| Flt Permitted | 0.146 | | | 0.070 | | | 0.677 | | | 0.620 | | |
| Satd. Flow (perm) | 272 | 3497 | 0 | 133 | 3409 | 0 | 1261 | 1810 | 1568 | 1144 | 1650 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 7 | | | | 55 | | 59 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1088 | | | 715 | | | 336 | | | 376 | |
| Travel Time (s) | | 21.2 | | | 13.9 | | | 7.6 | | | 8.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 3% | 6% | 0% | 5% | 4% | 2% | 5% | 3% | 3% | 0% | 5% |
| 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) | 88 | 1670 | 0 | 32 | 1273 | 0 | 43 | 43 | 72 | 181 | 125 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 14.0 | 95.0 | | 14.0 | 95.0 | | 14.0 | 25.0 | 14.0 | 16.0 | 27.0 | |
| Total Split (%) | 9.3% | 63.3% | | 9.3% | 63.3% | | 9.3% | 16.7% | 9.3% | 10.7% | 18.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 103.5 | 93.2 | | 100.5 | 91.7 | | 29.8 | 19.1 | 31.4 | 37.1 | 25.1 | |
| Actuated g/C Ratio | 0.69 | 0.62 | | 0.67 | 0.61 | | 0.20 | 0.13 | 0.21 | 0.25 | 0.17 | |
| v/c Ratio | 0.33 | 0.77 | | 0.20 | 0.61 | | 0.15 | 0.19 | 0.19 | 0.54 | 0.38 | |

Weekday AM - Existing
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

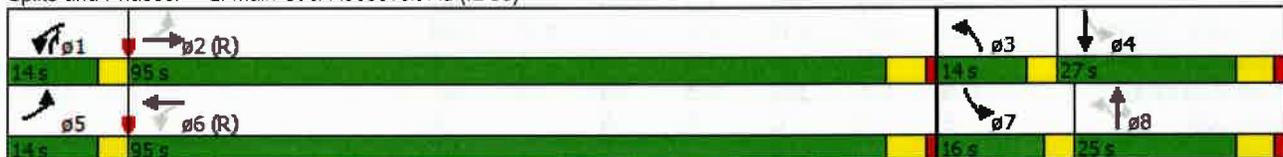
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|------|
| Control Delay | 9.4 | 16.2 | | 9.8 | 19.7 | | 45.0 | 61.0 | 18.0 | 54.4 | 34.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 9.4 | 16.2 | | 9.8 | 19.7 | | 45.0 | 61.0 | 18.0 | 54.4 | 34.5 | |
| LOS | A | B | | A | B | | D | E | B | D | C | |
| Approach Delay | | 15.9 | | | 19.4 | | | 37.1 | | | | 46.2 |
| Approach LOS | | B | | | B | | | D | | | | D |
| Queue Length 50th (ft) | 20 | 293 | | 9 | 386 | | 33 | 38 | 13 | 149 | 58 | |
| Queue Length 95th (ft) | m35 | 424 | | 19 | 468 | | 67 | 78 | 58 | 226 | 128 | |
| Internal Link Dist (ft) | | 1006 | | | 635 | | | 256 | | | | 296 |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 296 | 2173 | | 209 | 2086 | | 305 | 230 | 414 | 333 | 325 | |
| 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 | 0.77 | | 0.15 | 0.61 | | 0.14 | 0.19 | 0.17 | 0.54 | 0.38 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 38 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 20.8
 Intersection LOS: C
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Main St & Roosevelt Rd (IL 38)



HCM Unsignalized Intersection Capacity Analysis 3: Lambert Rd & Taft Ave

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 15 | 79 | 17 | 29 | 29 | 40 | 9 | 264 | 60 | 16 | 207 | 10 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 17 | 90 | 19 | 33 | 33 | 45 | 10 | 300 | 68 | 18 | 235 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | 347 |
| pX, platoon unblocked | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | | | | | |
| vC, conflicting volume | 510 | 666 | 241 | 696 | 638 | 184 | 247 | | | 368 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 459 | 623 | 177 | 655 | 593 | 184 | 183 | | | 368 | | |
| tC, single (s) | 7.8 | 6.5 | 7.3 | 7.5 | 6.6 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.5 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 96 | 76 | 97 | 88 | 91 | 95 | 99 | | | 98 | | |
| cM capacity (veh/h) | 381 | 372 | 750 | 264 | 386 | 833 | 1336 | | | 1201 | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | | | | | |
| Volume Total | 17 | 109 | 33 | 78 | 160 | 218 | 265 | | | | | |
| Volume Left | 17 | 0 | 33 | 0 | 10 | 0 | 18 | | | | | |
| Volume Right | 0 | 19 | 0 | 45 | 0 | 68 | 11 | | | | | |
| cSH | 381 | 409 | 264 | 560 | 1336 | 1700 | 1201 | | | | | |
| Volume to Capacity | 0.04 | 0.27 | 0.12 | 0.14 | 0.01 | 0.13 | 0.02 | | | | | |
| Queue Length 95th (ft) | 4 | 27 | 11 | 12 | 1 | 0 | 1 | | | | | |
| Control Delay (s) | 14.9 | 17.0 | 20.6 | 12.5 | 0.6 | 0.0 | 0.7 | | | | | |
| Lane LOS | B | C | C | B | A | | A | | | | | |
| Approach Delay (s) | 16.7 | | 14.9 | | 0.2 | | 0.7 | | | | | |
| Approach LOS | C | | B | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 4.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 39.7% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis

4: Main St & Taft Ave/Access

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 86 | 1 | 52 | 0 | 0 | 0 | 62 | 63 | 0 | 1 | 32 | 45 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 101 | 1 | 61 | 0 | 0 | 0 | 73 | 74 | 0 | 1 | 38 | 53 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | TWLTL | | | | None | |
| Median storage veh | | | | | | | 2 | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 336 | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 286 | 286 | 64 | 322 | 313 | 74 | 91 | | | 74 | | |
| vC1, stage 1 conf vol | 66 | 66 | | 220 | 220 | | | | | | | |
| vC2, stage 2 conf vol | 220 | 220 | | 102 | 93 | | | | | | | |
| vCu, unblocked vol | 286 | 286 | 64 | 322 | 313 | 74 | 91 | | | 74 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 86 | 100 | 94 | 100 | 100 | 100 | 95 | | | 100 | | |
| cM capacity (veh/h) | 716 | 664 | 1000 | 683 | 650 | 993 | 1504 | | | 1538 | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | | | | | |
| Volume Total | 101 | 62 | 0 | 73 | 74 | 1 | 91 | | | | | |
| Volume Left | 101 | 0 | 0 | 73 | 0 | 1 | 0 | | | | | |
| Volume Right | 0 | 61 | 0 | 0 | 0 | 0 | 53 | | | | | |
| cSH | 716 | 991 | 1700 | 1504 | 1700 | 1538 | 1700 | | | | | |
| Volume to Capacity | 0.14 | 0.06 | 0.00 | 0.05 | 0.04 | 0.00 | 0.05 | | | | | |
| Queue Length 95th (ft) | 12 | 5 | 0 | 4 | 0 | 0 | 0 | | | | | |
| Control Delay (s) | 10.9 | 8.9 | 0.0 | 7.5 | 0.0 | 7.3 | 0.0 | | | | | |
| Lane LOS | B | A | A | A | | A | | | | | | |
| Approach Delay (s) | 10.1 | | 0.0 | 3.7 | | 0.1 | | | | | | |
| Approach LOS | B | | A | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 5.5 | | | | | | | | | |
| Intersection Capacity Utilization | | | 21.5% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 5: Car Wash/Hillcrest Ave & Roosevelt Rd (IL 38)

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 5 | 1651 | 9 | 2 | 1181 | 3 | 0 | 0 | 0 | 2 | 0 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 5 | 1738 | 9 | 2 | 1243 | 3 | 0 | 0 | 0 | 2 | 0 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | TWLTL | | | | | TWLTL | | | | | | |
| Median storage veh | 2 | | | | | 2 | | | | | | |
| Upstream signal (ft) | 692 | | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.66 | | | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | |
| vC, conflicting volume | 1246 | | | 1747 | | | 2382 | 3004 | 874 | 2128 | 3007 | 623 |
| vC1, stage 1 conf vol | | | | | | | 1753 | 1753 | | 1249 | 1249 | |
| vC2, stage 2 conf vol | | | | | | | 629 | 1251 | | 879 | 1758 | |
| vCu, unblocked vol | 1246 | | | 1094 | | | 2060 | 3006 | 0 | 1674 | 3010 | 623 |
| tC, single (s) | 4.1 | | | 5.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.6 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.7 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.6 |
| p0 queue free % | 99 | | | 99 | | | 100 | 100 | 100 | 99 | 100 | 99 |
| cM capacity (veh/h) | 565 | | | 273 | | | 137 | 139 | 717 | 175 | 137 | 359 |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 | | | | |
| Volume Total | 5 | 1159 | 589 | 2 | 829 | 418 | 0 | 5 | | | | |
| Volume Left | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | | | | |
| Volume Right | 0 | 0 | 9 | 0 | 0 | 3 | 0 | 3 | | | | |
| cSH | 565 | 1700 | 1700 | 273 | 1700 | 1700 | 1700 | 252 | | | | |
| Volume to Capacity | 0.01 | 0.68 | 0.35 | 0.01 | 0.49 | 0.25 | 0.00 | 0.02 | | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | | | | |
| Control Delay (s) | 11.4 | 0.0 | 0.0 | 18.3 | 0.0 | 0.0 | 0.0 | 19.6 | | | | |
| Lane LOS | B | | | C | | | A | C | | | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 0.0 | 19.6 | | | | |
| Approach LOS | | | | | | | A | C | | | | |

| Intersection Summary | | | | | | | | | | | | | |
|-----------------------------------|--|--|-------|----------------------|--|--|--|--|---|--|--|--|--|
| Average Delay | | | 0.1 | | | | | | | | | | |
| Intersection Capacity Utilization | | | 55.9% | ICU Level of Service | | | | | B | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 6: Roosevelt Rd (IL 38) & Greenwood St

8/25/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1643 | 1221 | 4 | 0 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 1 | 1748 | 1299 | 4 | 0 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLT | TWLT | | | |
| Median storage veh | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1086 | | | |
| pX, platoon unblocked | 0.77 | | | | 0.77 | 0.77 |
| vC, conflicting volume | 1303 | | | | 2177 | 652 |
| vC1, stage 1 conf vol | | | | | 1301 | |
| vC2, stage 2 conf vol | | | | | 876 | |
| vCu, unblocked vol | 799 | | | | 1933 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 642 | | | | 236 | 841 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|------------------------|------|------|------|------|------|------|
| Volume Total | 1 | 874 | 874 | 866 | 437 | 2 |
| Volume Left | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 4 | 2 |
| cSH | 642 | 1700 | 1700 | 1700 | 1700 | 841 |
| Volume to Capacity | 0.00 | 0.51 | 0.51 | 0.51 | 0.26 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 9.3 |
| Lane LOS | B | | | | | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 9.3 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | | | | |
|-----------------------------------|--|--|-------|----------------------|--|---|
| Average Delay | | | 0.0 | | | |
| Intersection Capacity Utilization | | | 55.4% | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | |

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 76 | 1318 | 90 | 147 | 1446 | 88 | 149 | 139 | 140 | 132 | 97 | 35 |
| 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) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.990 | | | 0.991 | | | | 0.850 | | 0.960 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3508 | 0 | 1805 | 3544 | 0 | 1787 | 1863 | 1599 | 1752 | 1796 | 0 |
| Flt Permitted | 0.055 | | | 0.052 | | | 0.547 | | | 0.607 | | |
| Satd. Flow (perm) | 104 | 3508 | 0 | 99 | 3544 | 0 | 1029 | 1863 | 1599 | 1120 | 1796 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 6 | | | | 94 | | 11 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 737 | | | 692 | | | 347 | | | 1094 | |
| Travel Time (s) | | 14.4 | | | 13.5 | | | 7.9 | | | 24.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 2% | 0% | 0% | 1% | 0% | 1% | 2% | 1% | 3% | 1% | 3% |
| 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) | 80 | 1482 | 0 | 155 | 1615 | 0 | 157 | 146 | 147 | 139 | 139 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 14.0 | 75.0 | | 21.0 | 82.0 | | 20.0 | 37.0 | 21.0 | 17.0 | 34.0 | |
| Total Split (%) | 9.3% | 50.0% | | 14.0% | 54.7% | | 13.3% | 24.7% | 14.0% | 11.3% | 22.7% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 84.0 | 73.2 | | 92.2 | 78.2 | | 48.8 | 32.1 | 51.4 | 45.2 | 30.3 | |
| Actuated g/C Ratio | 0.56 | 0.49 | | 0.61 | 0.52 | | 0.33 | 0.21 | 0.34 | 0.30 | 0.20 | |
| v/c Ratio | 0.53 | 0.86 | | 0.73 | 0.87 | | 0.39 | 0.37 | 0.24 | 0.36 | 0.37 | |

Weekday PM - Existing
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

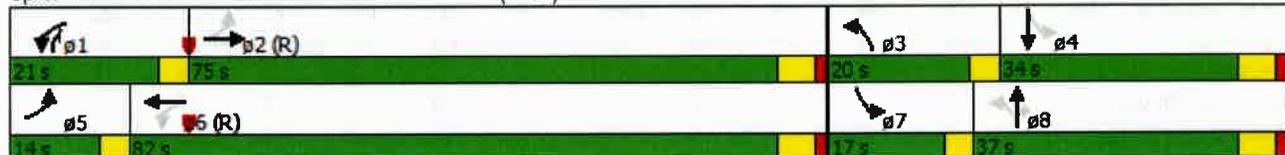
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| Control Delay | 33.9 | 40.8 | | 64.5 | 24.1 | | 39.4 | 53.9 | 14.0 | 39.0 | 51.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 33.9 | 40.8 | | 64.5 | 24.1 | | 39.4 | 53.9 | 14.0 | 39.0 | 51.6 | |
| LOS | C | D | | E | C | | D | D | B | D | D | |
| Approach Delay | | 40.4 | | | 27.6 | | | 35.8 | | | 45.3 | |
| Approach LOS | | D | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 30 | 664 | | 117 | 261 | | 112 | 124 | 36 | 98 | 110 | |
| Queue Length 95th (ft) | 82 | 815 | | m157 | 604 | | 173 | 195 | 87 | 156 | 182 | |
| Internal Link Dist (ft) | | 657 | | | 612 | | | 267 | | | 1014 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 178 | 1715 | | 260 | 1850 | | 427 | 399 | 651 | 402 | 372 | |
| 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 | 0.45 | 0.86 | | 0.60 | 0.87 | | 0.37 | 0.37 | 0.23 | 0.35 | 0.37 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 43 (29%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 34.7
 Intersection LOS: C
 Intersection Capacity Utilization 79.6%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Rd & Roosevelt Rd (IL 38)



Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 116 | 1387 | 38 | 54 | 1558 | 94 | 97 | 98 | 65 | 240 | 92 | 127 |
| 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) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.996 | | | 0.991 | | | | 0.850 | | 0.913 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3524 | 0 | 1770 | 3542 | 0 | 1770 | 1863 | 1615 | 1787 | 1725 | 0 |
| Flt Permitted | 0.045 | | | 0.104 | | | 0.468 | | | 0.505 | | |
| Satd. Flow (perm) | 86 | 3524 | 0 | 194 | 3542 | 0 | 872 | 1863 | 1615 | 950 | 1725 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 7 | | | | 73 | | 39 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 715 | | | 336 | | | 376 | |
| Travel Time (s) | | 21.2 | | | 13.9 | | | 7.6 | | | 8.5 | |
| 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% | 2% | 3% | 2% | 1% | 1% | 2% | 2% | 0% | 1% | 0% | 1% |
| 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) | 120 | 1469 | 0 | 56 | 1703 | 0 | 100 | 101 | 67 | 247 | 226 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 17.0 | 92.0 | | 14.0 | 89.0 | | 14.0 | 22.0 | 14.0 | 22.0 | 30.0 | |
| Total Split (%) | 11.3% | 61.3% | | 9.3% | 59.3% | | 9.3% | 14.7% | 9.3% | 14.7% | 20.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 101.7 | 89.5 | | 95.6 | 86.0 | | 29.0 | 16.6 | 29.7 | 40.5 | 24.6 | |
| Actuated g/C Ratio | 0.68 | 0.60 | | 0.64 | 0.57 | | 0.19 | 0.11 | 0.20 | 0.27 | 0.16 | |
| v/c Ratio | 0.67 | 0.70 | | 0.28 | 0.84 | | 0.44 | 0.49 | 0.18 | 0.70 | 0.72 | |

Weekday PM - Existing
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings
 2: Main St & Roosevelt Rd (IL 38)

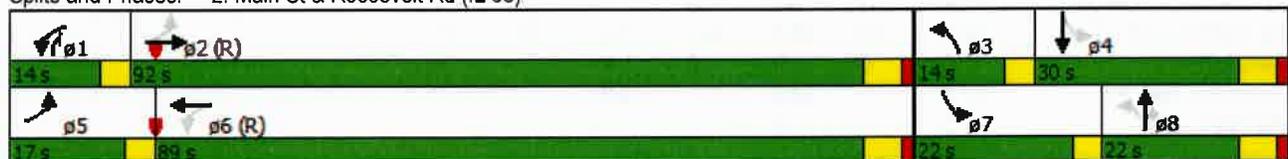
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|------|
| Control Delay | 33.3 | 47.5 | | 11.8 | 31.4 | | 49.6 | 71.9 | 9.8 | 58.1 | 62.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 33.3 | 47.5 | | 11.8 | 31.4 | | 49.6 | 71.9 | 9.8 | 58.1 | 62.8 | |
| LOS | C | D | | B | C | | D | E | A | E | E | |
| Approach Delay | | 46.4 | | | 30.8 | | | 48.0 | | | | 60.3 |
| Approach LOS | | D | | | C | | | D | | | | E |
| Queue Length 50th (ft) | 85 | 732 | | 17 | 695 | | 76 | 95 | 0 | 206 | 178 | |
| Queue Length 95th (ft) | m95 | 854 | | 32 | 843 | | 129 | 160 | 38 | 299 | #280 | |
| Internal Link Dist (ft) | | 1006 | | | 635 | | | 256 | | | 296 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 213 | 2102 | | 238 | 2034 | | 235 | 206 | 413 | 359 | 315 | |
| 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 | 0.56 | 0.70 | | 0.24 | 0.84 | | 0.43 | 0.49 | 0.16 | 0.69 | 0.72 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 41.4
 Intersection LOS: D
 Intersection Capacity Utilization 87.6%
 ICU Level of Service E
 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: Main St & Roosevelt Rd (IL 38)



HCM Unsignalized Intersection Capacity Analysis 3: Lambert Rd & Taft Ave

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 10 | 52 | 14 | 98 | 100 | 98 | 9 | 264 | 60 | 34 | 276 | 25 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 11 | 56 | 15 | 105 | 108 | 105 | 10 | 284 | 65 | 37 | 297 | 27 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 347 | |
| pX, platoon unblocked | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | | 0.91 | | | | | |
| vC, conflicting volume | 704 | 751 | 310 | 762 | 732 | 174 | 324 | | | 348 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 626 | 678 | 194 | 690 | 657 | 174 | 208 | | | 348 | | |
| tC, single (s) | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 95 | 83 | 98 | 58 | 68 | 88 | 99 | | | 97 | | |
| cM capacity (veh/h) | 218 | 327 | 728 | 253 | 339 | 845 | 1252 | | | 1222 | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | | | | | |
| Volume Total | 11 | 71 | 105 | 213 | 152 | 206 | 360 | | | | | |
| Volume Left | 11 | 0 | 105 | 0 | 10 | 0 | 37 | | | | | |
| Volume Right | 0 | 15 | 0 | 105 | 0 | 65 | 27 | | | | | |
| cSH | 218 | 370 | 253 | 482 | 1252 | 1700 | 1222 | | | | | |
| Volume to Capacity | 0.05 | 0.19 | 0.42 | 0.44 | 0.01 | 0.12 | 0.03 | | | | | |
| Queue Length 95th (ft) | 4 | 17 | 49 | 56 | 1 | 0 | 2 | | | | | |
| Control Delay (s) | 22.3 | 17.0 | 29.1 | 18.2 | 0.6 | 0.0 | 1.1 | | | | | |
| Lane LOS | C | C | D | C | A | | A | | | | | |
| Approach Delay (s) | 17.7 | | 21.8 | | 0.2 | | 1.1 | | | | | |
| Approach LOS | C | | C | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 7.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 49.5% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis

4: Main St & Taft Ave/Access

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 91 | 5 | 125 | 0 | 0 | 11 | 142 | 146 | 0 | 19 | 98 | 68 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 95 | 5 | 130 | 0 | 0 | 11 | 148 | 152 | 0 | 20 | 102 | 71 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | TWLTL | | | None | | |
| Median storage veh | | | | | | | 2 | | | | | |
| Upstream signal (ft) | | | | | | | | | | 336 | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 636 | 625 | 138 | 722 | 660 | 152 | 173 | | | 152 | | |
| vC1, stage 1 conf vol | 177 | 177 | | 448 | 448 | | | | | | | |
| vC2, stage 2 conf vol | 459 | 448 | | 274 | 212 | | | | | | | |
| vCu, unblocked vol | 636 | 625 | 138 | 722 | 660 | 152 | 173 | | | 152 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 80 | 99 | 86 | 100 | 100 | 99 | 90 | | | 99 | | |
| cM capacity (veh/h) | 475 | 473 | 911 | 409 | 462 | 899 | 1416 | | | 1441 | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | | | | | |
| Volume Total | 95 | 135 | 11 | 148 | 152 | 20 | 173 | | | | | |
| Volume Left | 95 | 0 | 0 | 148 | 0 | 20 | 0 | | | | | |
| Volume Right | 0 | 130 | 11 | 0 | 0 | 0 | 71 | | | | | |
| cSH | 475 | 880 | 899 | 1416 | 1700 | 1441 | 1700 | | | | | |
| Volume to Capacity | 0.20 | 0.15 | 0.01 | 0.10 | 0.09 | 0.01 | 0.10 | | | | | |
| Queue Length 95th (ft) | 18 | 14 | 1 | 9 | 0 | 1 | 0 | | | | | |
| Control Delay (s) | 14.5 | 9.8 | 9.1 | 7.8 | 0.0 | 7.5 | 0.0 | | | | | |
| Lane LOS | B | A | A | A | | A | | | | | | |
| Approach Delay (s) | 11.7 | | 9.1 | 3.9 | | 0.8 | | | | | | |
| Approach LOS | B | | A | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 5.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 38.9% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 5: Car Wash/Hillcrest Ave & Roosevelt Rd (IL 38)

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------|------|------|-------|------|-------|----------------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 7 | 1592 | 7 | 8 | 1716 | 26 | 1 | 0 | 5 | 9 | 0 | 22 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 7 | 1658 | 7 | 8 | 1788 | 27 | 1 | 0 | 5 | 9 | 0 | 23 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | TWLTL | | | | | TWLTL | | | | | | |
| Median storage veh | 2 | | | | | 2 | | | | | | |
| Upstream signal (ft) | 692 | | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.62 | | | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| vC, conflicting volume | 1815 | | | 1666 | | | 2610 | 3508 | 833 | 2667 | 3498 | 907 |
| vC1, stage 1 conf vol | | | | | | | 1677 | 1677 | | 1818 | 1818 | |
| vC2, stage 2 conf vol | | | | | | | 933 | 1831 | | 849 | 1680 | |
| vCu, unblocked vol | 1815 | | | 851 | | | 2372 | 3818 | 0 | 2463 | 3802 | 907 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 98 | | | 99 | 100 | 99 | 88 | 100 | 92 |
| cM capacity (veh/h) | 343 | | | 494 | | | 145 | 99 | 678 | 78 | 103 | 282 |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 | | | | |
| Volume Total | 7 | 1106 | 560 | 8 | 1192 | 623 | 6 | 32 | | | | |
| Volume Left | 7 | 0 | 0 | 8 | 0 | 0 | 1 | 9 | | | | |
| Volume Right | 0 | 0 | 7 | 0 | 0 | 27 | 5 | 23 | | | | |
| cSH | 343 | 1700 | 1700 | 494 | 1700 | 1700 | 421 | 161 | | | | |
| Volume to Capacity | 0.02 | 0.65 | 0.33 | 0.02 | 0.70 | 0.37 | 0.01 | 0.20 | | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 18 | | | | |
| Control Delay (s) | 15.7 | 0.0 | 0.0 | 12.4 | 0.0 | 0.0 | 13.7 | 33.0 | | | | |
| Lane LOS | C | | | B | | | B | D | | | | |
| Approach Delay (s) | 0.1 | | | 0.1 | | | 13.7 | 33.0 | | | | |
| Approach LOS | | | | | | | B | D | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | | 0.4 | | | | | | | | |
| Intersection Capacity Utilization | | | | 58.3% | | | ICU Level of Service | | | B | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
6: Roosevelt Rd (IL 38) & Greenwood St

8/25/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↵ | ↑↑ | ↑↵ | | ↵ | |
| Volume (veh/h) | 2 | 1579 | 1719 | 5 | 4 | 10 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 2 | 1662 | 1809 | 5 | 4 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLT | TWLT | | | |
| Median storage (veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1086 | | | |
| pX, platoon unblocked | 0.59 | | | | 0.59 | 0.59 |
| vC, conflicting volume | 1815 | | | | 2647 | 907 |
| vC1, stage 1 conf vol | | | | | 1812 | |
| vC2, stage 2 conf vol | | | | | 835 | |
| vCu, unblocked vol | 975 | | | | 2398 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 7.1 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.4 |
| p0 queue free % | 99 | | | | 97 | 98 |
| cM capacity (veh/h) | 419 | | | | 167 | 620 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|------------------------|------|------|------|------|------|------|
| Volume Total | 2 | 831 | 831 | 1206 | 608 | 15 |
| Volume Left | 2 | 0 | 0 | 0 | 0 | 4 |
| Volume Right | 0 | 0 | 0 | 0 | 5 | 11 |
| cSH | 419 | 1700 | 1700 | 1700 | 1700 | 349 |
| Volume to Capacity | 0.01 | 0.49 | 0.49 | 0.71 | 0.36 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 3 |
| Control Delay (s) | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15.8 |
| Lane LOS | B | | | | | C |
| Approach Delay (s) | 0.0 | | | 0.0 | | 15.8 |
| Approach LOS | | | | | | C |

| Intersection Summary | | | | | | |
|-----------------------------------|--|--|-------|----------------------|--|---|
| Average Delay | | | 0.1 | | | |
| Intersection Capacity Utilization | | | 57.7% | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | |

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 44 | 1256 | 79 | 110 | 1173 | 70 | 99 | 79 | 147 | 116 | 56 | 41 |
| 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) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.991 | | | 0.992 | | | | 0.850 | | 0.937 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3542 | 0 | 1787 | 3546 | 0 | 1787 | 1863 | 1599 | 1805 | 1760 | 0 |
| Flt Permitted | 0.141 | | | 0.093 | | | 0.694 | | | 0.690 | | |
| Satd. Flow (perm) | 268 | 3542 | 0 | 175 | 3546 | 0 | 1306 | 1863 | 1599 | 1311 | 1760 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 7 | | | | 122 | | 24 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 737 | | | 692 | | | 347 | | | 1094 | |
| Travel Time (s) | | 14.4 | | | 13.5 | | | 7.9 | | | 24.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 0% | 2% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 44 | 1349 | 0 | 111 | 1256 | 0 | 100 | 80 | 148 | 117 | 98 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 13.0 | 70.0 | | 16.0 | 73.0 | | 16.0 | 28.0 | 16.0 | 16.0 | 28.0 | |
| Total Split (%) | 10.0% | 53.8% | | 12.3% | 56.2% | | 12.3% | 21.5% | 12.3% | 12.3% | 21.5% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effect Green (s) | 76.7 | 67.5 | | 81.6 | 71.7 | | 36.5 | 23.6 | 38.6 | 37.5 | 24.1 | |
| Actuated g/C Ratio | 0.59 | 0.52 | | 0.63 | 0.55 | | 0.28 | 0.18 | 0.30 | 0.29 | 0.19 | |
| v/c Ratio | 0.19 | 0.73 | | 0.50 | 0.64 | | 0.25 | 0.24 | 0.26 | 0.28 | 0.28 | |

Saturday Midday - Existing
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

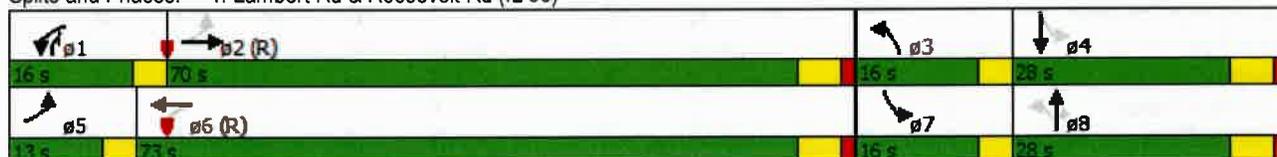
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| Control Delay | 11.0 | 27.4 | | 15.8 | 20.6 | | 34.6 | 48.5 | 10.0 | 35.1 | 37.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 11.0 | 27.4 | | 15.8 | 20.6 | | 34.6 | 48.5 | 10.0 | 35.1 | 37.5 | |
| LOS | B | C | | B | C | | C | D | A | D | D | |
| Approach Delay | | 26.9 | | | 20.2 | | | 26.9 | | | 36.2 | |
| Approach LOS | | C | | | C | | | C | | | D | |
| Queue Length 50th (ft) | 13 | 444 | | 28 | 513 | | 61 | 59 | 16 | 73 | 54 | |
| Queue Length 95th (ft) | 28 | 568 | | m25 | 595 | | 108 | 108 | 66 | 123 | 110 | |
| Internal Link Dist (ft) | | 657 | | | 612 | | | 267 | | | 1014 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 276 | 1843 | | 266 | 1957 | | 431 | 338 | 600 | 437 | 345 | |
| 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 | 0.16 | 0.73 | | 0.42 | 0.64 | | 0.23 | 0.24 | 0.25 | 0.27 | 0.28 | |

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 46 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 24.7
 Intersection LOS: C
 Intersection Capacity Utilization 69.8%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Rd & Roosevelt Rd (IL 38)



Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 106 | 1365 | 31 | 45 | 1281 | 123 | 71 | 68 | 65 | 196 | 53 | 109 |
| 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) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.997 | | | 0.987 | | | | 0.850 | | 0.899 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3564 | 0 | 1770 | 3528 | 0 | 1805 | 1900 | 1568 | 1805 | 1697 | 0 |
| Flt Permitted | 0.070 | | | 0.094 | | | 0.653 | | | 0.610 | | |
| Satd. Flow (perm) | 133 | 3564 | 0 | 175 | 3528 | 0 | 1241 | 1900 | 1568 | 1159 | 1697 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 11 | | | | 84 | | 70 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 715 | | | 336 | | | 376 | |
| Travel Time (s) | | 21.2 | | | 13.9 | | | 7.6 | | | 8.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 1% | 0% | 2% | 1% | 1% | 0% | 0% | 3% | 0% | 2% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 107 | 1410 | 0 | 45 | 1418 | 0 | 72 | 69 | 66 | 198 | 164 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 17.0 | 71.0 | | 14.0 | 68.0 | | 14.0 | 24.0 | 14.0 | 21.0 | 31.0 | |
| Total Split (%) | 13.1% | 54.6% | | 10.8% | 52.3% | | 10.8% | 18.5% | 10.8% | 16.2% | 23.8% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 80.7 | 70.6 | | 75.5 | 66.2 | | 31.6 | 20.3 | 33.0 | 41.5 | 28.6 | |
| Actuated g/C Ratio | 0.62 | 0.54 | | 0.58 | 0.51 | | 0.24 | 0.16 | 0.25 | 0.32 | 0.22 | |
| v/c Ratio | 0.53 | 0.73 | | 0.24 | 0.79 | | 0.21 | 0.23 | 0.14 | 0.44 | 0.38 | |

Saturday Midday - Existing
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

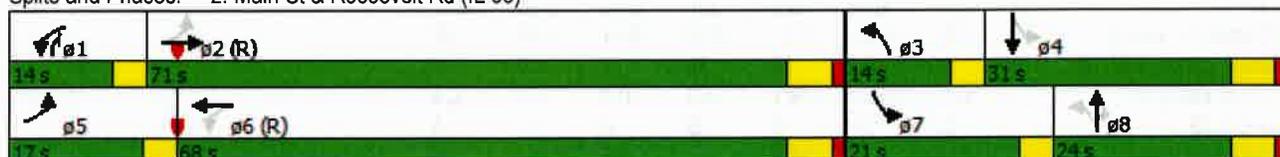
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|------|
| Control Delay | 39.6 | 12.2 | | 12.9 | 30.3 | | 33.6 | 51.7 | 5.4 | 37.5 | 28.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 39.6 | 12.2 | | 12.9 | 30.3 | | 33.6 | 51.7 | 5.4 | 37.5 | 28.6 | |
| LOS | D | B | | B | C | | C | D | A | D | C | |
| Approach Delay | | 14.1 | | | 29.7 | | | 30.6 | | | | 33.5 |
| Approach LOS | | B | | | C | | | C | | | | C |
| Queue Length 50th (ft) | 29 | 353 | | 14 | 490 | | 43 | 52 | 0 | 128 | 68 | |
| Queue Length 95th (ft) | m73 | 265 | | 29 | 634 | | 81 | 100 | 25 | 196 | 140 | |
| Internal Link Dist (ft) | | 1006 | | | 635 | | | 256 | | | 296 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 257 | 1935 | | 235 | 1802 | | 362 | 296 | 503 | 456 | 428 | |
| 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 | 0.42 | 0.73 | | 0.19 | 0.79 | | 0.20 | 0.23 | 0.13 | 0.43 | 0.38 | |

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 98 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 23.5
 Intersection LOS: C
 Intersection Capacity Utilization 76.3%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Main St & Roosevelt Rd (IL 38)



HCM Unsignalized Intersection Capacity Analysis 3: Lambert Rd & Taft Ave

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 26 | 40 | 21 | 62 | 82 | 68 | 10 | 221 | 52 | 22 | 215 | 26 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 28 | 43 | 23 | 67 | 89 | 74 | 11 | 240 | 57 | 24 | 234 | 28 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | None | | | None | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | 347 |
| pX, platoon unblocked | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 | | | | | |
| vC, conflicting volume | 556 | 614 | 248 | 630 | 600 | 148 | 262 | | | | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 535 | 595 | 220 | 611 | 580 | 148 | 235 | | | | | |
| tC, single (s) | 7.7 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | | | |
| p0 queue free % | 91 | 89 | 97 | 79 | 78 | 92 | 99 | | | | | |
| cM capacity (veh/h) | 303 | 400 | 773 | 322 | 408 | 875 | 1316 | | | | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | | | | | |
| Volume Total | 28 | 66 | 67 | 163 | 131 | 177 | 286 | | | | | |
| Volume Left | 28 | 0 | 67 | 0 | 11 | 0 | 24 | | | | | |
| Volume Right | 0 | 23 | 0 | 74 | 0 | 57 | 28 | | | | | |
| cSH | 303 | 480 | 322 | 538 | 1316 | 1700 | 1276 | | | | | |
| Volume to Capacity | 0.09 | 0.14 | 0.21 | 0.30 | 0.01 | 0.10 | 0.02 | | | | | |
| Queue Length 95th (ft) | 8 | 12 | 19 | 32 | 1 | 0 | 1 | | | | | |
| Control Delay (s) | 18.1 | 13.7 | 19.1 | 14.6 | 0.7 | 0.0 | 0.8 | | | | | |
| Lane LOS | C | B | C | B | A | | A | | | | | |
| Approach Delay (s) | 15.0 | | 15.9 | | 0.3 | | 0.8 | | | | | |
| Approach LOS | C | | C | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 5.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 47.3% | | ICU Level of Service | | | A | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis

4: Main St & Taft Ave/Access

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 86 | 4 | 77 | 0 | 1 | 3 | 110 | 111 | 1 | 13 | 50 | 66 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 91 | 4 | 81 | 0 | 1 | 3 | 116 | 117 | 1 | 14 | 53 | 69 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | TWLTL | | | | None | |
| Median storage veh | | | | | | | 2 | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 336 | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 467 | 464 | 87 | 512 | 498 | 117 | 122 | | | 118 | | |
| vC1, stage 1 conf vol | 115 | 115 | | 349 | 349 | | | | | | | |
| vC2, stage 2 conf vol | 352 | 349 | | 163 | 149 | | | | | | | |
| vCu, unblocked vol | 467 | 464 | 87 | 512 | 498 | 117 | 122 | | | 118 | | |
| tC, single (s) | 7.1 | 6.8 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.8 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.2 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 84 | 99 | 92 | 100 | 100 | 100 | 92 | | | 99 | | |
| cM capacity (veh/h) | 575 | 513 | 977 | 543 | 540 | 940 | 1471 | | | 1483 | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | | | | | |
| Volume Total | 91 | 85 | 4 | 116 | 118 | 14 | 122 | | | | | |
| Volume Left | 91 | 0 | 0 | 116 | 0 | 14 | 0 | | | | | |
| Volume Right | 0 | 81 | 3 | 0 | 1 | 0 | 69 | | | | | |
| cSH | 575 | 935 | 793 | 1471 | 1700 | 1483 | 1700 | | | | | |
| Volume to Capacity | 0.16 | 0.09 | 0.01 | 0.08 | 0.07 | 0.01 | 0.07 | | | | | |
| Queue Length 95th (ft) | 14 | 8 | 0 | 6 | 0 | 1 | 0 | | | | | |
| Control Delay (s) | 12.4 | 9.2 | 9.6 | 7.7 | 0.0 | 7.5 | 0.0 | | | | | |
| Lane LOS | B | A | A | A | | A | | | | | | |
| Approach Delay (s) | 10.9 | | 9.6 | 3.8 | | 0.8 | | | | | | |
| Approach LOS | B | | A | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 5.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 30.9% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 5: Car Wash/Hillcrest Ave & Roosevelt Rd (IL 38)

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------|------|------|-------|------|-------|----------------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 10 | 1488 | 16 | 9 | 1375 | 18 | 3 | 0 | 11 | 6 | 0 | 34 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 10 | 1534 | 16 | 9 | 1418 | 19 | 3 | 0 | 11 | 6 | 0 | 35 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | TWLTL | | | | | TWLTL | | | | | | |
| Median storage (veh) | 2 | | | | | 2 | | | | | | |
| Upstream signal (ft) | 692 | | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.70 | | | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 |
| vC, conflicting volume | 1436 | | | 1551 | | | 2325 | 3018 | 775 | 2244 | 3016 | 718 |
| vC1, stage 1 conf vol | | | | | | | 1563 | 1563 | | 1445 | 1445 | |
| vC2, stage 2 conf vol | | | | | | | 762 | 1455 | | 799 | 1571 | |
| vCu, unblocked vol | 1436 | | | 933 | | | 2038 | 3025 | 0 | 1923 | 3024 | 718 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 98 | | | 98 | 100 | 99 | 95 | 100 | 91 |
| cM capacity (veh/h) | 479 | | | 520 | | | 159 | 136 | 765 | 133 | 138 | 369 |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 | | | | |
| Volume Total | 10 | 1023 | 528 | 9 | 945 | 491 | 14 | 41 | | | | |
| Volume Left | 10 | 0 | 0 | 9 | 0 | 0 | 3 | 6 | | | | |
| Volume Right | 0 | 0 | 16 | 0 | 0 | 19 | 11 | 35 | | | | |
| cSH | 479 | 1700 | 1700 | 520 | 1700 | 1700 | 422 | 291 | | | | |
| Volume to Capacity | 0.02 | 0.60 | 0.31 | 0.02 | 0.56 | 0.29 | 0.03 | 0.14 | | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 12 | | | | |
| Control Delay (s) | 12.7 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 13.8 | 19.4 | | | | |
| Lane LOS | B | | | B | | | B | C | | | | |
| Approach Delay (s) | 0.1 | | | 0.1 | | | 13.8 | 19.4 | | | | |
| Approach LOS | | | | | | | B | C | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | | 0.4 | | | | | | | | |
| Intersection Capacity Utilization | | | | 51.6% | | | ICU Level of Service | | | A | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis

6: Roosevelt Rd (IL 38) & Greenwood St

8/25/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|-------|-------|------|------|------|
| Lane Configurations | ↵ | ↑↑ | ↑↵ | | ↵ | |
| Volume (veh/h) | 4 | 1505 | 1381 | 3 | 11 | 15 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Hourly flow rate (vph) | 4 | 1520 | 1395 | 3 | 11 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1086 | | | |
| pX, platoon unblocked | 0.68 | | | | 0.68 | 0.68 |
| vC, conflicting volume | 1398 | | | | 2165 | 699 |
| vC1, stage 1 conf vol | | | | | 1396 | |
| vC2, stage 2 conf vol | | | | | 768 | |
| vCu, unblocked vol | 631 | | | | 1765 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 7.0 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.4 |
| p0 queue free % | 99 | | | | 96 | 98 |
| cM capacity (veh/h) | 650 | | | | 259 | 722 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|------------------------|------|------|------|------|------|------|
| Volume Total | 4 | 760 | 760 | 930 | 468 | 26 |
| Volume Left | 4 | 0 | 0 | 0 | 0 | 11 |
| Volume Right | 0 | 0 | 0 | 0 | 3 | 15 |
| cSH | 650 | 1700 | 1700 | 1700 | 1700 | 411 |
| Volume to Capacity | 0.01 | 0.45 | 0.45 | 0.55 | 0.28 | 0.06 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 5 |
| Control Delay (s) | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 |
| Lane LOS | B | | | | | B |
| Approach Delay (s) | 0.0 | | | 0.0 | | 14.4 |
| Approach LOS | | | | | | B |

| Intersection Summary | | | | | | |
|-----------------------------------|--|--|-------|----------------------|--|---|
| Average Delay | | | 0.1 | | | |
| Intersection Capacity Utilization | | | 51.6% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 40 | 1452 | 81 | 82 | 1120 | 34 | 107 | 57 | 174 | 122 | 85 | 24 |
| Ideal Flow (vphp) | 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) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.992 | | | 0.996 | | | | 0.850 | | 0.967 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3449 | 0 | 1770 | 3398 | 0 | 1752 | 1827 | 1599 | 1787 | 1788 | 0 |
| Flt Permitted | 0.165 | | | 0.061 | | | 0.669 | | | 0.665 | | |
| Satd. Flow (perm) | 304 | 3449 | 0 | 114 | 3398 | 0 | 1234 | 1827 | 1599 | 1251 | 1788 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 3 | | | | 87 | | 8 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 737 | | | 692 | | | 347 | | | 1094 | |
| Travel Time (s) | | 14.4 | | | 13.5 | | | 7.9 | | | 24.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 4% | 1% | 2% | 6% | 0% | 3% | 4% | 1% | 1% | 1% | 9% |
| 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) | 42 | 1613 | 0 | 86 | 1215 | 0 | 113 | 60 | 183 | 128 | 114 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 14.0 | 89.0 | | 15.0 | 90.0 | | 15.0 | 28.0 | 15.0 | 18.0 | 31.0 | |
| Total Split (%) | 9.3% | 59.3% | | 10.0% | 60.0% | | 10.0% | 18.7% | 10.0% | 12.0% | 20.7% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 95.2 | 86.0 | | 99.4 | 89.6 | | 37.1 | 23.8 | 38.3 | 40.9 | 25.7 | |
| Actuated g/C Ratio | 0.63 | 0.57 | | 0.66 | 0.60 | | 0.25 | 0.16 | 0.26 | 0.27 | 0.17 | |
| v/c Ratio | 0.16 | 0.82 | | 0.51 | 0.60 | | 0.33 | 0.21 | 0.39 | 0.33 | 0.36 | |

Weekday AM - Future
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

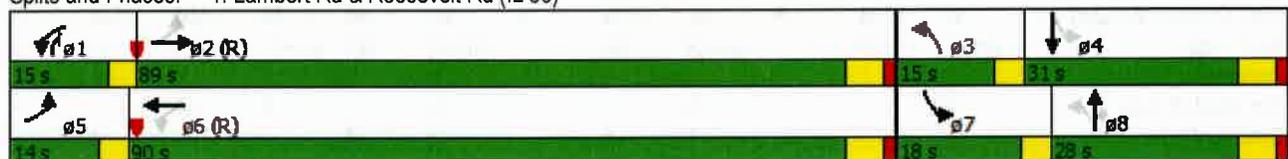
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| Control Delay | 10.0 | 30.2 | | 33.2 | 25.5 | | 44.5 | 58.1 | 26.3 | 44.3 | 55.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 10.0 | 30.2 | | 33.2 | 25.5 | | 44.5 | 58.1 | 26.3 | 44.3 | 55.1 | |
| LOS | A | C | | C | C | | D | E | C | D | E | |
| Approach Delay | | 29.7 | | | 26.0 | | | 37.4 | | | 49.4 | |
| Approach LOS | | C | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 13 | 634 | | 49 | 365 | | 85 | 52 | 77 | 97 | 93 | |
| Queue Length 95th (ft) | 27 | 783 | | m92 | 478 | | 141 | 99 | 148 | 156 | 158 | |
| Internal Link Dist (ft) | | 657 | | | 612 | | | 267 | | | 1014 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 301 | 1979 | | 203 | 2031 | | 350 | 289 | 503 | 404 | 313 | |
| 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 | 0.14 | 0.82 | | 0.42 | 0.60 | | 0.32 | 0.21 | 0.36 | 0.32 | 0.36 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 28 (19%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 30.4
 Intersection LOS: C
 Intersection Capacity Utilization 74.0%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Rd & Roosevelt Rd (IL 38)



Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 87 | 1640 | 19 | 41 | 1205 | 72 | 41 | 41 | 71 | 175 | 40 | 84 |
| 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) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.998 | | | 0.992 | | | | 0.850 | | 0.899 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3497 | 0 | 1805 | 3412 | 0 | 1770 | 1810 | 1568 | 1752 | 1652 | 0 |
| Flt Permitted | 0.126 | | | 0.053 | | | 0.673 | | | 0.618 | | |
| Satd. Flow (perm) | 235 | 3497 | 0 | 101 | 3412 | 0 | 1254 | 1810 | 1568 | 1140 | 1652 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 7 | | | | 49 | | 58 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 715 | | | 336 | | | 376 | |
| Travel Time (s) | | 21.2 | | | 13.9 | | | 7.6 | | | 8.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 3% | 6% | 0% | 5% | 4% | 2% | 5% | 3% | 3% | 0% | 5% |
| 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) | 93 | 1765 | 0 | 44 | 1359 | 0 | 44 | 44 | 76 | 186 | 132 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 14.0 | 95.0 | | 14.0 | 95.0 | | 14.0 | 25.0 | 14.0 | 16.0 | 27.0 | |
| Total Split (%) | 9.3% | 63.3% | | 9.3% | 63.3% | | 9.3% | 16.7% | 9.3% | 10.7% | 18.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 103.3 | 92.8 | | 100.7 | 91.6 | | 29.8 | 19.0 | 31.7 | 37.1 | 25.1 | |
| Actuated g/C Ratio | 0.69 | 0.62 | | 0.67 | 0.61 | | 0.20 | 0.13 | 0.21 | 0.25 | 0.17 | |
| v/c Ratio | 0.38 | 0.82 | | 0.31 | 0.65 | | 0.16 | 0.19 | 0.21 | 0.56 | 0.41 | |

Weekday AM - Future
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

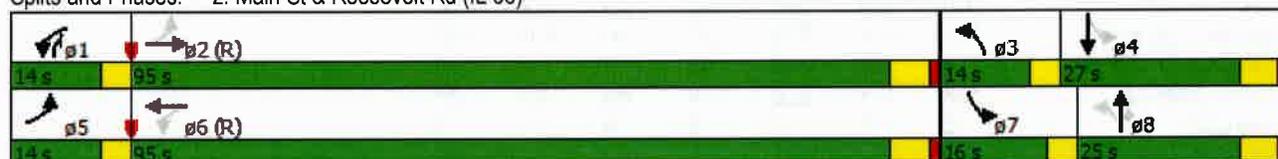
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| Control Delay | 10.9 | 18.8 | | 12.7 | 20.8 | | 45.1 | 61.1 | 21.8 | 55.0 | 36.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 10.9 | 18.8 | | 12.7 | 20.8 | | 45.1 | 61.1 | 21.8 | 55.0 | 36.5 | |
| LOS | B | B | | B | C | | D | E | C | D | D | |
| Approach Delay | | 18.4 | | | 20.6 | | | 38.6 | | | 47.3 | |
| Approach LOS | | B | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 21 | 330 | | 12 | 430 | | 33 | 39 | 21 | 154 | 65 | |
| Queue Length 95th (ft) | m41 | 495 | | 24 | 521 | | 68 | 79 | 67 | 232 | 139 | |
| Internal Link Dist (ft) | | 1006 | | | 635 | | | 256 | | | 296 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 272 | 2164 | | 189 | 2085 | | 303 | 229 | 408 | 333 | 324 | |
| 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 | 0.34 | 0.82 | | 0.23 | 0.65 | | 0.15 | 0.19 | 0.19 | 0.56 | 0.41 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 38 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 22.6
 Intersection LOS: C
 Intersection Capacity Utilization 79.0%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Main St & Roosevelt Rd (IL 38)



HCM Unsignalized Intersection Capacity Analysis

3: Lambert Rd & Taft Ave

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 15 | 81 | 18 | 34 | 30 | 57 | 9 | 272 | 66 | 16 | 213 | 10 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 17 | 92 | 20 | 39 | 34 | 65 | 10 | 309 | 75 | 18 | 242 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | 347 |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | | | | | |
| vC, conflicting volume | 541 | 689 | 248 | 718 | 657 | 192 | 253 | | | 384 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 489 | 644 | 179 | 675 | 611 | 192 | 185 | | | 384 | | |
| tC, single (s) | 7.8 | 6.5 | 7.3 | 7.5 | 6.6 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.5 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 95 | 75 | 97 | 85 | 91 | 92 | 99 | | | 98 | | |
| cM capacity (veh/h) | 350 | 361 | 744 | 250 | 375 | 823 | 1329 | | | 1185 | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | | | | | |
| Volume Total | 17 | 112 | 39 | 99 | 165 | 230 | 272 | | | | | |
| Volume Left | 17 | 0 | 39 | 0 | 10 | 0 | 18 | | | | | |
| Volume Right | 0 | 20 | 0 | 65 | 0 | 75 | 11 | | | | | |
| cSH | 350 | 398 | 250 | 583 | 1329 | 1700 | 1185 | | | | | |
| Volume to Capacity | 0.05 | 0.28 | 0.15 | 0.17 | 0.01 | 0.14 | 0.02 | | | | | |
| Queue Length 95th (ft) | 4 | 29 | 13 | 15 | 1 | 0 | 1 | | | | | |
| Control Delay (s) | 15.8 | 17.6 | 22.0 | 12.4 | 0.5 | 0.0 | 0.7 | | | | | |
| Lane LOS | C | C | C | B | A | | A | | | | | |
| Approach Delay (s) | 17.3 | | 15.1 | | 0.2 | | 0.7 | | | | | |
| Approach LOS | C | | C | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 4.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 40.3% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis

4: Main St & Taft Ave/Access

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 90 | 1 | 59 | 0 | 0 | 0 | 72 | 65 | 0 | 1 | 33 | 57 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 106 | 1 | 69 | 0 | 0 | 0 | 85 | 76 | 0 | 1 | 39 | 67 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | TWLTL | | | | None | |
| Median storage veh | | | | | | | 2 | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 336 | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 321 | 321 | 72 | 357 | 354 | 76 | 106 | | | 76 | | |
| vC1, stage 1 conf vol | 75 | 75 | | 246 | 246 | | | | | | | |
| vC2, stage 2 conf vol | 246 | 246 | | 111 | 108 | | | | | | | |
| vCu, unblocked vol | 321 | 321 | 72 | 357 | 354 | 76 | 106 | | | 76 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 85 | 100 | 93 | 100 | 100 | 100 | 94 | | | 100 | | |
| cM capacity (veh/h) | 686 | 640 | 990 | 651 | 624 | 990 | 1485 | | | 1535 | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | | | | | |
| Volume Total | 106 | 71 | 0 | 85 | 76 | 1 | 106 | | | | | |
| Volume Left | 106 | 0 | 0 | 85 | 0 | 1 | 0 | | | | | |
| Volume Right | 0 | 69 | 0 | 0 | 0 | 0 | 67 | | | | | |
| cSH | 686 | 981 | 1700 | 1485 | 1700 | 1535 | 1700 | | | | | |
| Volume to Capacity | 0.15 | 0.07 | 0.00 | 0.06 | 0.04 | 0.00 | 0.06 | | | | | |
| Queue Length 95th (ft) | 14 | 6 | 0 | 5 | 0 | 0 | 0 | | | | | |
| Control Delay (s) | 11.2 | 9.0 | 0.0 | 7.6 | 0.0 | 7.3 | 0.0 | | | | | |
| Lane LOS | B | A | A | A | | A | | | | | | |
| Approach Delay (s) | 10.3 | | 0.0 | 4.0 | | 0.1 | | | | | | |
| Approach LOS | B | | A | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 5.5 | | | | | | | | | |
| Intersection Capacity Utilization | | | 22.3% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 5: Car Wash/Hillcrest Ave & Roosevelt Rd (IL 38)

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-----------------------------------|-------|------|-------|------|----------------------|-------|------|------|------|------|------|------|-----|
| Lane Configurations | | | | | | | | | | | | | |
| Volume (veh/h) | 5 | 1746 | 9 | 2 | 1274 | 3 | 0 | 0 | 0 | 2 | 0 | 3 | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Hourly flow rate (vph) | 5 | 1838 | 9 | 2 | 1341 | 3 | 0 | 0 | 0 | 2 | 0 | 3 | |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | TWLTL | | | | | TWLTL | | | | | | | |
| Median storage (veh) | 2 | | | | | 2 | | | | | | | |
| Upstream signal (ft) | 692 | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | | |
| vC, conflicting volume | 1344 | | | 1847 | | | | 2531 | 3202 | 924 | 2276 | 3205 | 672 |
| vC1, stage 1 conf vol | | | | | | | 1853 | 1853 | | | 1347 | 1347 | |
| vC2, stage 2 conf vol | | | | | | | 678 | 1348 | | | 929 | 1858 | |
| vCu, unblocked vol | 1344 | | | 1129 | | | | 2239 | 3327 | 0 | 1825 | 3332 | 672 |
| tC, single (s) | 4.1 | | | 5.1 | | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.6 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.7 | | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.6 |
| p0 queue free % | 99 | | | 99 | | | | 100 | 100 | 100 | 99 | 100 | 99 |
| cM capacity (veh/h) | 519 | | | 246 | | | | 122 | 124 | 672 | 152 | 122 | 331 |
| Direction, Lane # | | | | | | | | | | | | | |
| | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 | | | | | |
| Volume Total | 5 | 1225 | 622 | 2 | 894 | 450 | 0 | 5 | | | | | |
| Volume Left | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | | | | | |
| Volume Right | 0 | 0 | 9 | 0 | 0 | 3 | 0 | 3 | | | | | |
| cSH | 519 | 1700 | 1700 | 246 | 1700 | 1700 | 1700 | 225 | | | | | |
| Volume to Capacity | 0.01 | 0.72 | 0.37 | 0.01 | 0.53 | 0.26 | 0.00 | 0.02 | | | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | | | | | |
| Control Delay (s) | 12.0 | 0.0 | 0.0 | 19.8 | 0.0 | 0.0 | 0.0 | 21.4 | | | | | |
| Lane LOS | B | | | C | | | A | | C | | | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 0.0 | | 21.4 | | | | |
| Approach LOS | | | | | | | A | | C | | | | |
| Intersection Summary | | | | | | | | | | | | | |
| Average Delay | | | 0.1 | | | | | | | | | | |
| Intersection Capacity Utilization | | | 58.6% | | ICU Level of Service | | | | B | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 6: Roosevelt Rd (IL 38) & Greenwood St

8/25/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|-------|-------|------|------|------|
| Lane Configurations | ↶ | ↷ | ↶ | | ↶ | |
| Volume (veh/h) | 1 | 1746 | 1265 | 4 | 0 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 1 | 1857 | 1346 | 4 | 0 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1086 | | | |
| pX, platoon unblocked | 0.75 | | | | 0.75 | 0.75 |
| vC, conflicting volume | 1350 | | | | 2279 | 675 |
| vC1, stage 1 conf vol | | | | | 1348 | |
| vC2, stage 2 conf vol | | | | | 931 | |
| vCu, unblocked vol | 790 | | | | 2034 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 626 | | | | 225 | 815 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|------------------------|------|------|------|------|------|------|
| Volume Total | 1 | 929 | 929 | 897 | 453 | 2 |
| Volume Left | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 4 | 2 |
| cSH | 626 | 1700 | 1700 | 1700 | 1700 | 815 |
| Volume to Capacity | 0.00 | 0.55 | 0.55 | 0.53 | 0.27 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9.4 |
| Lane LOS | B | | | | | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 9.4 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | | | | |
|-----------------------------------|--|--|-------|----------------------|--|---|
| Average Delay | | | 0.0 | | | |
| Intersection Capacity Utilization | | | 58.3% | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis 7: West Access & Roosevelt Rd (IL 38)

8/25/2017

| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|-----------------------------------|-------|------|-------|------|----------------------|------|------|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | |
| Lane Configurations | ↑↑ | | ↙ | ↑↑ | ↙ | ↗ | |
| Volume (veh/h) | 1688 | 60 | 40 | 1215 | 29 | 54 | |
| Sign Control | Free | | | Free | Stop | | |
| Grade | 0% | | | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 1835 | 65 | 43 | 1321 | 32 | 59 | |
| Pedestrians | | | | | | | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | | | | | |
| Median type | TWLTL | | TWLTL | | | | |
| Median storage (veh) | 2 | | 2 | | | | |
| Upstream signal (ft) | 906 | | | | | | |
| pX, platoon unblocked | | | 0.61 | | 0.61 | 0.61 | |
| vC, conflicting volume | | | 1900 | | 2615 | 950 | |
| vC1, stage 1 conf vol | | | | | 1867 | | |
| vC2, stage 2 conf vol | | | | | 747 | | |
| vCu, unblocked vol | | | 1210 | | 2373 | 0 | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | 5.8 | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 | |
| p0 queue free % | | | 88 | | 78 | 91 | |
| cM capacity (veh/h) | | | 352 | | 142 | 666 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
| Volume Total | 1223 | 677 | 43 | 660 | 660 | 32 | 59 |
| Volume Left | 0 | 0 | 43 | 0 | 0 | 32 | 0 |
| Volume Right | 0 | 65 | 0 | 0 | 0 | 0 | 59 |
| cSH | 1700 | 1700 | 352 | 1700 | 1700 | 142 | 666 |
| Volume to Capacity | 0.72 | 0.40 | 0.12 | 0.39 | 0.39 | 0.22 | 0.09 |
| Queue Length 95th (ft) | 0 | 0 | 10 | 0 | 0 | 20 | 7 |
| Control Delay (s) | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 37.4 | 10.9 |
| Lane LOS | | | C | | | E | B |
| Approach Delay (s) | 0.0 | | 0.5 | | | 20.2 | |
| Approach LOS | | | | | | C | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.8 | | | | |
| Intersection Capacity Utilization | | | 58.6% | | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis
 8: East Access & Roosevelt Rd (IL 38)

8/25/2017

| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|-----------------------------------|-------|------|-------|------|----------------------|------|------|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | |
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↘ | |
| Volume (veh/h) | 1702 | 40 | 50 | 1217 | 38 | 44 | |
| Sign Control | Free | | | Free | Stop | | |
| Grade | 0% | | | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 1850 | 43 | 54 | 1323 | 41 | 48 | |
| Pedestrians | | | | | | | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | | | | | |
| Median type | TWLTL | | TWLTL | | | | |
| Median storage veh | 2 | | 2 | | | | |
| Upstream signal (ft) | 1156 | | 1304 | | | | |
| pX, platoon unblocked | | | 0.62 | | 0.74 | 0.62 | |
| vC, conflicting volume | | | 1893 | | 2642 | 947 | |
| vC1, stage 1 conf vol | | | | | 1872 | | |
| vC2, stage 2 conf vol | | | | | 770 | | |
| vCu, unblocked vol | | | 1216 | | 1045 | 0 | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | 5.8 | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 | |
| p0 queue free % | | | 85 | | 73 | 93 | |
| cM capacity (veh/h) | | | 353 | | 154 | 673 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
| Volume Total | 1233 | 660 | 54 | 661 | 661 | 41 | 48 |
| Volume Left | 0 | 0 | 54 | 0 | 0 | 41 | 0 |
| Volume Right | 0 | 43 | 0 | 0 | 0 | 0 | 48 |
| cSH | 1700 | 1700 | 353 | 1700 | 1700 | 154 | 673 |
| Volume to Capacity | 0.73 | 0.39 | 0.15 | 0.39 | 0.39 | 0.27 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 13 | 0 | 0 | 26 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 36.8 | 10.8 |
| Lane LOS | | | C | | | E | B |
| Approach Delay (s) | 0.0 | | 0.7 | | | 22.8 | |
| Approach LOS | | | | | | C | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.9 | | | | |
| Intersection Capacity Utilization | | | 58.3% | | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis 9: North/Lot 5 Access & Taft Ave

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 144 | 15 | 12 | 101 | 5 | 2 | 0 | 1 | 5 | 0 | 18 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 157 | 16 | 13 | 110 | 5 | 2 | 0 | 1 | 5 | 0 | 20 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | None | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 115 | | | 173 | | | 329 | 315 | 165 | 305 | 320 | 112 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 115 | | | 173 | | | 329 | 315 | 165 | 305 | 320 | 112 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 100 | 100 | 100 | 99 | 100 | 98 |
| cM capacity (veh/h) | 1474 | | | 1404 | | | 606 | 594 | 880 | 641 | 589 | 940 |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | | | | | | |
| Volume Total | 4 | 173 | 13 | 115 | 3 | 25 | | | | | | |
| Volume Left | 4 | 0 | 13 | 0 | 2 | 5 | | | | | | |
| Volume Right | 0 | 16 | 0 | 5 | 1 | 20 | | | | | | |
| cSH | 1474 | 1700 | 1404 | 1700 | 676 | 854 | | | | | | |
| Volume to Capacity | 0.00 | 0.10 | 0.01 | 0.07 | 0.00 | 0.03 | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 1 | 0 | 0 | 2 | | | | | | |
| Control Delay (s) | 7.5 | 0.0 | 7.6 | 0.0 | 10.4 | 9.3 | | | | | | |
| Lane LOS | A | | A | | B | A | | | | | | |
| Approach Delay (s) | 0.2 | | 0.8 | | 10.4 | 9.3 | | | | | | |
| Approach LOS | | | | | B | A | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.2 | | | | | | | | | |
| Intersection Capacity Utilization | | | 20.0% | ICU Level of Service | | | | A | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

Weekday AM - Future
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 78 | 1391 | 93 | 151 | 1510 | 93 | 163 | 144 | 144 | 140 | 101 | 36 |
| 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) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | 0.991 | | | 0.991 | | | | 0.850 | | 0.960 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3512 | 0 | 1805 | 3544 | 0 | 1787 | 1863 | 1599 | 1752 | 1797 | 0 |
| Flt Permitted | 0.055 | | | 0.052 | | | 0.527 | | | 0.601 | | |
| Satd. Flow (perm) | 104 | 3512 | 0 | 99 | 3544 | 0 | 991 | 1863 | 1599 | 1109 | 1797 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 6 | | | | 87 | | 11 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 737 | | | 692 | | | 347 | | | 1094 | |
| Travel Time (s) | | 14.4 | | | 13.5 | | | 7.9 | | | 24.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 2% | 0% | 0% | 1% | 0% | 1% | 2% | 1% | 3% | 1% | 3% |
| 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) | 82 | 1562 | 0 | 159 | 1687 | 0 | 172 | 152 | 152 | 147 | 144 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 14.0 | 75.0 | | 21.0 | 82.0 | | 20.0 | 37.0 | 21.0 | 17.0 | 34.0 | |
| Total Split (%) | 9.3% | 50.0% | | 14.0% | 54.7% | | 13.3% | 24.7% | 14.0% | 11.3% | 22.7% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 83.9 | 73.0 | | 92.2 | 78.1 | | 49.2 | 32.0 | 51.4 | 44.8 | 29.8 | |
| Actuated g/C Ratio | 0.56 | 0.49 | | 0.61 | 0.52 | | 0.33 | 0.21 | 0.34 | 0.30 | 0.20 | |
| v/c Ratio | 0.54 | 0.91 | | 0.74 | 0.91 | | 0.43 | 0.38 | 0.25 | 0.38 | 0.39 | |

Weekday PM - Future
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| Control Delay | 34.8 | 44.9 | | 63.7 | 27.8 | | 40.3 | 54.3 | 15.9 | 39.6 | 52.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 34.8 | 44.9 | | 63.7 | 27.8 | | 40.3 | 54.3 | 15.9 | 39.6 | 52.5 | |
| LOS | C | D | | E | C | | D | D | B | D | D | |
| Approach Delay | | 44.4 | | | 30.9 | | | 37.0 | | | 46.0 | |
| Approach LOS | | D | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 31 | 731 | | 120 | 314 | | 124 | 130 | 44 | 104 | 116 | |
| Queue Length 95th (ft) | 85 | #942 | | m152 | #791 | | 189 | 202 | 96 | 164 | 188 | |
| Internal Link Dist (ft) | | 657 | | | 612 | | | 267 | | | 1014 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 178 | 1713 | | 260 | 1847 | | 419 | 397 | 646 | 396 | 365 | |
| 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 | 0.46 | 0.91 | | 0.61 | 0.91 | | 0.41 | 0.38 | 0.24 | 0.37 | 0.39 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 43 (29%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 37.8
 Intersection Capacity Utilization 83.0%
 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: 1: Lambert Rd & Roosevelt Rd (IL 38)



Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 121 | 1462 | 39 | 62 | 1641 | 97 | 100 | 105 | 96 | 247 | 96 | 133 |
| 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) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.996 | | | 0.992 | | | | 0.850 | | 0.913 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3524 | 0 | 1770 | 3546 | 0 | 1770 | 1863 | 1615 | 1787 | 1725 | 0 |
| Flt Permitted | 0.045 | | | 0.087 | | | 0.429 | | | 0.480 | | |
| Satd. Flow (perm) | 86 | 3524 | 0 | 162 | 3546 | 0 | 799 | 1863 | 1615 | 903 | 1725 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 6 | | | | 73 | | | 40 |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1086 | | | 715 | | | 336 | | | | 376 |
| Travel Time (s) | | 21.2 | | | 13.9 | | | 7.6 | | | | 8.5 |
| 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% | 2% | 3% | 2% | 1% | 1% | 2% | 2% | 0% | 1% | 0% | 1% |
| 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) | 125 | 1547 | 0 | 64 | 1792 | 0 | 103 | 108 | 99 | 255 | 236 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 17.0 | 92.0 | | 14.0 | 89.0 | | 14.0 | 22.0 | 14.0 | 22.0 | 30.0 | |
| Total Split (%) | 11.3% | 61.3% | | 9.3% | 59.3% | | 9.3% | 14.7% | 9.3% | 14.7% | 20.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 101.7 | 89.3 | | 95.5 | 85.8 | | 29.0 | 16.5 | 29.7 | 40.5 | 24.5 | |
| Actuated g/C Ratio | 0.68 | 0.60 | | 0.64 | 0.57 | | 0.19 | 0.11 | 0.20 | 0.27 | 0.16 | |
| v/c Ratio | 0.69 | 0.74 | | 0.36 | 0.88 | | 0.47 | 0.53 | 0.26 | 0.73 | 0.75 | |

Weekday PM - Future
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

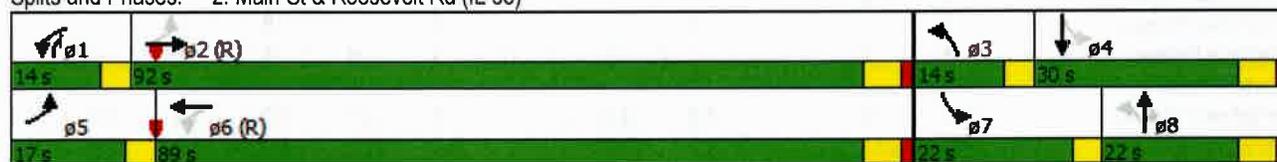
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| Control Delay | 33.5 | 47.8 | | 13.8 | 34.6 | | 50.9 | 73.4 | 18.4 | 60.4 | 65.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 33.5 | 47.8 | | 13.8 | 34.6 | | 50.9 | 73.4 | 18.4 | 60.4 | 65.1 | |
| LOS | C | D | | B | C | | D | E | B | E | E | |
| Approach Delay | | 46.8 | | | 33.8 | | | 48.4 | | | 62.7 | |
| Approach LOS | | D | | | C | | | D | | | E | |
| Queue Length 50th (ft) | 83 | 775 | | 19 | 773 | | 79 | 102 | 21 | 214 | 187 | |
| Queue Length 95th (ft) | m94 | 895 | | 35 | 931 | | 133 | 170 | 74 | 308 | #309 | |
| Internal Link Dist (ft) | | 1006 | | | 635 | | | 256 | | | 296 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 213 | 2098 | | 219 | 2029 | | 225 | 205 | 412 | 352 | 315 | |
| 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 | 0.59 | 0.74 | | 0.29 | 0.88 | | 0.46 | 0.53 | 0.24 | 0.72 | 0.75 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 43.1 Intersection LOS: D
 Intersection Capacity Utilization 91.0% ICU Level of Service F
 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: Main St & Roosevelt Rd (IL 38)



HCM Unsignalized Intersection Capacity Analysis

3: Lambert Rd & Taft Ave

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 10 | 54 | 14 | 108 | 103 | 135 | 14 | 319 | 74 | 35 | 284 | 26 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 11 | 58 | 15 | 116 | 111 | 145 | 15 | 343 | 80 | 38 | 305 | 28 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | 347 |
| pX, platoon unblocked | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | | 0.91 | | | | | |
| vC, conflicting volume | 797 | 847 | 319 | 852 | 822 | 211 | 333 | | | 423 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 724 | 780 | 197 | 784 | 751 | 211 | 212 | | | 423 | | |
| tC, single (s) | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 93 | 79 | 98 | 44 | 63 | 82 | 99 | | | 97 | | |
| cM capacity (veh/h) | 161 | 282 | 721 | 207 | 296 | 800 | 1241 | | | 1147 | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | | | | | |
| Volume Total | 11 | 73 | 116 | 256 | 187 | 251 | 371 | | | | | |
| Volume Left | 11 | 0 | 116 | 0 | 15 | 0 | 38 | | | | | |
| Volume Right | 0 | 15 | 0 | 145 | 0 | 80 | 28 | | | | | |
| cSH | 161 | 322 | 207 | 461 | 1241 | 1700 | 1147 | | | | | |
| Volume to Capacity | 0.07 | 0.23 | 0.56 | 0.56 | 0.01 | 0.15 | 0.03 | | | | | |
| Queue Length 95th (ft) | 5 | 21 | 76 | 83 | 1 | 0 | 3 | | | | | |
| Control Delay (s) | 28.9 | 19.4 | 42.5 | 22.1 | 0.7 | 0.0 | 1.1 | | | | | |
| Lane LOS | D | C | E | C | A | | A | | | | | |
| Approach Delay (s) | 20.6 | | 28.5 | | 0.3 | | 1.1 | | | | | |
| Approach LOS | C | | D | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 10.2 | | | | | | | | | |
| Intersection Capacity Utilization | | | 53.7% | | ICU Level of Service | | | A | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 4: Main St & Taft Ave/Access

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|-------------|------|-------|------|------|------|-----|
| Lane Configurations | | | | | | | | | | | | | |
| Volume (veh/h) | 127 | 5 | 136 | 0 | 0 | 11 | 151 | 150 | 0 | 20 | 101 | 77 | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | | |
| 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 | |
| Hourly flow rate (vph) | 132 | 5 | 142 | 0 | 0 | 11 | 157 | 156 | 0 | 21 | 105 | 80 | |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | | | | | | | TWLTL | | | | |
| Median storage veh | | | | | | | | | 2 | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | 336 |
| pX, platoon unblocked | | | | | | | | | | | | | |
| vC, conflicting volume | 669 | 658 | 145 | 762 | 698 | 156 | 185 | | | | | 156 | |
| vC1, stage 1 conf vol | 187 | 187 | | 471 | 471 | | | | | | | | |
| vC2, stage 2 conf vol | 482 | 471 | | 291 | 227 | | | | | | | | |
| vCu, unblocked vol | 669 | 658 | 145 | 762 | 698 | 156 | 185 | | | | | 156 | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | | | 4.1 | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | | | 2.2 | |
| p0 queue free % | 71 | 99 | 84 | 100 | 100 | 99 | 89 | | | | | 99 | |
| cM capacity (veh/h) | 456 | 456 | 902 | 384 | 444 | 895 | 1401 | | | | | 1436 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | | | | | | |
| Volume Total | 132 | 147 | 11 | 157 | 156 | 21 | 185 | | | | | | |
| Volume Left | 132 | 0 | 0 | 157 | 0 | 21 | 0 | | | | | | |
| Volume Right | 0 | 142 | 11 | 0 | 0 | 0 | 80 | | | | | | |
| cSH | 456 | 872 | 895 | 1401 | 1700 | 1436 | 1700 | | | | | | |
| Volume to Capacity | 0.29 | 0.17 | 0.01 | 0.11 | 0.09 | 0.01 | 0.11 | | | | | | |
| Queue Length 95th (ft) | 30 | 15 | 1 | 9 | 0 | 1 | 0 | | | | | | |
| Control Delay (s) | 16.1 | 10.0 | 9.1 | 7.9 | 0.0 | 7.5 | 0.0 | | | | | | |
| Lane LOS | C | A | A | A | | A | | | | | | | |
| Approach Delay (s) | 12.9 | | 9.1 | 4.0 | | 0.8 | | | | | | | |
| Approach LOS | B | | A | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | | |
| Average Delay | | | 6.3 | | | | | | | | | | |
| Intersection Capacity Utilization | | | 42.1% | ICU Level of Service | | | | A | | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 5: Car Wash/Hillcrest Ave & Roosevelt Rd (IL 38)

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------|------|------|-------|------|------|----------------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 7 | 1677 | 7 | 8 | 1790 | 26 | 1 | 0 | 5 | 9 | 0 | 22 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 7 | 1747 | 7 | 8 | 1865 | 27 | 1 | 0 | 5 | 9 | 0 | 23 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | TWLTL | | | TWLTL | | | | | | | | |
| Median storage veh | 2 | | | 2 | | | | | | | | |
| Upstream signal (ft) | 692 | | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.58 | | | 0.58 | | | 0.58 | | |
| vC, conflicting volume | 1892 | | | 1754 | | | 2737 | | | 3673 | | |
| vC1, stage 1 conf vol | | | | | | | 1765 | | | 1765 | | |
| vC2, stage 2 conf vol | | | | | | | 972 | | | 1908 | | |
| vCu, unblocked vol | 1892 | | | 859 | | | 2548 | | | 4158 | | |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | | | 6.5 | | |
| tC, 2 stage (s) | | | | | | | 6.5 | | | 5.5 | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | | | 4.0 | | |
| p0 queue free % | 98 | | | 98 | | | 99 | | | 100 | | |
| cM capacity (veh/h) | 320 | | | 460 | | | 134 | | | 90 | | |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 | | | | |
| Volume Total | 7 | 1165 | 590 | 8 | 1243 | 649 | 6 | 32 | | | | |
| Volume Left | 7 | 0 | 0 | 8 | 0 | 0 | 1 | 9 | | | | |
| Volume Right | 0 | 0 | 7 | 0 | 0 | 27 | 5 | 23 | | | | |
| cSH | 320 | 1700 | 1700 | 460 | 1700 | 1700 | 391 | 146 | | | | |
| Volume to Capacity | 0.02 | 0.69 | 0.35 | 0.02 | 0.73 | 0.38 | 0.02 | 0.22 | | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 20 | | | | |
| Control Delay (s) | 16.5 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 14.3 | 36.4 | | | | |
| Lane LOS | C | | | B | | | B | | | E | | |
| Approach Delay (s) | 0.1 | | | 0.1 | | | 14.3 | | | 36.4 | | |
| Approach LOS | | | | | | | B | | | E | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | | 0.4 | | | | | | | | |
| Intersection Capacity Utilization | | | | 60.3% | | | ICU Level of Service | | | B | | |
| Analysis Period (min) | | | | 15 | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 6: Roosevelt Rd (IL 38) & Greenwood St

8/25/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|-------|------|-------|------|------|------|
| Lane Configurations | ↵ | ↑↑ | ↑↵ | | ↵ | |
| Volume (veh/h) | 2 | 1687 | 1829 | 5 | 4 | 10 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 2 | 1776 | 1925 | 5 | 4 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | TWLTL | | | |
| Median storage (veh) | 2 | | 2 | | | |
| Upstream signal (ft) | 1086 | | | | | |
| pX, platoon unblocked | 0.53 | | | | 0.53 | 0.53 |
| vC, conflicting volume | 1931 | | | | 2820 | 965 |
| vC1, stage 1 conf vol | | | | | 1928 | |
| vC2, stage 2 conf vol | | | | | 892 | |
| vCu, unblocked vol | 991 | | | | 2662 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 7.1 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.4 |
| p0 queue free % | 99 | | | | 97 | 98 |
| cM capacity (veh/h) | 376 | | | | 149 | 564 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|------------------------|------|------|------|------|------|------|
| Volume Total | 2 | 888 | 888 | 1284 | 647 | 15 |
| Volume Left | 2 | 0 | 0 | 0 | 0 | 4 |
| Volume Right | 0 | 0 | 0 | 0 | 5 | 11 |
| cSH | 376 | 1700 | 1700 | 1700 | 1700 | 314 |
| Volume to Capacity | 0.01 | 0.52 | 0.52 | 0.76 | 0.38 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s) | 14.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 |
| Lane LOS | B | | | | | C |
| Approach Delay (s) | 0.0 | | | | 0.0 | 17.0 |
| Approach LOS | | | | | | C |

| Intersection Summary | | | | | | |
|-----------------------------------|----|--|-------|----------------------|---|--|
| Average Delay | | | 0.1 | | | |
| Intersection Capacity Utilization | | | 60.7% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | | | |

HCM Unsignalized Intersection Capacity Analysis

7: West Access & Roosevelt Rd (IL 38)

8/25/2017

| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|-----------------------------------|-------|------|-------|------|----------------------|------|------|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | |
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↘ | |
| Volume (veh/h) | 1645 | 46 | 33 | 1799 | 18 | 40 | |
| Sign Control | Free | | | Free | Stop | | |
| Grade | 0% | | | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 1788 | 50 | 36 | 1955 | 20 | 43 | |
| Pedestrians | | | | | | | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | | | | | |
| Median type | TWLTL | | TWLTL | | | | |
| Median storage veh | 2 | | 2 | | | | |
| Upstream signal (ft) | 906 | | | | | | |
| pX, platoon unblocked | | | 0.58 | | 0.58 | 0.58 | |
| vC, conflicting volume | | | 1838 | | 2862 | 919 | |
| vC1, stage 1 conf vol | | | | | 1813 | | |
| vC2, stage 2 conf vol | | | | | 1049 | | |
| vCu, unblocked vol | | | 999 | | 2763 | 0 | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | 5.8 | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 | |
| p0 queue free % | | | 91 | | 87 | 93 | |
| cM capacity (veh/h) | | | 400 | | 148 | 630 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
| Volume Total | 1192 | 646 | 36 | 978 | 978 | 20 | 43 |
| Volume Left | 0 | 0 | 36 | 0 | 0 | 20 | 0 |
| Volume Right | 0 | 50 | 0 | 0 | 0 | 0 | 43 |
| cSH | 1700 | 1700 | 400 | 1700 | 1700 | 148 | 630 |
| Volume to Capacity | 0.70 | 0.38 | 0.09 | 0.58 | 0.58 | 0.13 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 7 | 0 | 0 | 11 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | 32.9 | 11.1 |
| Lane LOS | | | B | | | D | B |
| Approach Delay (s) | 0.0 | | 0.3 | | | 17.9 | |
| Approach LOS | | | | | | C | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.4 | | | | |
| Intersection Capacity Utilization | | | 59.7% | | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis 8: East Access & Roosevelt Rd (IL 38)

8/25/2017

| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|-----------------------------------|-------|------|-------|-------|----------------------|------|------|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | |
| Lane Configurations | ↑↑ | | ↖ | ↑↑ | ↖ | ↗ | |
| Volume (veh/h) | 1649 | 36 | 42 | 1797 | 35 | 40 | |
| Sign Control | Free | | | Free | Stop | | |
| Grade | 0% | | | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 1792 | 39 | 46 | 1953 | 38 | 43 | |
| Pedestrians | | | | | | | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | | | | | |
| Median type | TWLTL | | | TWLTL | | | |
| Median storage (veh) | 2 | | | 2 | | | |
| Upstream signal (ft) | 1156 | | | 1304 | | | |
| pX, platoon unblocked | | | | 0.58 | 0.74 | 0.58 | |
| vC, conflicting volume | | | | 1832 | 2880 | 916 | |
| vC1, stage 1 conf vol | | | | | 1812 | | |
| vC2, stage 2 conf vol | | | | | 1068 | | |
| vCu, unblocked vol | | | | 1001 | 324 | 0 | |
| tC, single (s) | | | | 4.1 | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | 5.8 | | |
| tF (s) | | | | 2.2 | 3.5 | 3.3 | |
| p0 queue free % | | | | 89 | 92 | 93 | |
| cM capacity (veh/h) | | | | 402 | 469 | 634 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
| Volume Total | 1195 | 637 | 46 | 977 | 977 | 38 | 43 |
| Volume Left | 0 | 0 | 46 | 0 | 0 | 38 | 0 |
| Volume Right | 0 | 39 | 0 | 0 | 0 | 0 | 43 |
| cSH | 1700 | 1700 | 402 | 1700 | 1700 | 469 | 634 |
| Volume to Capacity | 0.70 | 0.37 | 0.11 | 0.57 | 0.57 | 0.08 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 10 | 0 | 0 | 7 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | 13.3 | 11.1 |
| Lane LOS | C | | | B | | | B |
| Approach Delay (s) | 0.0 | | 0.3 | | 12.1 | | |
| Approach LOS | | | | | B | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.4 | | | | |
| Intersection Capacity Utilization | | | 59.7% | | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis

9: North/Lot 5 Access & Taft Ave

8/25/2017

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  |  |
| Volume (veh/h) | 3 | 228 | 8 | 8 | 295 | 4 | 37 | 0 | 37 | 3 | 0 | 14 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 248 | 9 | 9 | 321 | 4 | 40 | 0 | 40 | 3 | 0 | 15 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 325 | | | 257 | | | 612 | 601 | 252 | 635 | 603 | 323 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 325 | | | 257 | | | 612 | 601 | 252 | 635 | 603 | 323 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 90 | 100 | 95 | 99 | 100 | 98 |
| cM capacity (veh/h) | 1235 | | | 1308 | | | 394 | 410 | 786 | 369 | 409 | 718 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | | | | | | |
| Volume Total | 3 | 257 | 9 | 325 | 80 | 18 | | | | | | |
| Volume Left | 3 | 0 | 9 | 0 | 40 | 3 | | | | | | |
| Volume Right | 0 | 9 | 0 | 4 | 40 | 15 | | | | | | |
| cSH | 1235 | 1700 | 1308 | 1700 | 525 | 615 | | | | | | |
| Volume to Capacity | 0.00 | 0.15 | 0.01 | 0.19 | 0.15 | 0.03 | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 1 | 0 | 13 | 2 | | | | | | |
| Control Delay (s) | 7.9 | 0.0 | 7.8 | 0.0 | 13.1 | 11.0 | | | | | | |
| Lane LOS | A | | A | | B | B | | | | | | |
| Approach Delay (s) | 0.1 | | 0.2 | | 13.1 | 11.0 | | | | | | |
| Approach LOS | | | | | B | B | | | | | | |

| Intersection Summary | | |
|-----------------------------------|-------|------------------------|
| Average Delay | | 2.0 |
| Intersection Capacity Utilization | 32.5% | ICU Level of Service A |
| Analysis Period (min) | | 15 |

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 45 | 1352 | 81 | 113 | 1246 | 76 | 120 | 84 | 151 | 126 | 58 | 42 |
| 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) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.992 | | | 0.991 | | | | 0.850 | | 0.938 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3546 | 0 | 1787 | 3542 | 0 | 1787 | 1863 | 1599 | 1805 | 1762 | 0 |
| Flt Permitted | 0.119 | | | 0.069 | | | 0.688 | | | 0.696 | | |
| Satd. Flow (perm) | 226 | 3546 | 0 | 130 | 3542 | 0 | 1294 | 1863 | 1599 | 1322 | 1762 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 7 | | | | 110 | | 24 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 737 | | | 692 | | | 347 | | | 1094 | |
| Travel Time (s) | | 14.4 | | | 13.5 | | | 7.9 | | | 24.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 0% | 2% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 45 | 1448 | 0 | 114 | 1336 | 0 | 121 | 85 | 153 | 127 | 101 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 13.0 | 70.0 | | 16.0 | 73.0 | | 16.0 | 28.0 | 16.0 | 16.0 | 28.0 | |
| Total Split (%) | 10.0% | 53.8% | | 12.3% | 56.2% | | 12.3% | 21.5% | 12.3% | 12.3% | 21.5% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 76.2 | 67.0 | | 81.9 | 71.6 | | 36.9 | 23.3 | 38.8 | 37.1 | 23.5 | |
| Actuated g/C Ratio | 0.59 | 0.52 | | 0.63 | 0.55 | | 0.28 | 0.18 | 0.30 | 0.29 | 0.18 | |
| v/c Ratio | 0.21 | 0.79 | | 0.56 | 0.68 | | 0.30 | 0.25 | 0.28 | 0.30 | 0.30 | |

Saturday Midday - Future
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings

1: Lambert Rd & Roosevelt Rd (IL 38)

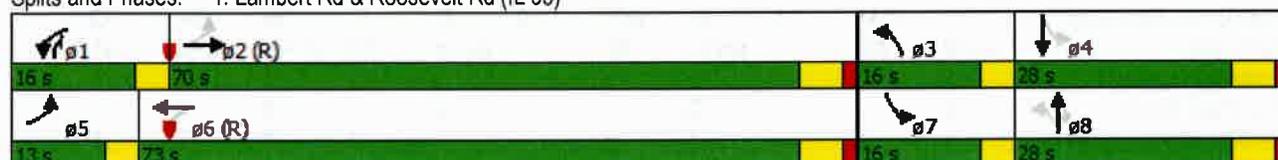
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|------|
| Control Delay | 11.5 | 30.0 | | 24.5 | 21.1 | | 35.4 | 48.9 | 12.4 | 35.5 | 38.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 11.5 | 30.0 | | 24.5 | 21.1 | | 35.4 | 48.9 | 12.4 | 35.5 | 38.4 | |
| LOS | B | C | | C | C | | D | D | B | D | D | |
| Approach Delay | | 29.4 | | | 21.4 | | | 28.8 | | | | 36.8 |
| Approach LOS | | C | | | C | | | C | | | | D |
| Queue Length 50th (ft) | 13 | 504 | | 27 | 566 | | 75 | 63 | 27 | 79 | 57 | |
| Queue Length 95th (ft) | 28 | 636 | | m42 | 636 | | 126 | 115 | 79 | 133 | 113 | |
| Internal Link Dist (ft) | | 657 | | | 612 | | | 267 | | | 1014 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 252 | 1832 | | 241 | 1954 | | 427 | 334 | 589 | 435 | 337 | |
| 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 | 0.79 | | 0.47 | 0.68 | | 0.28 | 0.25 | 0.26 | 0.29 | 0.30 | |

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 46 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 26.5
 Intersection LOS: C
 Intersection Capacity Utilization 73.2%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Rd & Roosevelt Rd (IL 38)



Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 112 | 1467 | 32 | 47 | 1383 | 127 | 73 | 70 | 68 | 202 | 55 | 116 |
| 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) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.997 | | | 0.987 | | | | 0.850 | | 0.899 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3564 | 0 | 1770 | 3528 | 0 | 1805 | 1900 | 1568 | 1805 | 1697 | 0 |
| Flt Permitted | 0.058 | | | 0.070 | | | 0.648 | | | 0.608 | | |
| Satd. Flow (perm) | 110 | 3564 | 0 | 130 | 3528 | 0 | 1231 | 1900 | 1568 | 1155 | 1697 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 10 | | | | 84 | | 72 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 715 | | | 336 | | | 376 | |
| Travel Time (s) | | 21.2 | | | 13.9 | | | 7.6 | | | 8.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 1% | 0% | 2% | 1% | 1% | 0% | 0% | 3% | 0% | 2% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 113 | 1514 | 0 | 47 | 1525 | 0 | 74 | 71 | 69 | 204 | 173 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 22.0 | | 8.0 | 22.0 | | 8.0 | 22.0 | 8.0 | 8.0 | 22.0 | |
| Total Split (s) | 17.0 | 71.0 | | 14.0 | 68.0 | | 14.0 | 24.0 | 14.0 | 21.0 | 31.0 | |
| Total Split (%) | 13.1% | 54.6% | | 10.8% | 52.3% | | 10.8% | 18.5% | 10.8% | 16.2% | 23.8% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 80.8 | 70.5 | | 75.3 | 66.0 | | 31.4 | 20.1 | 32.8 | 41.5 | 28.6 | |
| Actuated g/C Ratio | 0.62 | 0.54 | | 0.58 | 0.51 | | 0.24 | 0.15 | 0.25 | 0.32 | 0.22 | |
| v/c Ratio | 0.59 | 0.78 | | 0.29 | 0.85 | | 0.22 | 0.24 | 0.15 | 0.46 | 0.40 | |

Saturday Middy - Future
17-171; Glen Ellyn, IL

Synchro 8 Report

Lanes, Volumes, Timings
2: Main St & Roosevelt Rd (IL 38)

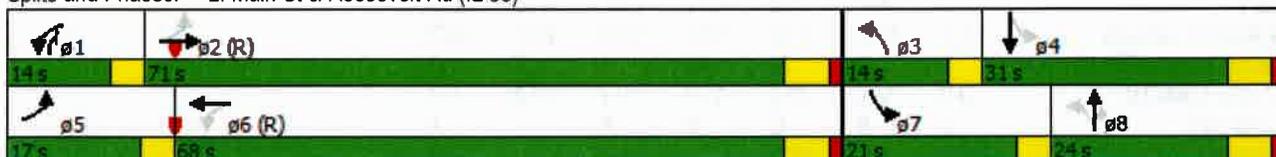
8/25/2017

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| Control Delay | 49.0 | 13.7 | | 14.6 | 33.6 | | 33.8 | 51.9 | 6.1 | 37.8 | 29.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 49.0 | 13.7 | | 14.6 | 33.6 | | 33.8 | 51.9 | 6.1 | 37.8 | 29.4 | |
| LOS | D | B | | B | C | | C | D | A | D | C | |
| Approach Delay | | 16.1 | | | 33.0 | | | 30.9 | | | 34.0 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 46 | 419 | | 14 | 558 | | 44 | 54 | 0 | 132 | 73 | |
| Queue Length 95th (ft) | m85 | 355 | | 30 | 720 | | 82 | 103 | 28 | 202 | 147 | |
| Internal Link Dist (ft) | | 1006 | | | 635 | | | 256 | | | 296 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 244 | 1934 | | 211 | 1796 | | 359 | 293 | 501 | 456 | 428 | |
| 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 | 0.46 | 0.78 | | 0.22 | 0.85 | | 0.21 | 0.24 | 0.14 | 0.45 | 0.40 | |

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 98 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 25.8
 Intersection LOS: C
 Intersection Capacity Utilization 80.0%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Main St & Roosevelt Rd (IL 38)



HCM Unsignalized Intersection Capacity Analysis 3: Lambert Rd & Taft Ave

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 27 | 41 | 22 | 69 | 84 | 92 | 10 | 228 | 60 | 23 | 221 | 27 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 29 | 45 | 24 | 75 | 91 | 100 | 11 | 248 | 65 | 25 | 240 | 29 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | | | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 347 | |
| pX, platoon unblocked | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 | | | | | |
| vC, conflicting volume | 596 | 640 | 255 | 653 | 622 | 157 | 270 | 313 | | | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 575 | 620 | 226 | 634 | 601 | 157 | 241 | 313 | | | | |
| tC, single (s) | 7.7 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | 4.1 | | | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | 2.2 | | | | |
| p0 queue free % | 89 | 88 | 97 | 76 | 77 | 88 | 99 | 98 | | | | |
| cM capacity (veh/h) | 270 | 386 | 765 | 308 | 396 | 864 | 1307 | 1259 | | | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | | | | | |
| Volume Total | 29 | 68 | 75 | 191 | 135 | 189 | 295 | | | | | |
| Volume Left | 29 | 0 | 75 | 0 | 11 | 0 | 25 | | | | | |
| Volume Right | 0 | 24 | 0 | 100 | 0 | 65 | 29 | | | | | |
| cSH | 270 | 467 | 308 | 552 | 1307 | 1700 | 1259 | | | | | |
| Volume to Capacity | 0.11 | 0.15 | 0.24 | 0.35 | 0.01 | 0.11 | 0.02 | | | | | |
| Queue Length 95th (ft) | 9 | 13 | 23 | 38 | 1 | 0 | 2 | | | | | |
| Control Delay (s) | 19.9 | 14.0 | 20.4 | 14.9 | 0.7 | 0.0 | 0.8 | | | | | |
| Lane LOS | C | B | C | B | A | | A | | | | | |
| Approach Delay (s) | 15.8 | | 16.5 | | 0.3 | | 0.8 | | | | | |
| Approach LOS | C | | C | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 6.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 49.8% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis

4: Main St & Taft Ave/Access

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 87 | 4 | 85 | 0 | 1 | 3 | 117 | 111 | 1 | 13 | 52 | 69 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 92 | 4 | 89 | 0 | 1 | 3 | 123 | 117 | 1 | 14 | 55 | 73 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | TWLTL | | | | | | | | None | | | |
| Median storage veh | 2 | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | 336 | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 485 | 483 | 91 | 537 | 518 | 117 | 127 | | | 118 | | |
| vC1, stage 1 conf vol | 118 | 118 | | 364 | 364 | | | | | | | |
| vC2, stage 2 conf vol | 367 | 364 | | 174 | 155 | | | | | | | |
| vCu, unblocked vol | 485 | 483 | 91 | 537 | 518 | 117 | 127 | | | 118 | | |
| tC, single (s) | 7.1 | 6.8 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.8 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.2 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 84 | 99 | 91 | 100 | 100 | 100 | 92 | | | 99 | | |
| cM capacity (veh/h) | 561 | 502 | 972 | 523 | 528 | 940 | 1465 | | | 1483 | | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | | | | | |
| Volume Total | 92 | 94 | 4 | 123 | 118 | 14 | 127 | | | | | |
| Volume Left | 92 | 0 | 0 | 123 | 0 | 14 | 0 | | | | | |
| Volume Right | 0 | 89 | 3 | 0 | 1 | 0 | 73 | | | | | |
| cSH | 561 | 933 | 787 | 1465 | 1700 | 1483 | 1700 | | | | | |
| Volume to Capacity | 0.16 | 0.10 | 0.01 | 0.08 | 0.07 | 0.01 | 0.07 | | | | | |
| Queue Length 95th (ft) | 14 | 8 | 0 | 7 | 0 | 1 | 0 | | | | | |
| Control Delay (s) | 12.7 | 9.3 | 9.6 | 7.7 | 0.0 | 7.5 | 0.0 | | | | | |
| Lane LOS | B | A | A | A | | A | | | | | | |
| Approach Delay (s) | 11.0 | | 9.6 | 3.9 | | 0.7 | | | | | | |
| Approach LOS | B | | A | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 5.5 | | | | | | | | | |
| Intersection Capacity Utilization | | | 34.9% | | ICU Level of Service | | A | | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 5: Car Wash/Hillcrest Ave & Roosevelt Rd (IL 38)

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 10 | 1488 | 16 | 9 | 1375 | 18 | 3 | 0 | 11 | 6 | 0 | 34 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 10 | 1534 | 16 | 9 | 1418 | 19 | 3 | 0 | 11 | 6 | 0 | 35 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | | | | | |
| Median storage (veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | 692 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.67 | | | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | |
| vC, conflicting volume | 1436 | | | 1551 | | | 2325 | 3018 | 775 | 2244 | 3016 | 718 |
| vC1, stage 1 conf vol | | | | | | | 1563 | 1563 | | 1445 | 1445 | |
| vC2, stage 2 conf vol | | | | | | | 762 | 1455 | | 799 | 1571 | |
| vCu, unblocked vol | 1436 | | | 827 | | | 1988 | 3026 | 0 | 1867 | 3025 | 718 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 98 | | | 98 | 100 | 98 | 95 | 100 | 91 |
| cM capacity (veh/h) | 479 | | | 542 | | | 170 | 139 | 728 | 132 | 142 | 369 |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 | | | | |
| Volume Total | 10 | 1023 | 528 | 9 | 945 | 491 | 14 | 41 | | | | |
| Volume Left | 10 | 0 | 0 | 9 | 0 | 0 | 3 | 6 | | | | |
| Volume Right | 0 | 0 | 16 | 0 | 0 | 19 | 11 | 35 | | | | |
| cSH | 479 | 1700 | 1700 | 542 | 1700 | 1700 | 428 | 291 | | | | |
| Volume to Capacity | 0.02 | 0.60 | 0.31 | 0.02 | 0.56 | 0.29 | 0.03 | 0.14 | | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 12 | | | | |
| Control Delay (s) | 12.7 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 13.7 | 19.4 | | | | |
| Lane LOS | B | | | B | | | B | C | | | | |
| Approach Delay (s) | 0.1 | | | 0.1 | | | 13.7 | 19.4 | | | | |
| Approach LOS | | | | | | | B | C | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 51.6% | | | | | | | | A | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis

6: Roosevelt Rd (IL 38) & Greenwood St

8/25/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|-------|-------|------|------|------|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 4 | 1505 | 1381 | 3 | 11 | 15 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Hourly flow rate (vph) | 4 | 1520 | 1395 | 3 | 11 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1086 | | | |
| pX, platoon unblocked | 0.64 | | | | 0.64 | 0.64 |
| vC, conflicting volume | 1398 | | | | 2165 | 699 |
| vC1, stage 1 conf vol | | | | | 1396 | |
| vC2, stage 2 conf vol | | | | | 768 | |
| vCu, unblocked vol | 508 | | | | 1701 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 7.0 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.4 |
| p0 queue free % | 99 | | | | 96 | 98 |
| cM capacity (veh/h) | 686 | | | | 274 | 687 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|------------------------|------|------|------|------|------|------|
| Volume Total | 4 | 760 | 760 | 930 | 468 | 26 |
| Volume Left | 4 | 0 | 0 | 0 | 0 | 11 |
| Volume Right | 0 | 0 | 0 | 0 | 3 | 15 |
| cSH | 686 | 1700 | 1700 | 1700 | 1700 | 419 |
| Volume to Capacity | 0.01 | 0.45 | 0.45 | 0.55 | 0.28 | 0.06 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 5 |
| Control Delay (s) | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14.2 |
| Lane LOS | B | | | | | B |
| Approach Delay (s) | 0.0 | | | 0.0 | | 14.2 |
| Approach LOS | | | | | | B |

| Intersection Summary | | | | | | |
|-----------------------------------|--|--|-------|----------------------|--|---|
| Average Delay | | | 0.1 | | | |
| Intersection Capacity Utilization | | | 51.6% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 7: West Access & Roosevelt Rd (IL 38)

8/25/2017

| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|-----------------------------------|-------|------|-------|-------|----------------------|------|------|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | |
| Lane Configurations | ↑↑ | | ↑ | ↑↑ | ↑ | ↑ | |
| Volume (veh/h) | 1505 | 0 | 0 | 1402 | 0 | 0 | |
| Sign Control | Free | | | Free | Stop | | |
| Grade | 0% | | | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 1636 | 0 | 0 | 1524 | 0 | 0 | |
| Pedestrians | | | | | | | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | | | | | |
| Median type | TWLTL | | | TWLTL | | | |
| Median storage (veh) | 2 | | | 2 | | | |
| Upstream signal (ft) | 906 | | | | | | |
| pX, platoon unblocked | | | 0.67 | | 0.67 | 0.67 | |
| vC, conflicting volume | | | 1636 | | 2398 | 818 | |
| vC1, stage 1 conf vol | | | | | 1636 | | |
| vC2, stage 2 conf vol | | | | | 762 | | |
| vCu, unblocked vol | | | 962 | | 2100 | 0 | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | 5.8 | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 | |
| p0 queue free % | | | 100 | | 100 | 100 | |
| cM capacity (veh/h) | | | 476 | | 191 | 726 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
| Volume Total | 1091 | 545 | 0 | 762 | 762 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.64 | 0.32 | 0.00 | 0.45 | 0.45 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | | A | A |
| Approach Delay (s) | 0.0 | | 0.0 | | | 0.0 | |
| Approach LOS | | | | | | A | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Utilization | | | 44.9% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis 8: East Access & Roosevelt Rd (IL 38)

8/25/2017

| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|-----------------------------------|------|------|-------|------|----------------------|------|------|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | |
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↗ | |
| Volume (veh/h) | 1505 | 0 | 0 | 1402 | 0 | 0 | |
| Sign Control | Free | | | Free | Stop | | |
| Grade | 0% | | | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 1636 | 0 | 0 | 1524 | 0 | 0 | |
| Pedestrians | | | | | | | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | | | | | |
| Median type | TWTL | | | TWTL | | | |
| Median storage veh | 2 | | | 2 | | | |
| Upstream signal (ft) | 1156 | | | 1304 | | | |
| pX, platoon unblocked | | | 0.67 | | 0.81 | 0.67 | |
| vC, conflicting volume | | | 1636 | | 2398 | 818 | |
| vC1, stage 1 conf vol | | | | | 1636 | | |
| vC2, stage 2 conf vol | | | | | 762 | | |
| vCu, unblocked vol | | | 965 | | 432 | 0 | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | 5.8 | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 | |
| p0 queue free % | | | 100 | | 100 | 100 | |
| cM capacity (veh/h) | | | 476 | | 450 | 727 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
| Volume Total | 1091 | 545 | 0 | 762 | 762 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.64 | 0.32 | 0.00 | 0.45 | 0.45 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | | A | A |
| Approach Delay (s) | 0.0 | | 0.0 | | | 0.0 | |
| Approach LOS | | | | | | A | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Utilization | | | 44.9% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis

9: North/Lot 5 Access & Taft Ave

8/25/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|-----|
| Lane Configurations | | | | | | | | | | | | | |
| Volume (veh/h) | 6 | 167 | 1 | 1 | 218 | 7 | 1 | 0 | 1 | 8 | 0 | 26 | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 7 | 182 | 1 | 1 | 237 | 8 | 1 | 0 | 1 | 9 | 0 | 28 | |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | None | | | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | | |
| vC, conflicting volume | 245 | | | 183 | | | | 462 | 442 | 182 | 439 | 439 | 241 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 245 | | | 183 | | | | 462 | 442 | 182 | 439 | 439 | 241 |
| tC, single (s) | 4.1 | | | 4.1 | | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | | 100 | 100 | 100 | 98 | 100 | 96 |
| cM capacity (veh/h) | 1322 | | | 1392 | | | | 489 | 507 | 860 | 526 | 509 | 798 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | | | | | | | |
| Volume Total | 7 | 183 | 1 | 245 | 2 | 37 | | | | | | | |
| Volume Left | 7 | 0 | 1 | 0 | 1 | 9 | | | | | | | |
| Volume Right | 0 | 1 | 0 | 8 | 1 | 28 | | | | | | | |
| cSH | 1322 | 1700 | 1392 | 1700 | 624 | 711 | | | | | | | |
| Volume to Capacity | 0.00 | 0.11 | 0.00 | 0.14 | 0.00 | 0.05 | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 4 | | | | | | | |
| Control Delay (s) | 7.7 | 0.0 | 7.6 | 0.0 | 10.8 | 10.3 | | | | | | | |
| Lane LOS | A | | A | | B | B | | | | | | | |
| Approach Delay (s) | 0.3 | | | 0.0 | | | 10.8 | 10.3 | | | | | |
| Approach LOS | | | | | | B | B | | | | | | |
| Intersection Summary | | | | | | | | | | | | | |
| Average Delay | | | 1.0 | | | | | | | | | | |
| Intersection Capacity Utilization | | | 21.9% | | | ICU Level of Service | | | A | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | | |

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Village Attorney DATE: December 3, 2024
(Name)

RECOMMENDATION FROM: Plan Commission FILE REF: 24-PLC-0026
(Board or Department)

NATURE OF ACTION:

STEPS NEEDED TO IMPLEMENT ACTION:

- Ordinance
- Resolution
- Motion
- Other

Motion to Adopt "AN ORDINANCE REZONING CERTAIN PROPERTY LOCATED AT 814-818 OGDEN AVENUE AND 4244 ELM STREET, as presented.

AB

SUMMARY OF ITEM:

Adoption of the attached ordinance shall rezone 814-818 Ogden and 4244 Elm Street from B-3, General Services and Highway Business District and R-4, Residential Detached House 4 to B-3, General Services and Highway Business District.

RECORD OF ACTION TAKEN:

ORDINANCE NO. _____**AN ORDINANCE REZONING CERTAIN PROPERTY
LOCATED AT 814-818 OGDEN AVENUE AND 4244 ELM STREET**

WHEREAS, the real estate located near of the intersection of Ogden Avenue and Elm Street Avenue, commonly known as 814-818 Ogden Avenue and 4244 Elm Street, Downers Grove, Illinois, PINs 09-05-120-009, and -018, hereinafter described has been classified as “B-3, General Services and Highway Business” and R-4, Residential Detached House 4” under the Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner or owners of said real estate have requested that such property and the alley to the north of 814-818 Ogden Avenue be rezoned as hereinafter provided; and

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing respecting said petition on September 16, 2024 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, making due allowance for existing conditions, the conservation of property values, the development of the property in conformance to the official Comprehensive Plan of the Village of Downers Grove, and the current uses of the property affected, the Council has determined that the proposed rezoning is for the public good.

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

SECTION 1. The Zoning Map of the Village, pursuant to Section 28.12.030 of the Downers Grove Municipal Code, is hereby further amended by rezoning to "B-3, General Services and Highway Business" the zoning classification of the following described real estate, to wit:

PARCEL 1:

LOT 20 OF BLOCK 4 IN LYMAN PARK SUBDIVISION OF THE EAST 281.7 FEET OF LOT 2 AND ALL OF LOT 4 OF THE PLAT OF CIRCUIT COURT PARTITION OF HENRY M. LYMAN’S ESTATES, IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF LYMAN PARK SUBDIVISION, AFORESAID, RECORDED ON MAY 15, 1926 AS DOCUMENT 213564, MODIFIED BY DECREES ENTERED MARCH 8, 1940 IN CASE NUMBER 39-938 CIRCUIT COURT OF DUPAGE COUNTY, ILLINOIS AND AMENDED BY INSTRUMENT DATED FEBRUARY 27, 1941 AND RECORDED MARCH 31, 1941 AS DOCUMENT 421692, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:

LOT 9 OF BLOCK 4 IN LYMAN PARK SUBDIVISION OF THE EAST 281.7 FEET OF LOT 2 AND ALL OF LOT 4 OF THE PLAT OF CIRCUIT COURT PARTITION OF HENRY M. LYMAN’S ESTATES, IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF LYMAN PARK SUBDIVISION, AFORESAID, RECORDED ON MAY 15, 1926 AS DOCUMENT 213564, MODIFIED BY DECREES ENTERED MARCH 8, 1940 IN CASE NUMBER 39-938 CIRCUIT COURT OF

DUPAGE COUNTY, ILLINOIS AND AMENDED BY INSTRUMENT DATED FEBRUARY 27, 1941 AND RECORDED MARCH 31, 1941 AS DOCUMENT 421692, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:

ALL THAT PART OF THE 20 FOOT WIDE VACATED ALLEY LYING BETWEEN WASHINGTON STREET AND ELM STREET, NORTH OF AND ADJOINING LOTS 10 TO 19 IN BLOCK 4 IN LYMAN PARK SUBDIVISION OF THE EAST 281.7 FEET OF LOT 2 AND ALL OF LOT 4 OF THE PLAT OF CIRCUIT COURT PARTITION OF HENRY M. LYMAN'S ESTATES, IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF LYMAN PARK SUBDIVISION, AFORESAID, RECORDED ON MAY 15, 1926 AS DOCUMENT 213564, MODIFIED BY DECREES ENTERED MARCH 8, 1940 IN CASE NUMBER 39-938 CIRCUIT COURT OF DUPAGE COUNTY, ILLINOIS AND AMENDED BY INSTRUMENT DATED FEBRUARY 27, 1941 AND RECORDED MARCH 31, 1941 AS DOCUMENT 421692, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 814-818 Ogden Avenue and 4244 Elm Street, Downers Grove, IL 60515 PINs 09-05-120-009 and -018; and the alley to the north of 814-818 Ogden Avenue.

SECTION 2. That the following factors were considered in this rezoning as shown in the Zoning Ordinance:

1. The existing use and zoning of nearby property;
2. The extent to which the particular zoning restrictions affect property values;
3. The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare;
4. The suitability of the subject property for the zoned purposes;
5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity;
6. The value to the community of the proposed use; and
7. The comprehensive plan.

SECTION 3. The official zoning map shall be amended to reflect the change in zoning classification effected by Section 1 of this ordinance, subject to the following conditions:

1. Any changes to the conditions represented by the Petitioner as the basis for this petition, whether those changes occur prior to or after Village approval, shall be promptly reported to the Village. The Village reserves the right to re-open its review process upon receipt of such information; and
2. It is the Petitioner's obligation to maintain compliance with all applicable Federal, State, County and Village laws, ordinances, regulations, and policies.

SECTION 4. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 5. This ordinance shall be in full force and effect from and after its passage and

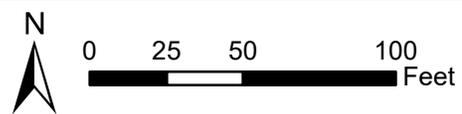
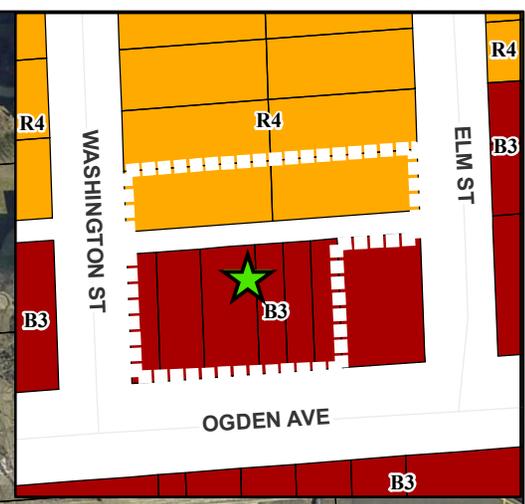
publication in pamphlet form as provided by law.

Mayor

Passed:

Published:

Attest: _____
Village Clerk



814-818 Ogden Avenue & 4244 Elm Street: Location Map

-  Subject Property
-  Project Location



**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
SEPTEMBER 16, 2024 AGENDA**

| SUBJECT: | TYPE: | SUBMITTED BY: |
|--|--|------------------------------------|
| 24-PLC-0026 814-818 Ogden Avenue & 4244 Elm Street | Zoning Map Amendment, Special Use, and Right-of-Way Vacation | Flora León, AICP Senior Planner |

REQUEST

The petitioner is requesting approval for a Zoning Map Amendment from R-4, Residential Detached House 4 to B-3, General Services and Highway Business, a Special Use to allow for a side-by-side drive-through, and Right-of-Way Vacation at 814-818 Ogden Avenue and 4244 Elm Street.

NOTICE

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

GENERAL INFORMATION

OWNER: K & M Corp. Of Arizona
1205 Ogden Avenue
Downers Grove, IL 60515

PETITIONER: Downers Grove Equity Group LLC
Brett Paul
745 McClintock Dr., Suite 305
Burr Ridge, IL 60527

PROPERTY INFORMATION

EXISTING ZONING: B-3, General Services and Highway Business and R-4, Residential Detached House 4

EXISTING LAND USE: Vacant Commercial Buildings, Vacant Land, Parking Lot, and Alley

PROPERTY SIZE: 42,289 sq. ft. (.971 acres)

PIN: 09-05-120-009, -018 and 09-05-120-019, -20, -021, -022, -023, and -024

SURROUNDING ZONING AND LAND USES

| | ZONING | FUTURE LAND USE |
|---------------|--|------------------------|
| NORTH: | R-4, Residential Detached House 4 | Single Family Detached |
| SOUTH: | B-3, General Services and Highway Business | Corridor Commercial |
| EAST: | B-3, General Services and Highway Business | Corridor Commercial |
| WEST: | B-3, General Services and Highway Business | Corridor Commercial |
| | R-4, Residential Detached House 4 | Single Family Detached |

ANALYSIS

SUBMITTALS

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

1. Project Narrative
2. Entitlement Criteria
3. Plats of Survey
4. Location Map
5. Architectural Plans
6. Engineering Plans
7. Landscape Plan
8. Elevations
9. Photometric Plan
10. Traffic Study
11. Plat of Vacation
12. Plat of Consolidation
13. Appraiser's Report
14. Neighborhood Meeting Summary

PROJECT DESCRIPTION

The petitioner is proposing to construct a new Andy's Frozen Custard restaurant with a side-by-side drive-through at 818 Ogden Avenue. The 0.97 acre property, located at the northeast corner of Washington Street and Ogden Avenue is composed of three vacant buildings all zoned B-3, General Services and Highway Business and two vacant properties zoned R-4, Residential Detached House 4. A public alley runs east-west between the vacant buildings and the vacant land. The site is adjacent to a mixed use multi-tenant commercial and residential building to the east along with single family residential homes directly north. The petitioner is requesting the following approvals:

- A Zoning Map Amendment to rezone two parcels from R-4, Residential Detached House 4 to B-3 General Services and Highway Business
- Special Use to permit a side-by-side drive-through for a restaurant
- Right-of-Way (alley) vacation

The existing buildings and parking lots will be demolished in order to construct a new 1,960 square foot Andy's Frozen Custard restaurant with a side-by-side drive-through. The drive-through lanes accommodate 17 vehicles and wrap around the west, south and east portions of the building. The building facade will be composed of brick and storefront glass. There is no indoor dining proposed. Walk-up ordering takes place at three ordering windows that face west and are located under a canopy. An outdoor seating area is also provided under the canopy. The patio canopy includes a slight tilt adding variation to the roofline.

The two access points on Ogden will be reduced to one. Two existing ancillary access points will be maintained, one on Washington Street and a second on Elm Street. In addition to the proposed building, the improvements to the site will include a parking lot, outdoor patio, landscaping and a trash enclosure. The petitioner is proposing a total of 29 parking spaces for the entire site. As required by the Zoning Ordinance, pedestrian connections will be provide to both Ogden Avenue and Washington Street.

A 266' by 20' public alley running east to west near the northern section of the property is requested to be vacated. The vacation allows greater flexibility in site design, accommodates two access points and circulation for the Andy's drive-through. Access will also be provided via an access easement to 800 Ogden Avenue. Per the Village's Right-of-Way Vacation Policy (Resolution #2003-58), staff contacted the public

agencies and determined that the utility providers and the Village do not have any objections to the vacation of the right-of-way as long as a public drainage, utility and access easement are retained along the entire width and length of the alley. The required easement have been provided as noted on the Plat of Vacation.

COMPLIANCE WITH ZONING ORDINANCE

The property is currently zoned B-3, General Services and Highway Business and R-4, Residential Detached House 4. The proposal calls for a map amendment to rezone the R-4, Residential Detached House 4 portion of the property to a B-3, General Services and Highway Business. The bulk requirements of the proposed development in the B-3 zoning district are summarized in Table 1.

Table 1: Zoning Requirements

| 814-818 Ogden Avenue & 4244 Elm Street | Required | Proposed |
|---|-----------------------------------|----------------------|
| Proposed Building | | |
| Ogden Avenue Setback (South) | 75 ft. from Ogden Ave. centerline | 85.5 ft. |
| Washington Street Setback (West) | 25 ft. | 77 ft. |
| Side Interior Setback (North) | 13.5 ft. | 86.5 ft. |
| Rear Setback (East) | N/A | N/A |
| Parking | | |
| Ogden Avenue Setback (South) | 50 ft. from Ogden Ave. centerline | 61.6 ft. |
| Washington Street Setback (West) | 8 ft. | 11.7 ft. |
| Side Interior Setback (North) | 5.5 ft. | 20.7 ft. |
| Rear Setback (East) | N/A | N/A |
| Drive-Through | | |
| Stacking Spaces | 8 | 17 |
| Spaces between Order and Pick-up | 3 | 3 |
| Setback from Residential Lot Line | 50 ft. | 63 ft. |
| Other | | |
| Floor Area Ratio | 0.75 (max) | 0.05 |
| Building Height | 60 ft. (max) | 28 ft. |
| Open Space | 4,228 sq. ft. (10%) | 15,350 sq. ft. (36%) |
| Street Yard Landscape Open Space | 2,114 sq. ft. (50% min) | 3,750 sq. ft. (89%) |
| Parking | 7 (3.5/1,000 SF) | 29 |
| Bicycle Parking | 2 | 3 |

Signage

The applicant's proposal complies with the Village's Zoning Ordinance. All proposed signage will also be required to comply with the requirements of the Village's Zoning Ordinance.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan's Future Land Use Map designates this property as Corridor Commercial. Corridor Commercial uses are defined as automobile related uses that provide services and retail opportunities to the nearby neighborhoods and the surrounding region. The Comprehensive Plan specifically mentions that the Ogden Avenue corridor continue to contain a range of these type of uses.

The proposed development also meets the Comprehensive Plan's key concepts for this subarea:

- Beautification along Ogden Avenue with street yard landscaping
- Commercial areas that are designed to be architecturally attractive and add value to adjacent properties
- Implements the recommendations of the Economic Development Plan to Enhance the Sales Tax
- Improved pedestrian connectivity by installing a new sidewalk on Washington Street and two new internal pedestrian connections to the site

- Parking lot screening and interior landscaped islands
- Dumpster enclosures and screening
- Buffering nearby residential areas from the impacts of commercial use (such as noise, light, and traffic) through the use of landscaping and screening
- The consolidation of multiple lots into one lot increases the depth and width creating a functional site plan.
- Encouragement of commercial expansion by increasing lot depth on a case-by-case basis given location, context, use, and screening.

The proposed development is consistent with the Comprehensive Plan.

ENGINEERING/PUBLIC IMPROVEMENTS

Based on the existing and proposed impervious area, Post Construction Best Management Practices are not required for this property. The project will meet all provisions of the Stormwater and Floodplain Ordinance. Additional public improvements within the Washington Street right-of-way include the removal of an asphalt parking area, installation of curb and gutter, parkway turf, parkway trees, and a sidewalk. Within the Elm Street right-of-way improvements will include a hydrant relocation and installation of curb and gutter. A new water service line will be provided from Ogden Avenue.

PUBLIC SAFETY REQUIREMENTS

The Village has reviewed the proposed development and determined that sufficient access to and around the site is provided for emergency vehicles. The site layout permits Fire Department apparatus the opportunity to enter and exit the site from the Ogden Avenue, Washington Street and Elm Street curb cuts.

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 *Daily Herald*. Staff received two phone calls general in nature requesting information on the proposed development.

Due to the map amendment request, Sec 28.12.010(f)(3) of the Municipal Code, requires that the petitioner hold a neighborhood meeting. The petitioner held a neighborhood meeting on September 5, 2024. The comments provided at the neighborhood meeting are provided in the attached Neighborhood Meeting Summary.

STANDARDS OF APPROVAL

The petitioner is requesting a Zoning Map Amendment, a Special Use, and an alley vacation. The review and approval criteria is listed below. The petitioner has submitted a narrative that attempts to address all 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.

Zoning Map Amendment Request

Section 28.12.030(i) Review and Approval Criteria for Zoning Map Amendments

The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors:

- 1. the existing use and zoning of nearby property;*
- 2. the extent to which the particular zoning restrictions affect property values;*
- 3. the extent to which any diminution in property value is offset by an increase in the public health, safety and welfare;*
- 4. the suitability of the subject property for the zoned purposes;*
- 5. the length of time that the subject property has been vacant as zoned, considering the context of*

- land development in the vicinity;*
6. *the value to the community of the proposed use; and*
 7. *the comprehensive plan.*

Special Use Request

Section 28.12.050(h) Special Use Approval Criteria

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the 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.*

Compliance with the Procedure to be followed in the Vacation of Streets, Alleys, and Public Rights-of-Way (Resolution #2003-58)

The Village's alley vacation policy asks the following questions when it comes to determining if an alley can be vacated. These questions are listed below:

1. *Is there written consent of at least two property owners who abut the proposed parcel to be vacated?*
2. *Whether the Parcel or portion thereof, is no longer necessary for public use and whether the public interest will be served by such vacation request.*
3. *Whether the Parcel or portion thereof, should be vacated and whether public utility easements and any ingress-egress easements are to be maintained.*
4. *The amount and type of compensation, if any, to be required as a condition to the effectiveness of the vacation of the parcel.*

DRAFT MOTION

Staff will provide a recommendation at the September 16, 2024 meeting. Should the Plan Commission find that the request is consistent with the Comprehensive Plan and meets the requirements of the Zoning Ordinance, staff has prepared a draft motion that the Plan Commission may make for the recommendation approval of 24-PCE-0026:

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 Zoning Map Amendment from R-4, Residential Detached House 4 to B-3, General Services and Highway Business, a Special Use to allow for a side-by-side drive-through, and an alley vacation 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 24-PCE-0026, subject to the following conditions:

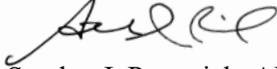
1. Rezoning, Special Use, and Alley Vacation shall substantially conform to the staff report; architectural drawings prepared by Hufft dated August 9, 2024 and last revised on September 9, 2024, and engineering and landscape drawings prepared by Manhard Consulting dated August 9, 2024 last revised on September 9, 2024 except as such plans may be modified to conform to the Village codes and ordinances.
2. A recorded access easement will be required prior to occupancy approval.

24-PLC-0026; 814-818 Ogden Avenue & 4244 Elm Street
September 16, 2024

Page 6

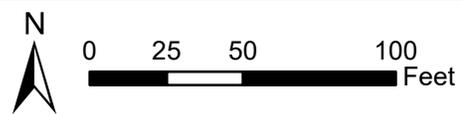
3. The petitioner shall administratively consolidate the lots into one lot of record prior to issuing a building permit.
4. Prior to execution of the vacation plat, the petitioners shall pay the Village a total of \$16,000 per the petitioner's appraisal.
5. Submit a tree risk assessment report (TRAQ) from a certified arborist for the two parkway trees located on the Elm St. side nearest where the hydrant will be relocated.
6. An 8' solid fence will be installed along the entire length of the northern lot line.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development

SP; fl



814-818 Ogden Avenue & 4244 Elm Street: Location Map

-  Subject Property
-  Project Location

Date: August 28, 2024
To: The Village of Downers Grove
From: Downers Grove Equity Group LLC
Subject: Plan Commission Application for PUD

The Plan Commission Application for Special Use includes the following:

- Petition for Plan Commission Application
- Owner Acknowledgements of Application
- Application Fees
- Collated Full Size 24x48 Plan Set, Including
 - Plat of Survey
 - Detailed Siteplan
 - Preliminary Engineering Plans
 - Car Stacking Exhibit
 - Fire Truck Turn Exhibit
 - Garbage Truck Turn Exhibit
 - KLOA Traffic Study
 - Sanitary District Conceptual Approval
 - Zoning Table
 - Building Elevations
 - Building Floor Plan
 - Photometric Plan
 - Landscaping Plan
 - Signage Plan with Elevations
 - Color Renderings
- Twelve (12) collated packets of 11x17 plan set
- Certification of Public Notice and List of Surrounding Properties

Introduction

Downers Grove Equity Group LLC (DGEG) is submitting plans for a proposed redevelopment of the properties located at the corner of Ogden and Washington St along the Ogden Ave, Corridor. DGEG is under agreement for the properties commonly known as 814-818 Ogden ave; and 4244 Elm St. Additionally there have been discussions with the Village to vacate the alley between the commercially B-3 zoned lots, and the two R-4 residential lots located to the north of the Village owned alley. DGEG is proposing to construct an Andy's Frozen Custard drive through restaurant.

These parcels have been substantially vacant for over a decade and are currently not representing the highest and best use for the site. Through the vacating of the Village owned alley, this site can be assembled and redeveloped into a viable drive through restaurant site.

Location:

The proposed development includes five existing lots on Ogden Ave. (814-818 Ogden Ave.), one lot on Washington St.(814-816 Ogden Ave), one lot on Elm St (4244 Elm St.), and the village owned alley.

Tenant:

The proposed Tenant will be Andy's Frozen Custard. Andy's is a quick-service style restaurant with drive-thru and walk-up windows only, and no indoor dining. Orders are taken the old-fashioned way with face-to-face interaction at each car by a runner, instead of speaker boxes.

Andy's serves frozen treats including sundaes, concretes, and shakes, which features frozen custard that is made fresh every hour. There are no grills or fryers and have only an oven for baked goods. The speed of service commitment is 90 seconds or less, which helps drive-thru lines go quickly and ease of flow with on-site traffic.

Andy's commits to being involved in the community, such as Chamber of Commerce, schools, police and fire, parks and recreation events, libraries, and other small businesses.

Site Plan:

DGEG is proposing to construct a self standing Andy's Frozen Custard drive through facility.

The development will have three access points, all three currently existing: one from Ogden Ave.; one from Washington St.; and one from Elm St.

Zoning Entitlements:

To proceed with this development, DGEG requires one Special Use, Map Amendment (rezoning R-4 parcels), and an Alley Vacation:

- A special use permit from the Village for a drive through for Andy's Frozen Custard
- A map amendment rezoning two R-4 parcels
- An Alley Vacation

In closing, we believe this project would be a major asset to the Village. The proposed use will clean up, beautify, and highlight a well known corner within the Village, significantly add to Village's retail sales and real estate tax revenue base, and eliminate the underutilization of this strategic site.

With your approvals we hope construction can begin in the 4th quarter of 2024.

Regards,

Downers Grove Equity Group LLC
Brett Paul - Manager

Neighborhood Meeting Sign-In Sheet

Date: September 4, 2024, 5:30 PM

Location: Panera Bread, Downers Grove, IL

Company: Downers Grove Equity Group LLC

Project: Proposed Andy's Frozen Custard at 818 Ogden Ave., Downers Grove, IL

| # | Name | Address | Phone Number | Email |
|----|-----------------|--------------------|--------------|-------|
| | Mary Super | 4244 Washington | 630 9 | |
| 1 | LOUIS IMBRAGNO | 748 OGDEN AVE | | |
| 2 | Alyssa Szporder | 4233 Washington St | | |
| 3 | Chad Wala | 4297 Washing st | | |
| 4 | Adam K | 4117 Washington st | | |
| 5 | Katie+Rob | 4136 Washington | | |
| 6 | Jason Shick | 4225 Elm St | | |
| 7 | | | | |
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Neighborhood Meeting Feedback

Date: September 4, 2024, 5:30 PM

Meeting Location: Panera Bread, 160 Ogden Avenue, Downers Grove, IL

Developer: Downers Grove Equity Group LLC

Project: Proposed Andy's Frozen Custard at 818 Ogden Ave., Downers Grove, IL

Notes: Letters were sent to all residents via United State Postal Service, mailed on August 21, 2024. We were also made aware of a Facebook comment from a local resident bringing attention to the meeting.

Attendees: See sign in sheet with local residents who attended.

Developer representatives: Brett Paul and Michael Gatto

Andy's Representatives: Liana Moore and Robert de la Fuente

Attendee Feedback

Comment: Concern about current traffic coming south on Elm St. and Washington and impact of new Andy's.

Response: A majority of traffic will be coming from Ogden Avenue and shouldn't add new traffic to residential area.

Comment: Signage concern. How long will signs be staying on and what kind of light can be expected from the property. One resident referenced the Andy's in Naperville being bright.

Response: Andy's will be complying with the Village's zoning regulations regarding signage and will not be asking for any variances

Comment: Concern about the existing fence on the north side of the property screening light from customers.

Response: Fence will be repaired in any area necessary and will be brought to "like new" condition.

Comment: Security camera: what type of security system will Andy's have?

Response: Security cameras monitor the interior and exterior of the buildings.

Comment: Additional comments about traffic concerns and ingress/egress onto Washington. Concern traffic will congest area more than it already is. Suggestion of additional traffic controls like at Ogden and Lindley Speedway, which does not allow a right out onto Lindley.

Response: We are currently using the existing cuts on Elm and Washington. Also there will be a point of access on Ogden, which will be best for customers using the drive-thru.

Comment: Question about existing parking areas, what will be changing about what's existing. Will there parking added to the northeast corner of the property? Some concern about where UPS customers from across the street will park as some park in the parking spaces along the subject property's building.

Response: Based on what's existing, no new parking area will be added. The vacant lot in the northeast corner will remain vacant with grass. UPS customers have parking along the UPS building that should be in compliance with local code.

Comment: Will there be more or less green space and how is stormwater management getting handled?

Response: Based on what's currently on site, there will be more greenspace than what's currently existing. Based on our calculations from the engineer no additional stormwater management will be required because of impervious area.

Comment: Concern about trees on the north side of the property getting removed for screen purposes.

Response: Any tree removal will be existing trees on subject property. Landscaping will be in compliance with Village code.

Comment: Drive-thru speaker boxes: How will you control the volume potentially disturbing neighbors.

Response: Andy's does not have speaker boxes. Employees manually take orders from customers in their vehicles.

Comment: How much revenue will this generate to the Village in additional tax dollars and real estate taxes?

Response: Waiting on additional feedback from Village to project sales tax. 2023 real estate taxes total \$19,402.82 on current parcels. With improvements to property, taxes will increase.

Comment: More comments on traffic concerns. Andy's is a use they like but existing traffic and potential more congestion could disturb the residences further. Left turn out only on to Washington or a left turn only lane coming out of the cut onto Washington.

Response: Many of these comments and concerns come from existing conditions and traffic on Washington. We believe a majority of Andy's traffic will be coming off Ogden and we won't substantially add new traffic.



Zoning Map Amendments

Form #PC03

Review and Approval Criteria

814-816 Ogden Ave. (PIN# 0905120009) and 4244 Elm St. (PIN# 0905120018)

Address of Project Site: _____

A detailed response to all of the standards shall be provided, specifying how each standard is or is not met.

Section 28.12.030.I. Review and Approval Criteria (Zoning Map Amendments - Rezoning)

The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors:

1. The existing uses and zoning of nearby property.
West- B3/R4- Professional Services and Single Family Residential; North- R4- Single Family Residential;
East- B3- Retail; South- B3- Auto Related Services
2. The extent to which the particular zoning restrictions affect property values.
The zoning restrictions should not have a material impact on property values.
3. The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.
There should not be any diminution of property values.
4. The suitability of the subject property for the zoned purposes.
This property is contiguous to the proposed zoning district, and part of a larger assemblage. If approved, this new parcel will maintain similar boundaries and depths to the neighboring B3 zoned properties.
5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.

The subject property has been vacant as zoned for over 15 years.
6. The value to the community of the proposed use.
The subject property will be assembled into a larger parcel, and redeveloped into a quick service restaurant. This process will benefit the greater community in the following ways: Utilization of a current vacant site; increased property tax revenue; increased food and bev tax revenue; and adding a national company to the community who is not conducting business locally currently.
7. The Comprehensive Plan.
The comprehensive plan keys in on the shallow lot depths located on Ogden Ave. parcels. Rezoning and assembling these parcels would create a solution to that problem (Comp Plan, Pg 114).
The comprehensive plan also notes that the Village should "encourage commercial expansion into residential areas" (Comp Plan, Pg 120). This is an opportunity to further this enumerate goal.



Special Uses

Review and Approval Criteria

Form #PC02

Address of Project Site: _____

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 proposed use, Drive-Through Facility, is expressly authorized as a Special Use in the B3 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, Drive-Through Facility, would be compatible with the neighboring uses and zoning. Additionally, the proposed development would reinvigorate an underutilized site that has remained vacant for a significant period of time; generate increased property tax revenue; generate increased food and beverage tax revenue; and establish a new relationship with a national company that has not existed in the community before.

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 use will not be detrimental to the health, safety, or general welfare of the greater community. The proposed use will remove multiple vacant buildings that have not been substantially occupied in over a decade and have been minimally maintained. The proposed use will allow the existing substandard condition to be removed and a new project built to current codes in its place. The development will also remove the existing paved public parkway, and replace it with green space, creating a net increase of green space from the current use to the proposed development.

Downer's Grove Equity Group LLC
 745 McClintock Dr., Suite 305
 Burr Ridge, IL 60527
 August 6, 2024

Re: Vacation of Village owned Alley

Company is the petitioning the Village of Downers Grove to vacate the alley located to the rear of the properties commonly known as 800-818 Ogden Ave. Downers Grove, IL.

The abutting owners are as follows:

| Property Address | Owner | Frontage Abutting Alley (Linear Ft) |
|--------------------|---------------------|-------------------------------------|
| 814-818 Ogden Ave. | K&M Corp of Arizona | 324.3 |
| 800 Ogden Ave. | AIM OGDEN LL | 75 |
| 4244 Elm St | K&M Corp of Arizona | 133.1 |

Currently the alley has the following public service facilities that run over, under, or upon the parcel:

| Public Utility Owner | Type of Utility | Location |
|---------------------------------|----------------------|-------------------------|
| Comed | Electric | Overhead Electric Poles |
| Downers Grove Sanitary District | 8 Inch Sanitary Pipe | Underground |

Current legal description of alley:

ALL THAT PART OF THE 20 FOOT WIDE VACATED ALLEY LYING BETWEEN WASHINGTON STREET AND ELM STREET, NORTH OF AND ADJOINING LOTS 10 TO 19 IN BLOCK 4 IN LYMAN PARK SUBDIVISION OF THE EAST 281.7 FEET OF LOT 2 AND ALL OF LOT 4 OF THE PLAT OF CIRCUIT COURT PARTITION OF HENRY M. LYMAN'S ESTATES, IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF LYMAN PARK SUBDIVISION, AFORESAID, RECORDED ON MAY 15, 1926 AS DOCUMENT 213564, MODIFIED BY DECESS ENTERED MARCH 8, 1940 IN CASE NUMBER 39-938 CIRCUIT COURT OF DUPAGE COUNTY, ILLINOIS AND AMENDED BY INSTRUMENT DATED FEBRUARY 27, 1941 AND RECORDED MARCH 31, 1941 AS DOCUMENT 421692, IN DUPAGE COUNTY, ILLINOIS.

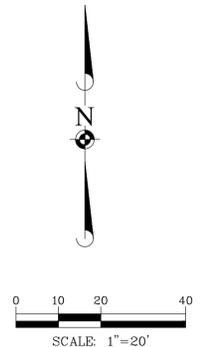
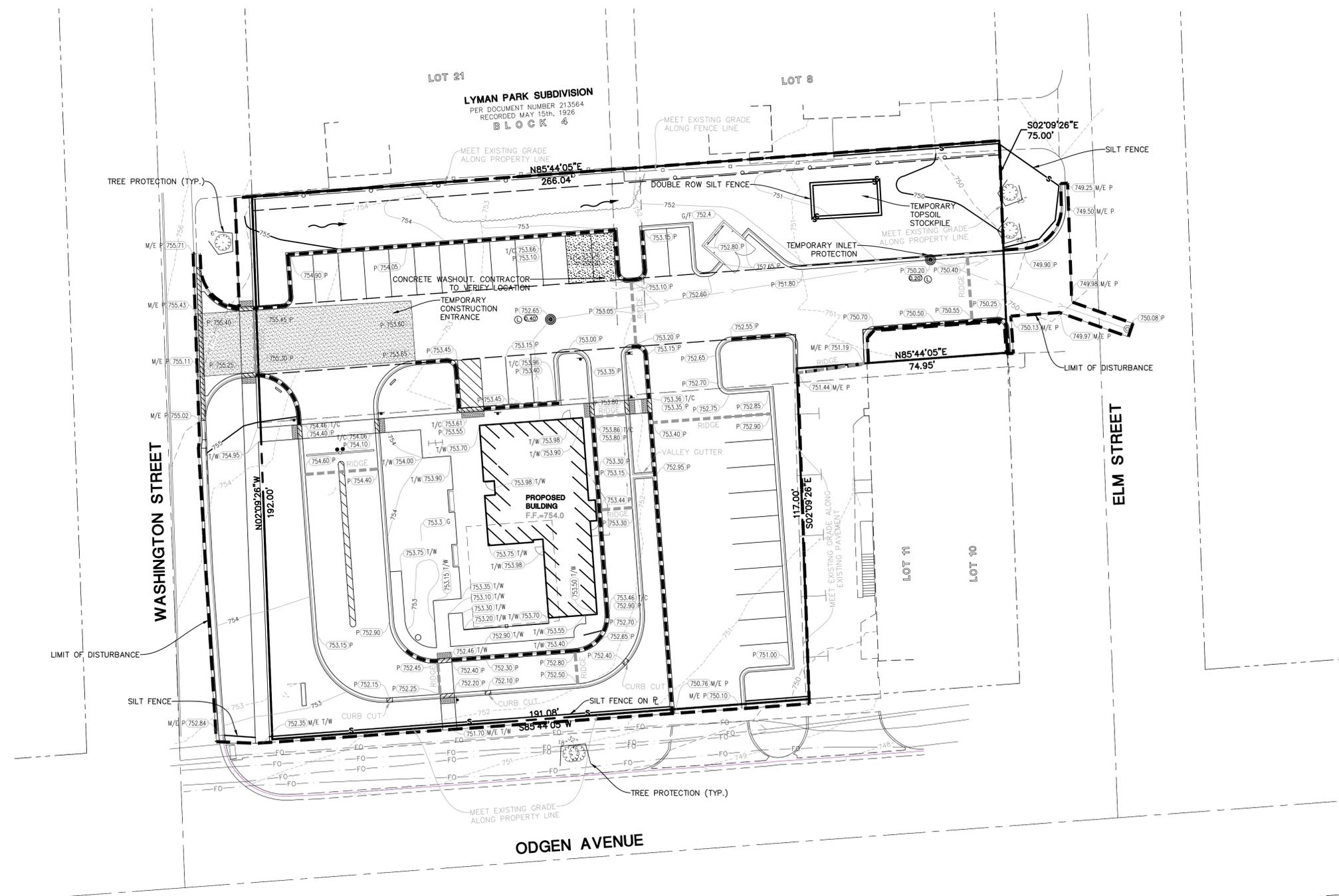
Alley Vacation Criteria:

1. Is there written consent from at least two property owners who abut the proposed parcel to be vacated?
 - a. Yes. The project currently abuts the alley on three parcels.
2. Is the parcel or a portion thereof no longer necessary for public use and whether the public interest will be served by such vacation request?
 - a. The alley will no longer be necessary for public use. The public interest will be served by the vacation request through the redevelopment and activation of a site blighted by vacancy and building deficiencies. Additionally, the vacated alley will remain wholly intact as a means of ingress/egress for the property owner to the east, removing any adverse effect from the adjacent building.
3. If the parcel or any portion thereof should be vacated, will public utility easements and ingress-egress easements be maintained?
 - a. Yes. Public utility easements will remain. Ingress-egress easements will be maintained for the property to the east.
4. What is the amount and type of compensation, if any, to be required as a condition to the effectiveness of the vacation of the parcel?
 - a. The alley will be vacated at no cost to the project.

Downers Grove Equity Group, LLC hereby requests the Village of Downers Grove to vacate the alley.

Sincerely,

Brett Paul



SOIL EROSION AND SEDIMENTATION CONTROL GENERAL NOTES:

- ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL".
- MAINTENANCE AND REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE OWNER, SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER, OR EQUIVALENT SNOWFALL, WHEN THE SNOW Melts AND THERE IS POTENTIAL FOR EROSION. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY. FOR SITES DISCHARGING DEWATERING WATER, AN INSPECTION MUST BE CONDUCTED DURING THE DISCHARGE, ONCE PER DAY ON WHICH THE DISCHARGE OCCURS AND DOCUMENTED AND KEPT IN THE SWPPP BOOKLET.
- INSTALL ALL PERIMETER SILT FENCING PRIOR TO ANY CLEARING OR GRADING. ON-SITE SEDIMENT CONTROL MEASURES AS SHOWN AND SPECIFIED BY THIS EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO INITIATING CLEARING, GRADING, STRIPPING, EXCAVATION OR FILLING ACTIVITIES ON THE SITE.
- STORM WATERS FALLING ON THE ENTIRE SITE SHALL SHEET FLOW TO THE IDOT STORM SYSTEM OR VILLAGE STORM NETWORK PER THE EXISTING CONDITIONS. PRIOR TO BEGINNING MASS EXCAVATION, THE CONTRACTOR SHALL CONSTRUCT DITCHES, SWALES, SEDIMENTATION TRAPS AND SILTATION CONTROL MEASURES AS REQUIRED TO INTERCEPT SURFACE WATERS BEFORE THEY FLOW ONTO ADJACENT PROPERTY AND CONVEY THEM TO THE RESPECTIVE STORM NETWORKS.
- IF STORMWATER DETENTION IS NOT REQUIRED, THE CONTRACTOR SHALL CONSTRUCT DITCHES, SWALES, SEDIMENT TRAPS AND SILTATION CONTROL MEASURES AS REQUIRED TO INTERCEPT SURFACE WATERS BEFORE THEY FLOW ONTO ADJACENT PROPERTY.
- STABILIZATION OF DISTURBED AREAS MUST BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA.
- TEMPORARY SEED MIXTURE SHALL BE APPLIED AT 64 LBS/ACRE.
- INLET PROTECTION SHALL BE INSTALLED UNDER THE GRATING OF EACH DRAINAGE STRUCTURE.
- STABILIZATION OF TOPSOIL STOCKPILES SHALL BE INITIATED IMMEDIATELY UPON COMPLETION UNLESS THEY WILL BE DISTURBED WITHIN FOURTEEN (14) CALENDAR DAYS. STABILIZATION OF STOCKPILES MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. ALL SOIL STORAGE PILES SHALL BE PROTECTED FROM EROSION WITH SILT FENCE ON THE DOWN SLOPE SIDE OF THE PILES.
- DEWATERING DISCHARGES SHALL BE ROUTED THROUGH A SEDIMENT CONTROL (e.g. SEDIMENT TRAP OR BASIN, PUMPED WATER FILTER BAG) DESIGNED TO MINIMIZE DISCHARGES WITH VISUAL TURBIDITY. THE DISCHARGE SHALL NOT INCLUDE VISIBLE FLOATING SOLIDS OR FOAM. THE DISCHARGE MUST NOT CAUSE THE FORMATION OF A VISIBLE SHEEN ON THE WATER SURFACE, OR VISIBLE OILY DEPOSITS ON THE BOTTOM OR SHORELINE OF THE RECEIVING WATER. AN OIL-WATER SEPARATOR OR SUITABLE FILTRATION DEVICE SHALL BE USED TO TREAT OIL, GREASE, OR OTHER SIMILAR PRODUCTS IF DEWATERING WATER IS FOUND TO OR EXPECTED TO CONTAIN THESE MATERIALS. TO THE EXTENT FEASIBLE, USE WELL VEGETATED (e.g. GRASSY OR WOODED), UPLAND AREAS OF THE SITE TO INFILTRATE DEWATERING WATER BEFORE DISCHARGE, USING RECEIVING WATERS AS PART OF THE TREATMENT AREA IS PROHIBITED. TO MINIMIZE DEWATERING RELATED EROSION AND RELATED SEDIMENT DISCHARGES, USE STABLE, EROSION RESISTANT SURFACES (e.g. WELL-VEGETATED GRASSY AREAS, CLEAN FILTER STONE, GEOTEXTILE UNDERLAYMENT) TO DISCHARGE FROM DEWATERING CONTROLS. DO NOT PLACE DEWATERING CONTROLS, SUCH AS PUMPED WATER FILTER BAGS ON STEEP SLOPES (15% OR GREATER IN GRADE. BACKWASH WATER (WATER USED TO BACKWASH/CLEAN ANY FILTERS USED AS PART OF STORMWATER TREATMENT) MUST BE PROPERLY TREATED OR HAULED OFF-SITE FOR DISPOSAL. DEWATERING TREATMENT DEVICES SHALL BE PROPERLY MAINTAINED.
- DUST CONTROL SHALL BE PERFORMED ON A DAILY BASIS USING WATER DISPERSED FROM A TRUCK MOUNTED TANK WITH STANDARD DISCHARGE HEADER TO PROVIDE A UNIFORM RATE OF APPLICATION.
- TEMPORARY GRAVEL CONSTRUCTION ENTRANCES SHALL BE MAINTAINED, ADJUSTED OR RELOCATED AS NECESSARY TO PREVENT SEDIMENT FROM BEING TRACKED ONTO PUBLIC ROADWAYS. ANY SEDIMENT REACHED A PUBLIC ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING BEFORE THE END OF EACH WORKING DAY.
- ANY LOOSE MATERIAL THAT IS DEPOSITED IN THE FLOW LINE OF ANY GUTTER OR DRAINAGE STRUCTURE DURING CONSTRUCTION OPERATIONS SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
- OVERLAND FLOW SHALL BE DIRECTED TO THE IDOT OR VILLAGE STORM SYSTEM PRIOR TO LEAVING THE SITE.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE CLIENT OR OTHER JURISDICTIONAL GOVERNMENTAL ENTITIES.
- ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN 30 DAYS OF FINAL STABILIZATION.

CONSTRUCTION SEQUENCE:

- INSTALL SILT FENCE AT LOCATIONS AS INDICATED ON THE PLANS.
- PROVIDE STABILIZED CONSTRUCTION ENTRANCE.
- CONSTRUCT TEMPORARY DITCHES, SWALES, AND/OR SEDIMENT TRAPS.
- STRIP EXISTING TOPSOIL FROM PROPOSED LIMITS OF DISTURBANCE AND STOCKPILE WHERE SHOWN ON PLANS.
- PROVIDE SILT FENCE AROUND THE BASE OF THE STOCKPILES.
- COMPLETE TOPSOIL PLACEMENT AND PERMANENT SEEDING AND SODDING OF STORMWATER MANAGEMENT FACILITIES.
- CUT AND FILL SITE TO PLAN SUB-GRADE.
- CONSTRUCT UNDERGROUND IMPROVEMENTS, I.E. SANITARY SEWER WATERMAIN AND STORM SEWER**, ETC.
- CONSTRUCT PAVEMENT IMPROVEMENTS PER PLAN.
- COMPLETE CONSTRUCTION OF SITE WITH PERMANENT STABILIZATION.
- REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.
- ** INSTALL INLET PROTECTION AROUND DRAINAGE STRUCTURES AS CONSTRUCTED.

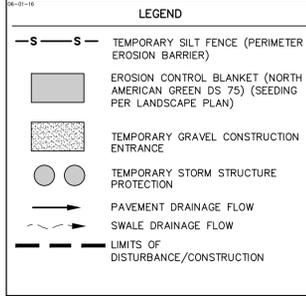
SOIL PROTECTION CHART

| STABILIZATION CHART | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| PERMANENT SEEDINGS | B | A | | | | | | | | | | |
| DORMANT SEEDINGS | | | | | | | | | | | | |
| TEMPORARY SEEDINGS | | | | | | | | | | | | |
| TEMPORARY SEEDINGS | | | | | | | | | | | | |
| SODDING | | | | | | | | | | | | |
| MULCHING | | | | | | | | | | | | |

A - KENTUCKY BLUEGRASS 90 LBS./AC. MIXED WITH PERENNIAL RYEGRASS 30 LBS./AC.
 B - KENTUCKY BLUEGRASS 135 LBS./AC. MIXED WITH PERENNIAL RYEGRASS 45 LBS./AC. 2 TONS STRAW MULCH PER ACRE
 C - SPRING OATS
 D - WHEAT OR CEREAL RYE
 E - SOD (NURSERY GROWN KENTUCKY BLUEGRASS)
 F - STRAW MULCH 2 TONS PER ACRE

* IRRIGATION NEEDED DURING JUNE, JULY AND SEPTEMBER
 ** IRRIGATION NEEDED FOR 2-3 WEEKS AFTER SODDING

NOTE: THIS CHART IS A GUIDE TO ASSIST THE CONTRACTOR IN UNDERSTANDING OPTIONS FOR SOIL STABILIZATION. THE LANDSCAPE PLAN SHALL TAKE PRECEDENCE OVER THIS CHART. ANY CONFLICT SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT PRIOR TO THE START OF CONSTRUCTION. **REFER TO GEOTECH FOR SOIL TYPES ON SITE



"THESE EROSION CONTROL PLANS ARE A PORTION OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) TOTAL REQUIREMENTS FOR A COMPLETE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AS REQUIRED BY THE GENERAL NPDES PERMIT NO. ILR10. CLIENT AND/OR CONTRACTOR WILL BE RESPONSIBLE FOR COMPLIANCE WITH ALL REQUIREMENTS OF THE GENERAL NPDES PERMIT AND COMPILATION OF THE COMPLETE SWPPP."

DRAWN BY: _____
 REVISIONS: _____
 DATE: _____
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 150 East Randolph Street, Suite 200, Chicago, IL 60601
 Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
 Construction Managers • Environmental Scientists • Landscape Architects • Planners
 PROJ. MGR.: SMS
 PROJ. ASSOC.: DDS
 DRAWN BY: KNS
 DATE: 08-08-24
 SCALE: 1"=20'
SHEET C600
 AFC.DGL01

ANDY'S FROZEN CUSTARD
 VILLAGE OF DOWNERS GROVE, ILLINOIS
 SOIL EROSION AND SEDIMENT CONTROL PLAN

FINAL LANDSCAPE PLAN for **ANDY'S FROZEN CUSTARD** NEC OF WASHINGTON STREET AND OGDEN AVENUE VILLAGE OF DOWNERS GROVE, ILLINOIS

| INDEX OF SHEETS | |
|-----------------|-----------------------------------|
| SHEET NO. | DESCRIPTION |
| L1 | TITLE SHEET AND LANDSCAPE SUMMARY |
| L2 | FINAL LANDSCAPE PLAN |
| L3 | LANDSCAPE DETAILS |
| L4 | LANDSCAPE SPECIFICATIONS |

Village of Downers Grove Required Landscaping

STREET TREE REQUIREMENT
Requirement: Parkway trees are required 1 per 40 lf. The Village forester shall install the required parkway trees. Fees paid directly to Village.

On Plan - Not shown, to be determined by Village Forester

PARKING LOT PERIMETER LANDSCAPING
Requirement: When across the street from a residential zoning district, perimeter landscaping required along 100% of street frontage. When across from non-residential, perimeter must be provided along 75% of the perimeter. Plantings must be provided in groupings of at least 3 plants at 36" min ht. Provide one shade or ornamental tree per 30' of street frontage (parkway trees may count towards requirement).

When interior and abutting another lot, landscaping must be provided for 50% of the perimeter abutting side and rear lot lines with groupings of no less than 3. When abutting a residential zoning district, a 6' fence must be provided instead of landscaping along 100% of the parking lot perimeter.

All Parking Lot Perimeter Landscaping may be counted towards zoning district landscape open space requirements.

Required - Fence @ North Property line and 50% min landscaping, 50% min landscaping along east lot line, 75% min. landscaping along south and west drive-thru/ parking lot (Street Yard).
On Plan - New 6' fence @ North Property line and 50% min. landscaping, 50% min landscaping along east lot line provided. 75% min. landscaping along south and west drive-thru/parking lot (street yard).

PARKING LOT INTERIOR LANDSCAPING
Requirement: Landscape islands must be located at the end of each parking row and within each row so there are no more than 20 spaces between islands. Islands must be 7' wide min. and 150 sf. One shade tree must be provided for each 150 sf of island. If divider medians are provided, they must be 6' wide and provide 1 shade tree per 40' of median length. At least 50% of the islands must be planted with live material or turf.

Parking Lot Interior Landscaping may be counted towards zoning district landscape open space requirements if over 500 sf or more.

Required - 7 island trees
On Plan - 7 island trees

OPEN SPACE REQUIREMENT PER ZONING DISTRICT
Requirement: Min. 10% of lot requires Landscaped Open Space. At Least 50% of the required landscaped open space must be located in the street yard. Must be landscaped with live plants.

Total Site: ± 40,782.9 sf
10% Open Space: 4,078.3 sf (2,039.15 sf in street yard)

Required - 4,078.3 sf Landscaped Open Space (2,039.15 of it in street yard)
On Plan - 14,945 sf Landscaped Open Space (±5,800 of it in street yard)

SIGN LANDSCAPING
Requirement: Monument signs must be surrounded by a landscape area of at least 3' in width, consisting of shrubs, perennials, ornamental grasses, etc.

On Plan - Meets Ordinance



LOCATION MAP

NORTH

- Landscape Notes:**
- Seed/ Sod limit line is approximate. Seed/ Sod to limits of grading and disturbance. Contractor responsible for restoration of any unauthorized disruption outside of designated construction area.
 - Contractor responsible for erosion control in all seeded/ sodded areas.
 - Tree mulch rings in turf areas are 5' diameter. Contractor shall provide a mulch ring around all existing trees within the limits of work. Remove all existing grass from area to be mulched and provide a typical spade cut edge. Landscape Fabric shall not be installed under mulch.
 - Bedlines are to be spade cut to a minimum depth of 3". Curved bedlines are to be smooth and not segmented. All planting, beds shall receive top dressing of mulch. Landscape fabric shall not be installed under mulch. Root flares shall be at or above grade, per specifications, and all rope/cord shall be removed from the base of tree trunks.
 - Do not locate plants within 10' of utility structures or within 5' horizontally of underground utility lines unless otherwise shown on plans. Consult with Landscape Architect if these conditions exist.
 - For Lump Sum Contracts, plants and other materials are quantified and summarized for the convenience of the Owner and jurisdictional agencies only. Confirm and install sufficient quantities to complete the work as drawn and specified. No additional payments will be made for materials required to complete the work as drawn and specified.
 - For Unit Price Contracts, payments will be made based on actual quantities installed as measured in place by the Owner's Representative.
 - It is the responsibility of the contractor to locate and provide plant material as specified on this plan. The contractor may submit a request to provide substitutions for the specified plant material under the following conditions:
 - Any substitutions proposed shall be submitted to the project owner's representative within two weeks of the award of contract. Substitutions must meet equivalent design and functional goals of the original materials as determined by the owner's representative. Any changes must have the approval of the owner's representative.
 - The request will be accompanied by at least three notices from plant material suppliers that the plant material specified is not available and will not be available prior to construction.
 - Verify site conditions and information on drawings. Promptly report any concealed conditions, mistakes, discrepancies or deviations from the information shown in the Contract Documents. The Owner is not responsible for unauthorized changes or extra work required to correct unreported discrepancies. Commencement of work shall constitute acceptance of conditions and responsibility for corrections
 - A minimum of two working days before performing any digging, call underground service alert for information on the location of natural gas lines, electric cables, telephone cables, etc. The contractor shall be responsible for location and protection of all utilities, and repair of any damage resulting from his work at no additional cost to the owner.
 - Contractor shall promptly repair all damages to existing site at no cost to owner.
 - Refer to landscape specifications for additional conditions, standards, and notes.

| PLANT SCHEDULE | | | | | |
|---------------------------|-----|---|------------------------------------|-----------|-----------|
| CODE | QTY | BOTANICAL NAME | COMMON NAME | SIZE | CONTAINER |
| DECIDUOUS TREES | | | | | |
| AA | 4 | Acer x freemanii 'Jeffersred' | Autumn Blaze® Freeman Maple | 2.5" Cal. | B&B |
| GI | 3 | Gleditsia triacanthos inermis | Thornless Honey Locust | 2.5" Cal. | B&B |
| DECIDUOUS SHRUBS | | | | | |
| AB | 15 | Aronia melanocarpa 'UCONNAM166' | Low Scape Hedger® Black Chokeberry | 24" | Pot |
| CI | 12 | Cornus sericea 'Isanti' | Isanti Red Twig Dogwood | 24" | Pot |
| PX | 5 | Diervilla x 'G2X885411' | Kodiak® Red Diervilla | 24" | Pot |
| HJ | 10 | Hydrangea paniculata 'Jane' | Little Lime® Panicle Hydrangea | 24" | Pot |
| RL | 6 | Rosa rugosa 'Purple Pavement' | Purple Pavement Rose | 24" | Pot |
| RI | 11 | Rosa x 'Meijocosa' | Pink Drift® Groundcover Rose | 5 gal. | Pot |
| SB | 20 | Syringa x 'SMSJBP7' | Bloomerang® Dark Purple Lilac | 24" | Pot |
| EVERGREEN SHRUBS | | | | | |
| JP | 14 | Juniperus chinensis 'Kallays Compact' | Kallay Compact Pfitzer Juniper | 5 gal. | Pot |
| RK | 6 | Rhododendron x 'Karens' | Karens Azalea | 24" | Pot |
| ORNAMENTAL GRASSES | | | | | |
| PB | 9 | Pennisetum alopecuroides 'Little Bunny' | Little Bunny Fountain Grass | 1 gal. | Pot |
| SH | 14 | Sporobolus heterolepis | Prairie Dropseed | 1 gal. | Pot |
| PERENNIALS | | | | | |
| HO | 8 | Hemerocallis x 'Stella de Oro' | Stella de Oro Daylily | 1 gal. | Pot |
| NC | 15 | Nepeta x 'Cat's Pajamas' | Cat's Pajamas Catmint | 1 gal. | Pot |

LANDSCAPE LEGEND

- ESTIMATED STREET TREE LOCATION- BY OTHERS 5
- EXISTING TREE TO REMAIN 4
- TURF SEED OR SOD, TBD BY OWNER 17,408 sf

ILLINOIS LANDSCAPE ARCHITECT

JAMES MATTHEW NELSON
157-001644

STATE OF ILLINOIS

SEAL

Date: 08/01/24
James Matthew Nelson, ASLA, PLA, LEED
Illinois Registered Landscape Architect
157-001644
Expires 08/31/2025

Julie
ILLINOIS
ONE-CALL SYSTEM
Simply Call 811

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ANDY'S FROZEN CUSTARD
 VILLAGE OF DOWNERS GROVE, ILLINOIS
 TITLE SHEET AND LANDSCAPE SUMMARY

L1 OF L4
 AFC.DGL01

SHEET

PROJ. MGR.: SMS
 PROJ. ASSOC.: MN
 DRAWN BY: MN
 DATE: 07/26/24
 SCALE: NTS

DATE: 08/01/24

COMMENTS:

REVISIONS:

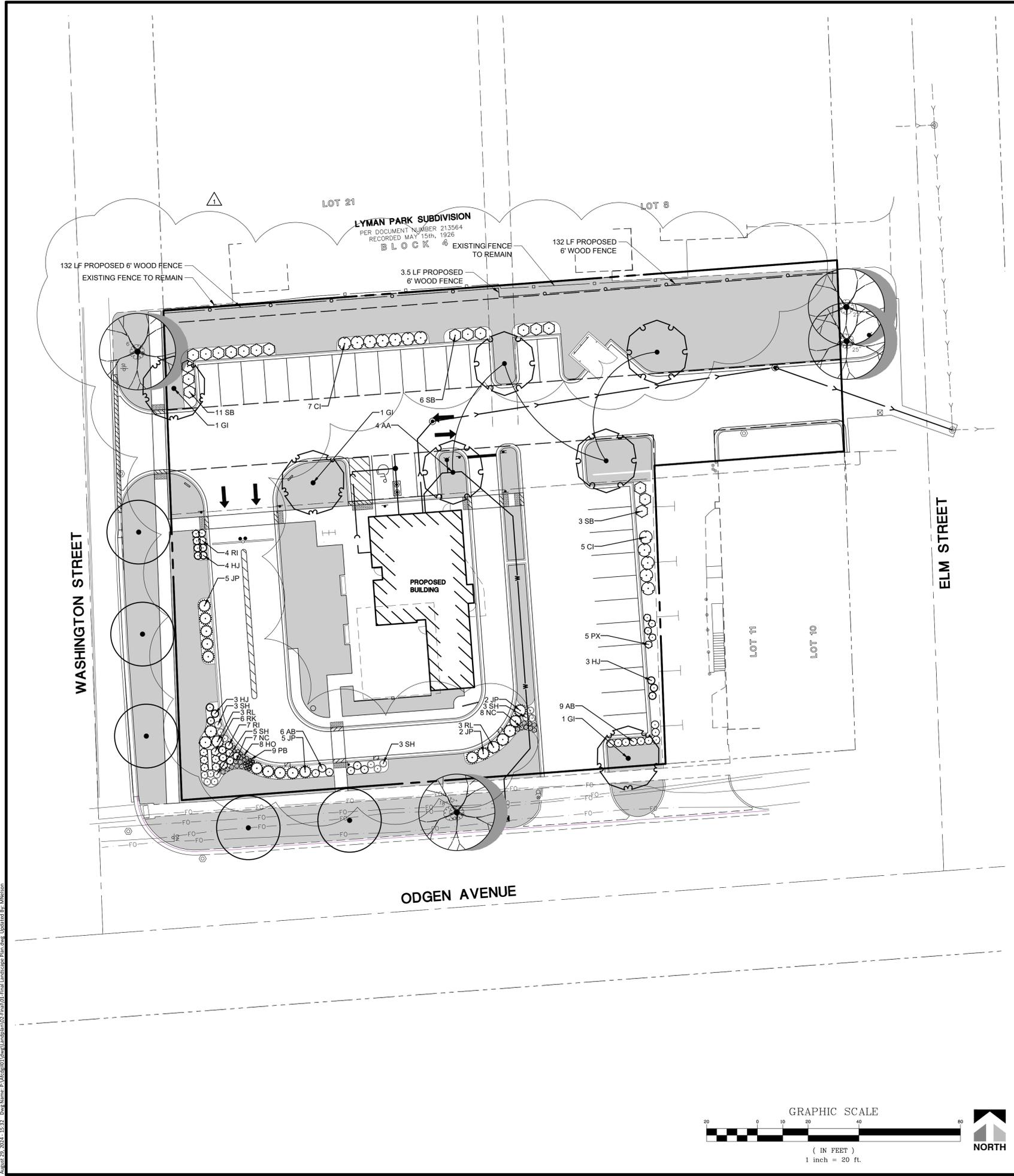
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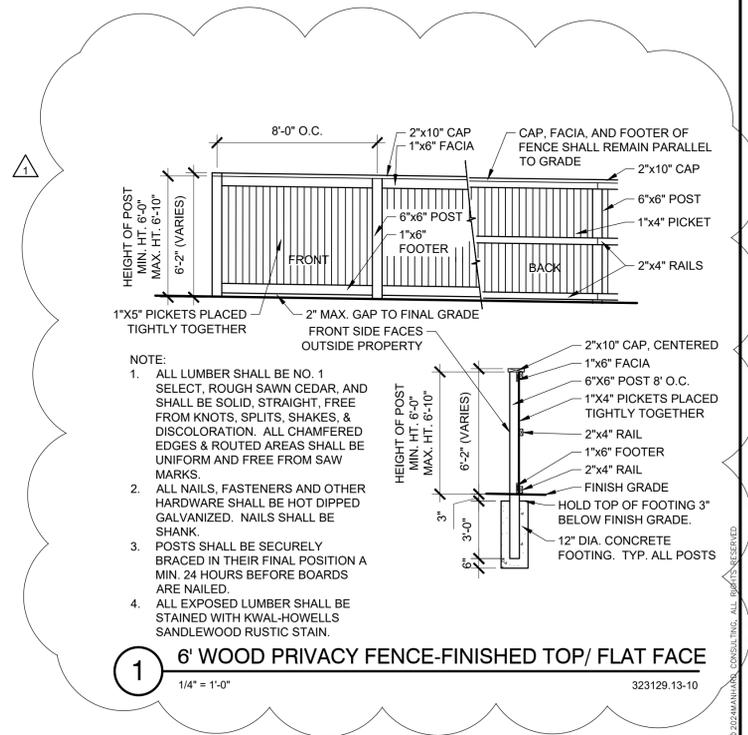
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PLANT SCHEDULE

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|---------------------------|-----|---|------------------------------------|-----------|-----------|
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| DECIDUOUS SHRUBS | | | | | |
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| CI | 12 | Cornus sericea 'Isanti' | Isanti Red Twig Dogwood | 24" | Pot |
| PX | 5 | Diervilla x 'G2X885411' | Kodiak® Red Diervilla | 24" | Pot |
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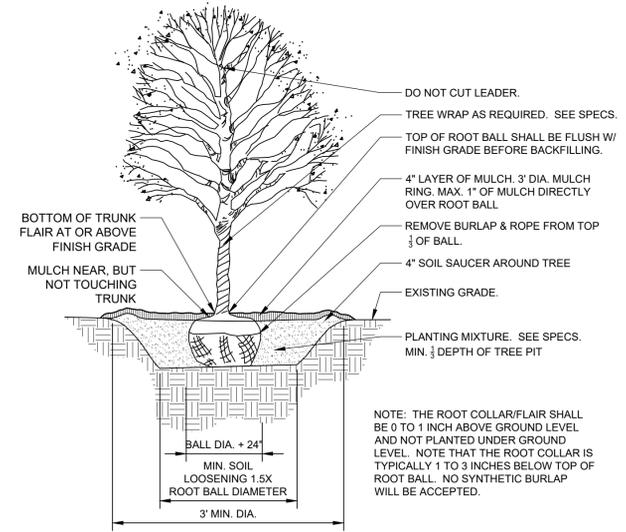
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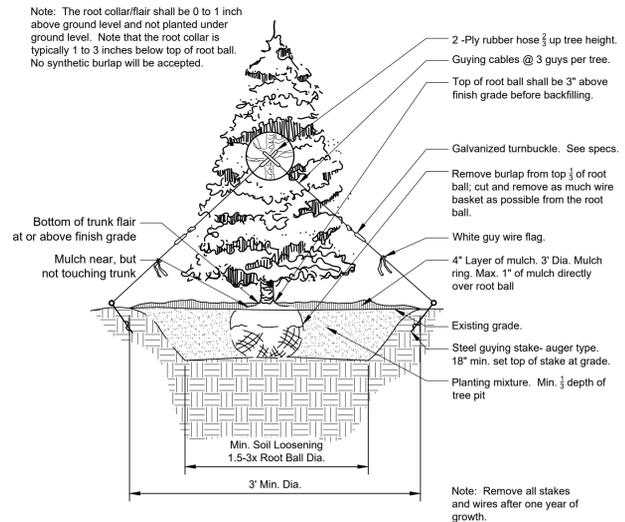
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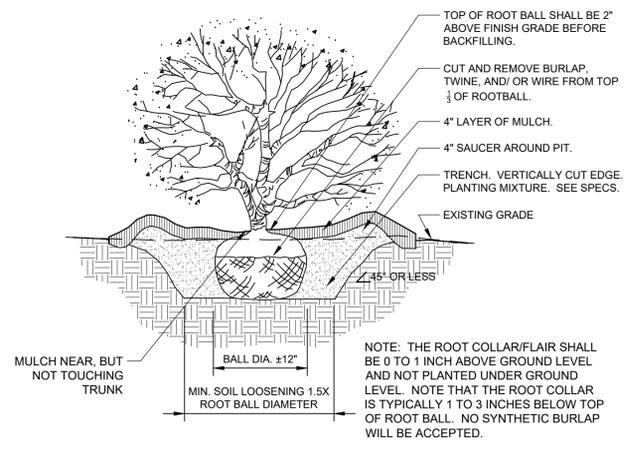
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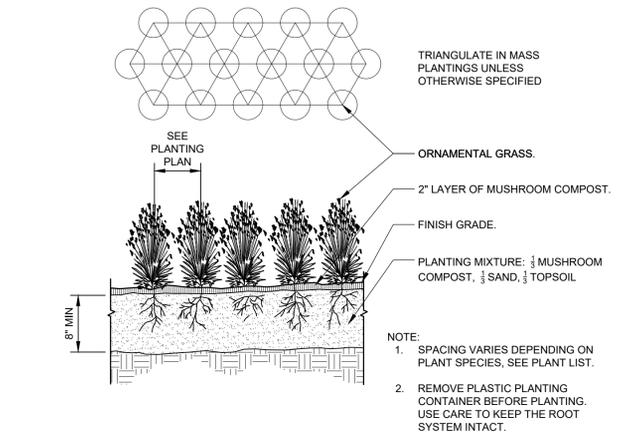
1 DECIDUOUS TREE PLANTING - ANSI A300
 1/4" = 1'-0" 329343.33-23



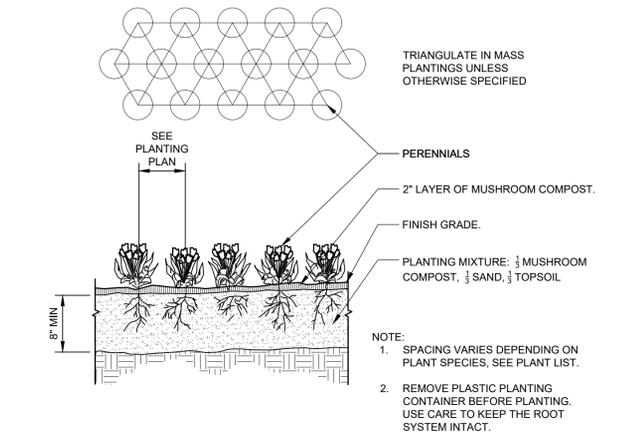
2 CONIFER TREE PLANTING - ANSI A300
 1/4" = 1'-0" 329343.46-03



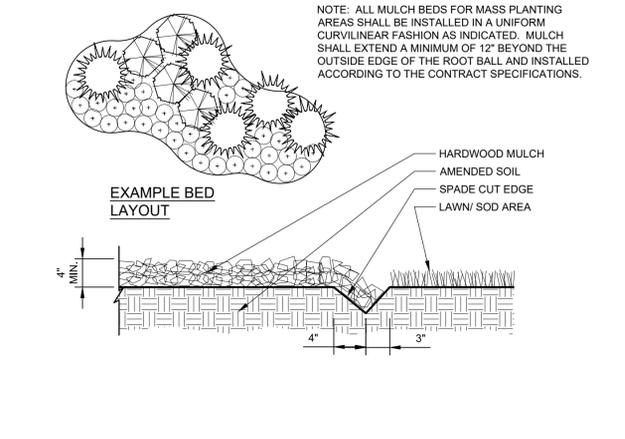
3 SHRUB PLANTING DETAIL - ANSI A300
 3/4" = 1'-0" 329333.16-07



4 ORNAMENTAL GRASS PLANTING
 1" = 1'-0" 329313-01



5 PERENNIAL / ANNUAL PLANTING
 1" = 1'-0" 329313-02



6 CONTINUOUS MULCH EDGING
 1" = 1'-0" 329113.26-01

August 29, 2024 - 15:32 - Draw Name: P:\M\690312\Draw\Landscap\02 Final\02 Final Landscape Plan.dwg, Updated By: ANK/son

| DATE | REVISIONS | BY | CHK |
|----------|------------------------------|----|-----|
| 07/26/24 | REVISED PER VILLAGE COMMENTS | MN | NIN |

Manhard CONSULTING
 555 East Randolph Street, Suite 200, Chicago, IL 60601
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 Civil Engineers • Surveyors • Water Resource Engineers • Urban & Village Design Engineers • Planners
 Construction Managers • Environmental Scientists • Landscape Architects • Planners

ANDY'S FROZEN CUSTARD
VILLAGE OF DOWNERS GROVE, ILLINOIS
LANDSCAPE DETAILS

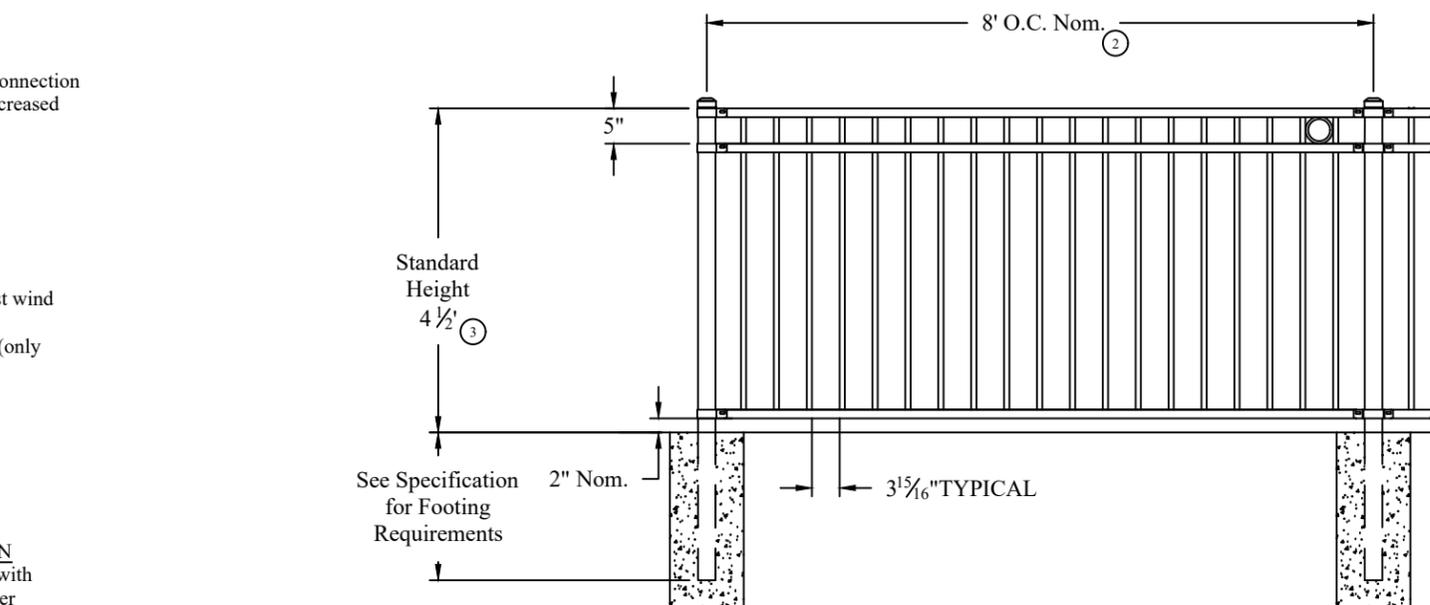
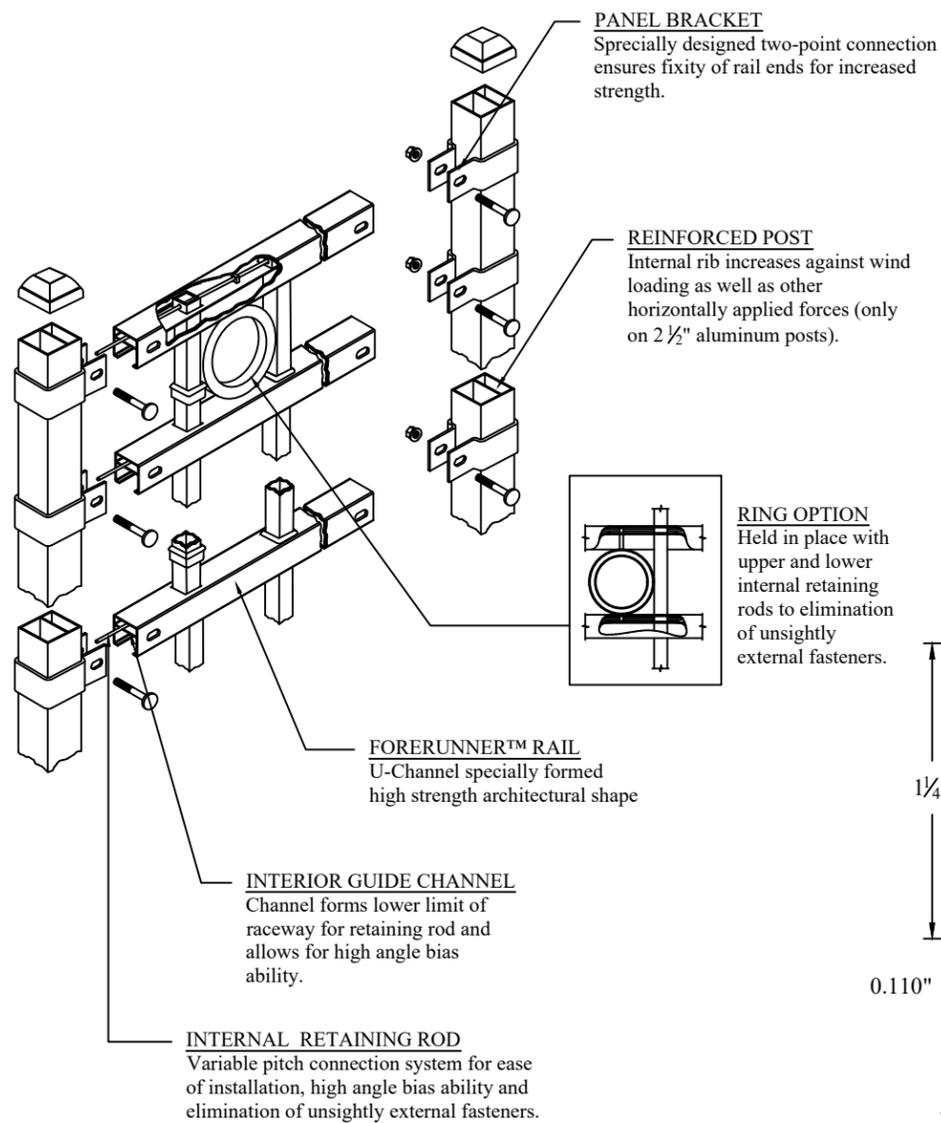
PROJ. MGR.: SMS
 PROJ. ASSOC.: MN
 DRAWN BY: MN
 DATE: 07/26/24
 SCALE: AS NOTED

SHEET
L3 OF **L4**
 AFC.DGL01

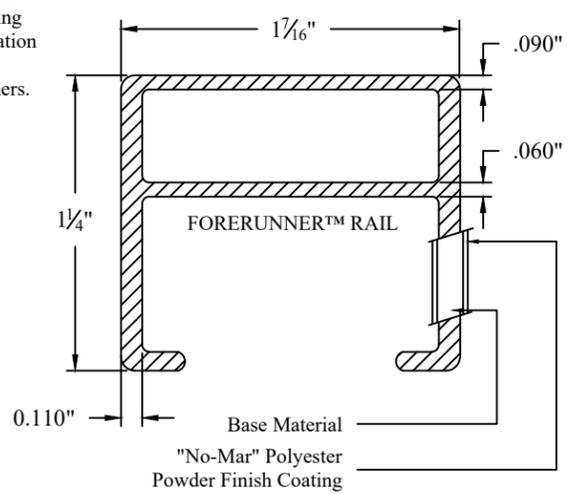
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NOTES:

1. Post size and gauge depends on fence height and wind loads. See ECHELON PLUS™ specifications for post sizing chart.
2. Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements.
3. Additional heights available by request.

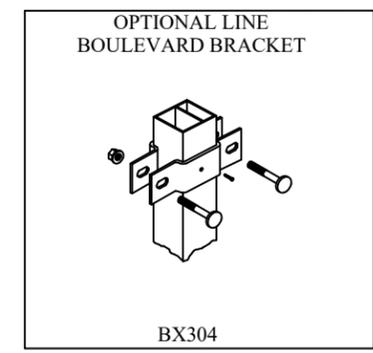


ECHELON PLUS™
PANEL



ECHELON PLUS™ RAIL

IBC COMPLIANCE
Majestic style with 3-rail configurations shall meet IBC compliance. Panel, post and bracket assemblies shall be subjected to structural performance testing according to Chapter 17 - Structural Tests and Special Inspections - International Building Code (IBC) 2018. Physical testing to be completed by accredited third party testing facility. Completed assembly shall demonstrate loading capacity of 2.5 times prescribed design loads found in section 1607.8.1, 1607.8.1.1 and 1607.8.1.2 of IBC 2018 for Handrails and Guards.



REV C 10/2021

ECHELON PLUS™ MAJESTIC 3-RAIL POOL PANEL

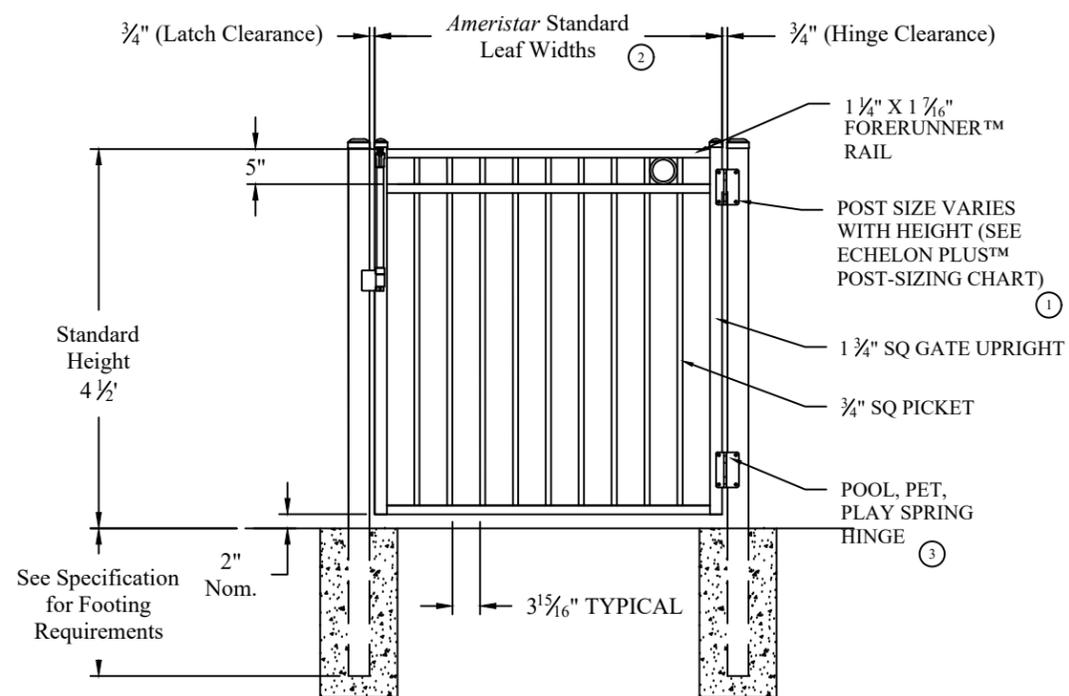


AMERISTARFENCE.COM | 800-321-8724
ASSA ABLOY, the global leader in door opening solutions

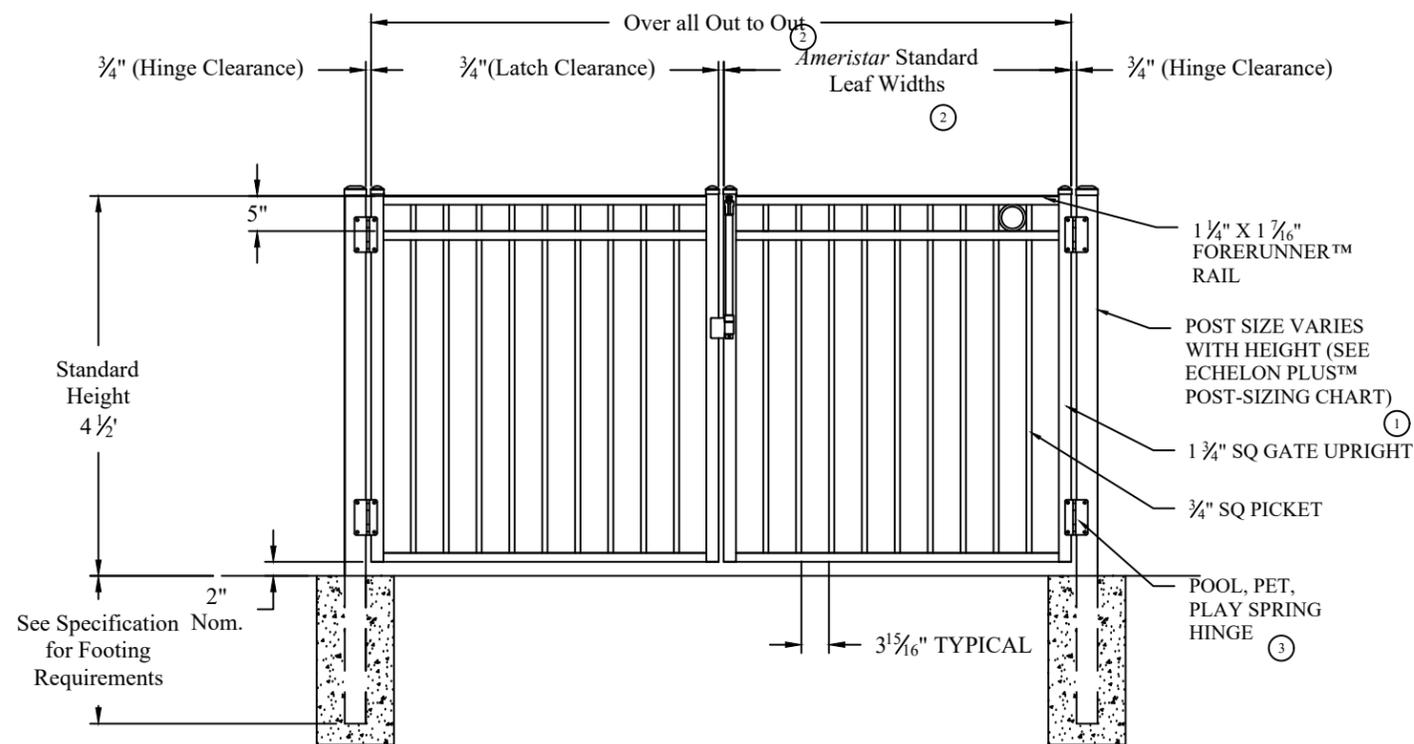


NOTES:

1. Post size depends on fence height, weight, and wind loads. See Echelon Plus™ post sizing chart.
2. See Ameristar Gate Table for standard out to outs. Custom gate openings available for special out to out/leaf widths.
3. Additional styles of gate hardware are available on request. This could change the Latch & Hinge Clearance.



ECHELON PLUS™
Single Gate Arrangement



ECHELON PLUS™
Double Gate Arrangement

REV C 10/2021

ECHELON PLUS™ MAJESTIC 3-RAIL POOL GATE



AMERISTARFENCE.COM | 800-321-8724

ASSA ABLOY, the global leader in door opening solutions



FIXTURE "RH10"

LED DRIVER

- Driver is 120V input, high efficiency, dimmable electronic power supply providing DC power to the LED array.
- Driver features high power factor, low THD, and has integral thermal protection in the event of over temperature or internal failure.
- Driver is replaceable if it should be required.

COMPLIANCE

- cULus Listed ceiling and wall ceiling and wall.
- cULus Wet Location Listed, ceiling only (lower rated).
- Suitable for use in enclosed thermal protection in the event of over temperature or internal failure.
- SLD may be used in compatible electrical junction boxes in direct contact with insulation including spray foam insulation.
- May be installed in IC recessed housings in direct contact with insulation. Not for use in recessed housings in direct contact with spray foam insulation. Refer to NEMA LED 57 2013.
- UL Classified when used in retrofit with listed housings (See Housing Compatibility).
- EMC/RFI: meets FCC 47CFR Part 15 Class B limits, and is suitable for use in residential and commercial installations.

SLD 1200 Series
SLD6128xWH
SLD6129xWH

2700K, 3000K, 3500K, and 4000K

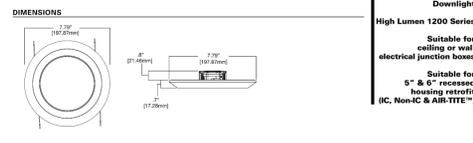
SLD6129xWH
3000K, 3000K, 3000K, and 4000K

6" Surface LED Downlight

High Lumen 1200 Series

Suitable for ceiling or wall electrical junction boxes

Suitable for 5" & 6" recessed housing retrofit (IC, Non-IC & AIR-TITE™)



ORDERING INFORMATION

SLD6128xWH SLD6129xWH

| Series | Length | CR | CCT | Options | Control | Voltage |
|------------|--------|----|-------|---------|---------|---------|
| SLD6128xWH | 1200mm | 8 | 2700K | SCA | DM | 120V |
| SLD6129xWH | 1200mm | 8 | 3000K | SCA | DM | 120V |
| SLD6129xWH | 1200mm | 8 | 3500K | SCA | DM | 120V |
| SLD6129xWH | 1200mm | 8 | 4000K | SCA | DM | 120V |

ORDERING EXAMPLE: SLD6128xWH-8-2700K-SCA-DM-120V

FIXTURE "L2"

Product in development. Information contained herein is subject to change. Valid for 30 days from date provided. Standard lead times apply. Expect 8-10 week lead time upon receipt of order.

MX4IP LED 4" Ambient - IP Rated

Williams

QUICKLOCK™

Ensure a simple and secure installation with Williams' QuickLock™ surface mount technology.

Surface Mounting Type Shown

QUICKLOCK™

- Ensure a simple and secure installation with Williams' QuickLock™ surface mount technology.
- Locks into the quick lock for ease of installation.
- Added aluminum enclosure provides for weathering service.
- Custom designed one-piece gasket to prevent water intrusion.
- Pressure equalization vent to alleviate moisture that can build in enclosure.
- Other acrylic lens provides uniform distribution to avoid center.
- Made Right Here™ in the USA.

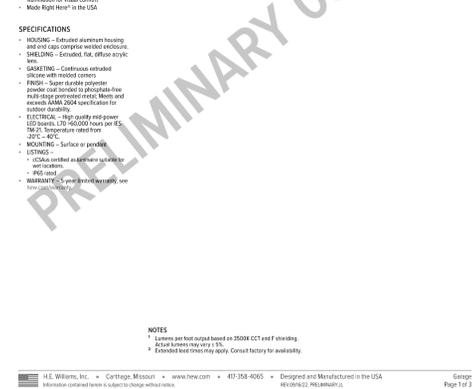
ORDERING EXAMPLE: MX4IP-8-L2R35-P-F-OPTIONS-DIM-UNV

| Series | Length | CR | CCT | Mounting Type | Shielding |
|--------|--------|-------------|----------------------------|---------------|-----------|
| MX4IP | 400mm | 2, 4, 8, 16 | 2700K, 3000K, 3500K, 4000K | Surface | 0 Percent |

Options: SC (Surface Mount), UNV (Unshielded), DIM (Dimming Driver), DM (Non-dimming Driver), CONV (Conversion Kit)

CONTROL: DIM (Dimming Driver), DM (Non-dimming Driver), CONV (Conversion Kit)

VOLTAGE: 120V, 277V, 300V, 347V, 370V, 480V, 575V



FIXTURE "RH09"

6DR LED 6" Downlight - Round

Williams

TrimLock™

Introduces TrimLock reflector retention system. TrimLock means flush with ceiling plane.

Subtle on ceiling.

HOUSING - Durable aluminum rim housing with integral aluminum heat sink. Extruded steel optic compartment with clear lens. Medium beam spread. Beam angle 12° - 24°.

TRIMLOCK - Innovative TrimLock reflector retention system allows the trim remains flush with the ceiling plane.

OPEN REFLECTOR - Clear polycarbonate reflector. Clear polycarbonate lens. LENSED TRIM - Clear cast aluminum frame with clear polycarbonate lens. ELEGANT - High performance clear polycarbonate lens. CLEAR LENS - Medium beam spread. Beam angle 12° - 24°.

ORDERING EXAMPLE: 6DR-L2-L20R35-OPTIONS-DIM-UNV-DM-OF-CS-TRIM-OPTIONS-A-F1



FIXTURE "SP_"

RZR SERIES - LED

POLE DRILLING TEMPLATE

EPA & WEIGHT

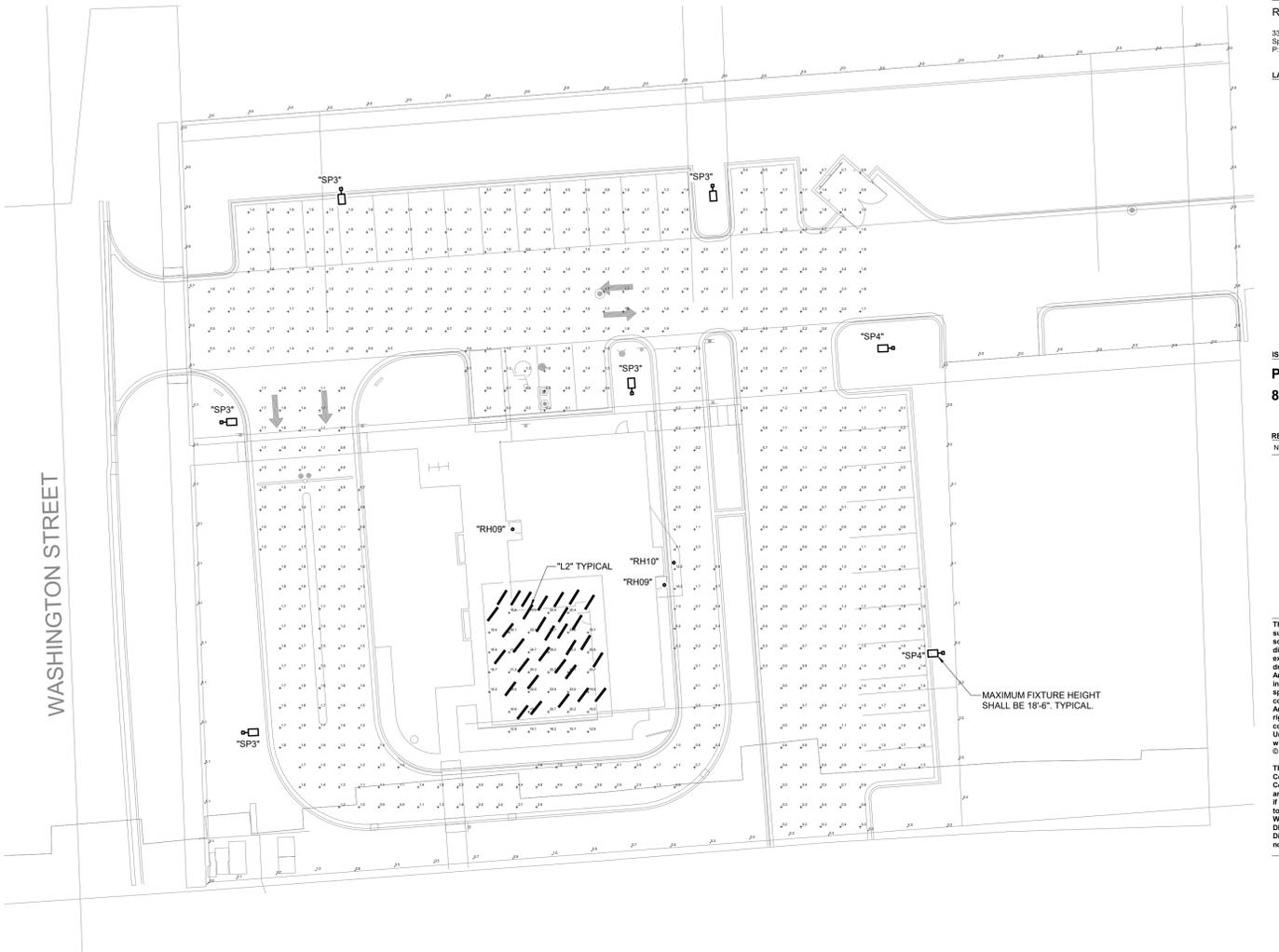
PLED™ MODULES

Spec/Order Example: RZR/PLED/1800-700MA/CIW/227/BAL-8019-6

| Luminaire | Options | LED Module | Voltage | Mounting | Finish | Options |
|-----------|-----------------|-------------|---------|----------|----------|---------|
| RZR-0 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-1 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-2 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-3 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-4 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-5 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-6 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-7 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-8 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-9 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-10 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-11 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-12 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-13 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-14 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-15 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-16 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-17 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-18 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-19 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-20 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-21 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-22 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-23 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-24 | PLED (Standard) | 1800mm </td | | | | |

ORDERING INFORMATION

| Luminaire | Options | LED Module | Voltage | Mounting | Finish | Options |
|-----------|-----------------|------------|---------|----------|----------|---------|
| RZR-0 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-1 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-2 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-3 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-4 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-5 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-6 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-7 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-8 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-9 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-10 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-11 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-12 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-13 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-14 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-15 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-16 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-17 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-18 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-19 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-20 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-21 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-22 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-23 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-24 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-25 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-26 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-27 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-28 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-29 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-30 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-31 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-32 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-33 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-34 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-35 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-36 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-37 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-38 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-39 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-40 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-41 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-42 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-43 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-44 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-45 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-46 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-47 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-48 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-49 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-50 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-51 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-52 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-53 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-54 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-55 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
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| RZR-58 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-59 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-60 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-61 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-62 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-63 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-64 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-65 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-66 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-67 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-68 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-69 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-70 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-71 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-72 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-73 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-74 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-75 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-76 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-77 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-78 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-79 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-80 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-81 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-82 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-83 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-84 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-85 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-86 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-87 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-88 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-89 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-90 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-91 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-92 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-93 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-94 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-95 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-96 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-97 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-98 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-99 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |
| RZR-100 | PLED (Standard) | 1800mm | 180V | 1 | Standard | None |



Hufft

PROJECT INFORMATION: Andy's Frozen Custard #207

816 Ogden Ave, Downers Grove, IL 60515

OWNER: ANDY'S FROZEN CUSTARD

211 E. Water Street Springfield, MO 65805

ARCHITECT: HUFFT

3612 Karnes Boulevard Kansas City, MO 64111

STRUCTURAL: METTEMMEYER ENGINEERING, LLC

MEP: RTM ENGINEERING CONSULTANTS

LANDSCAPE ARCHITECT:

ISSUE: PLANNING COMMISSION

8/9/2024

REVISION SCHEDULE: NO. DATE ISSUE

Hufft

PROJECT INFORMATION:
Andy's Frozen Custard #207

816 Ogden Ave
 Downers Grove, IL 60515

OWNER:
 ANDY'S FROZEN CUSTARD
 211 E. Water Street
 Springfield, MO 65806
 www.eatandys.com

ARCHITECT:

HUFFT
 3812 Karnes Boulevard
 Kansas City, MO 64111
 P: 816-531-0200

STRUCTURAL:

METTEMAYER ENGINEERING, LLC
 2225 W. Chesterfield Blvd., Suite 300
 Springfield, MO 65807
 P: 417-990-9100

CIVIL:

Manhard Consulting
 700 Springer Drive,
 Lombard, IL 60148
 P: 630.925.1216

MEP:

RTM ENGINEERING CONSULTANTS
 3333 E. Bathfield Road, Suite 1000
 Springfield, MO 65804
 P: 417-881-0020

LANDSCAPE ARCHITECT:

Manhard Consulting
 700 Springer Drive,
 Lombard, IL 60148
 P: 630.925.1216

EXTERIOR FINISH SCHEDULE

| # | DESCRIPTION |
|------|---|
| AS-1 | DRIVE-THRU CANOPY MATERIAL: LONGBOARD 6" V-GROOVE EXTRUDED ALUM SOFFIT PANELS COLOR: CHILI PEPPER |
| AS-2 | PATIO CANOPY MATERIAL: LONGBOARD 6" V-GROOVE EXTRUDED ALUM SOFFIT PANELS COLOR: BONE WHITE |
| C-1 | COPING/ROOF EDGE TYPE 1: PRE-FINISHED ALUMINUM CAP AND SILL FLASHING AT MASONRY VENEER AND, TYP. COLOR: MATCH MASONRY COLOR |
| C-2 | COPING/ROOF EDGE TYPE 2: ANNOXIDIZED ALUMINUM CAP AND SILL FLASHING AT STOREFRONT, TYP. COLOR: MATCH STOREFRONT FRAMING |
| GL-1 | GLAZING TYPE 1: STOREFRONT MINFR: KAWNEER 451T COLOR: CLEAR ANODIZED |
| M-1 | MASONRY TYPE 1: MODULAR BRICK GLEN GERY COLOR: EBONITE VELOUR GROUT: TO MATCH BRICK |
| N-1 | PERIMETER FASCIA BY PINNACLE SIGN GROUP ANODIZED ALUM. FASCIA |



SOUTH ELEVATION



EAST ELEVATION

ISSUE:
PLANNING COMMISSION
8/9/2024

REVISION SCHEDULE:

| NO. | DATE | ISSUE |
|-----|------|-------|
| | | |

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Architect:
 License Number:
 Drawn By:
 Project Number:

ELEVATIONS

A301

Hufft

PROJECT INFORMATION: Andy's Frozen Custard #207

816 Ogden Ave
Downers Grove, IL 60515
OWNER:
ANDY'S FROZEN CUSTARD
211 E. Water Street
Springfield, MO 65806
www.eatandys.com

ARCHITECT:
HUFFT
3612 Karnes Boulevard
Kansas City, MO 64111
P: 816-531-0200
www.hufft.com

STRUCTURAL:
METTEMAYER ENGINEERING, LLC
2225 W. Chesterfield Blvd., Suite 300
Springfield, MO 65807
P: 417-990-9100

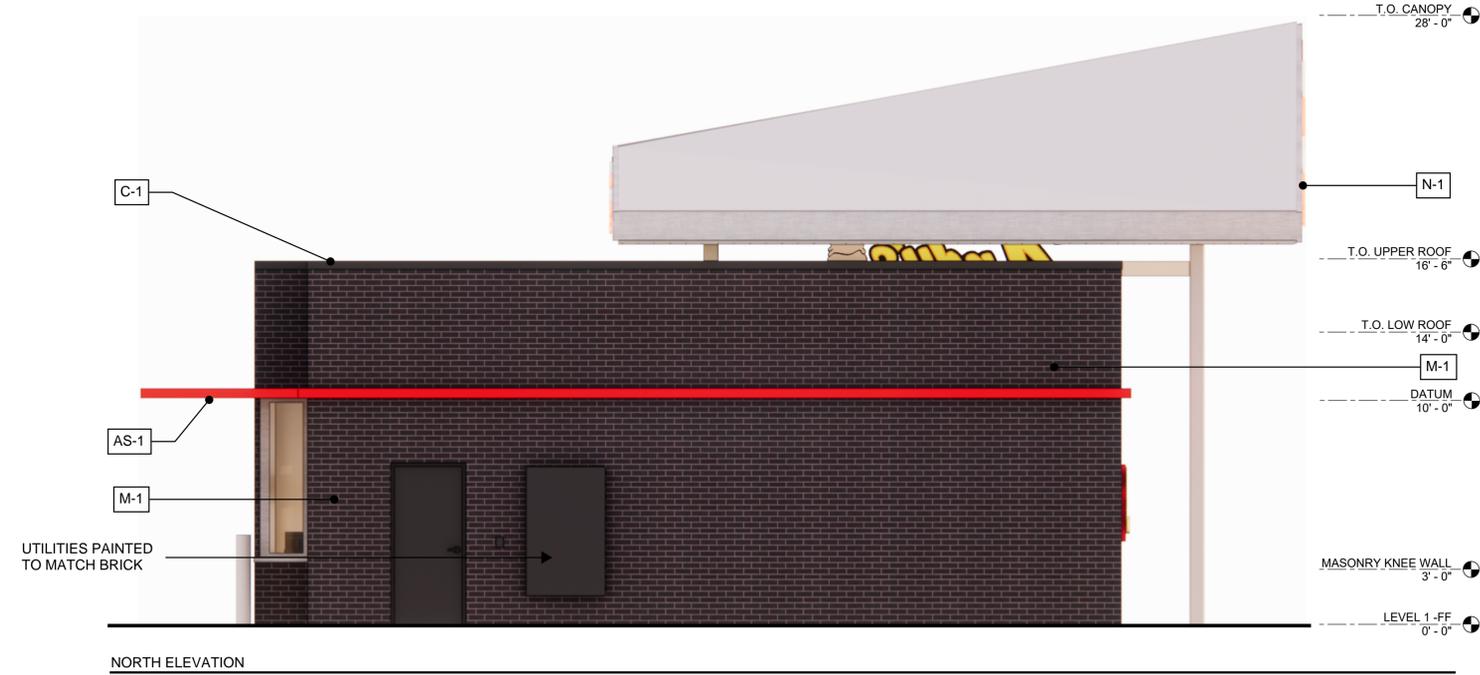
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P: 630.925.1216

MEP:
RTM ENGINEERING CONSULTANTS
3333 E. Bathfield Road, Suite 1000
Springfield, MO 65804
P: 417-881-0020

LANDSCAPE ARCHITECT:
Manhard Consulting
700 Springer Drive,
Lombard, IL 60148
P: 630.925.1216

EXTERIOR FINISH SCHEDULE

| # | DESCRIPTION |
|------|---|
| AS-1 | DRIVE-THRU CANOPY MATERIAL: LONGBOARD 6" V-GROOVE EXTRUDED ALUM SOFFIT PANELS COLOR: CHILI PEPPER |
| AS-2 | PATIO CANOPY MATERIAL: LONGBOARD 6" V-GROOVE EXTRUDED ALUM SOFFIT PANELS COLOR: BONE WHITE |
| C-1 | COPING/ROOF EDGE TYPE 1: PRE-FINISHED ALUMINUM CAP AND SILL FLASHING AT MASONRY VENEER AND, TYP. COLOR: MATCH MASONRY COLOR |
| C-2 | COPING/ROOF EDGE TYPE 2: ANNOXIDIZED ALUMINUM CAP AND SILL FLASHING AT STOREFRONT, TYP. COLOR: MATCH STOREFRONT FRAMING |
| GL-1 | GLAZING TYPE 1: STOREFRONT MFR: KAWNEER 451T COLOR: CLEAR ANODIZED |
| M-1 | MASONRY TYPE 1: MODULAR BRICK GLENGERY COLOR: EBONITE VELOUR GROUT: TO MATCH BRICK |
| N-1 | PERIMETER FASCIA BY PINNACLE SIGN GROUP ANODIZED ALUM. FASCIA |



NORTH ELEVATION

ISSUE: PLANNING COMMISSION 8/9/2024

REVISION SCHEDULE:

| NO. | DATE | ISSUE |
|-----|------|-------|
|-----|------|-------|

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Architect:
License Number:
Drawn By:
Project Number:

ELEVATIONS

A302



WEST ELEVATION

PINNACLE SIGN
GROUP
VISUAL BRANDING THAT MAKES A DIFFERENCE



ANDY'S FROZEN CUSTARD
CUSTOMER

0703-24-ELEV-1
DRAWING NUMBER

AS SHOWN
ELEVATION

09.06.24
DATE REVISED

DEREK CROUCH
DESIGNER

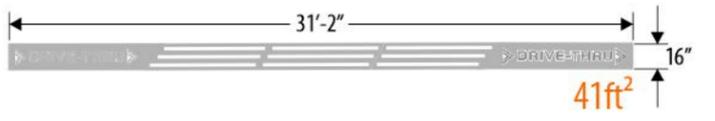
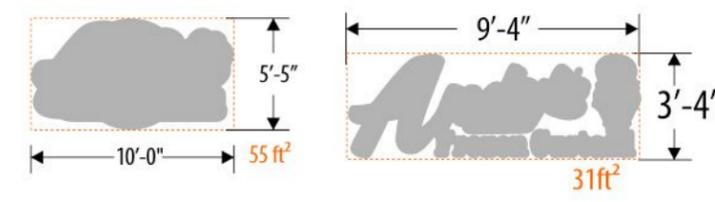
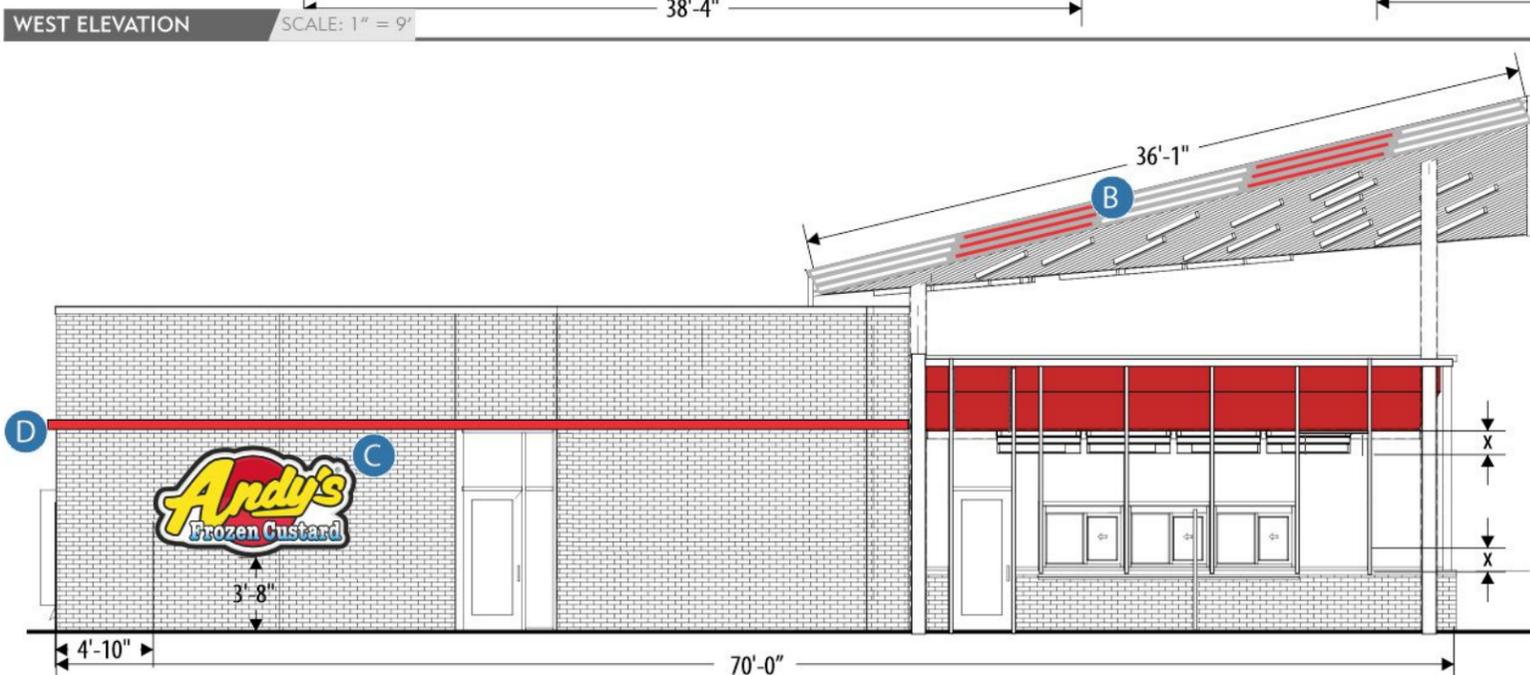
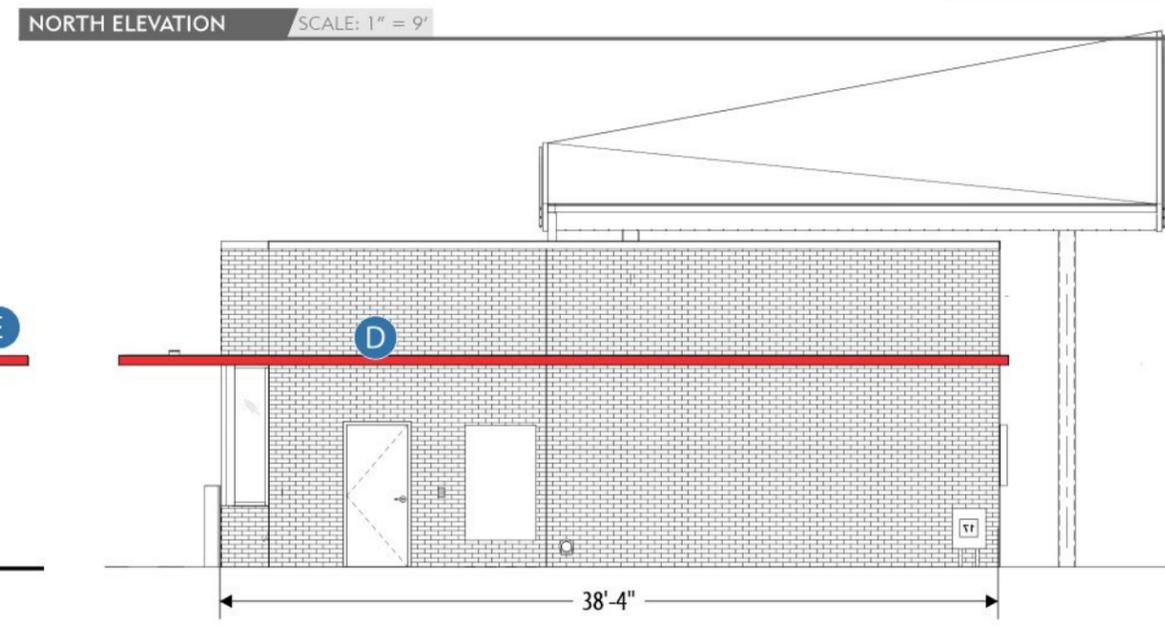
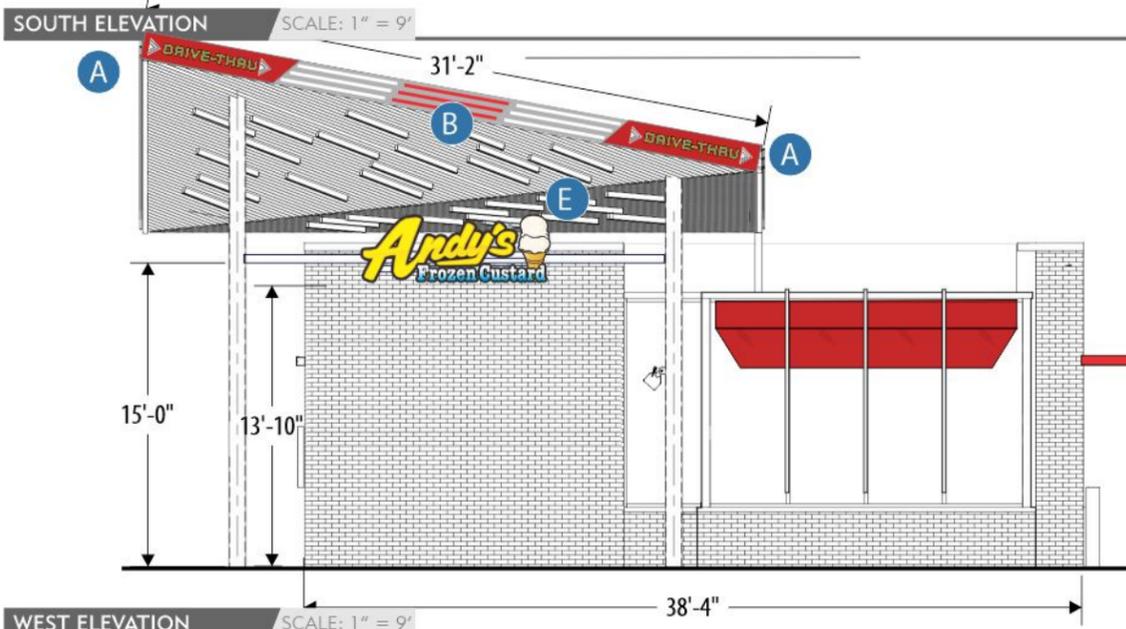
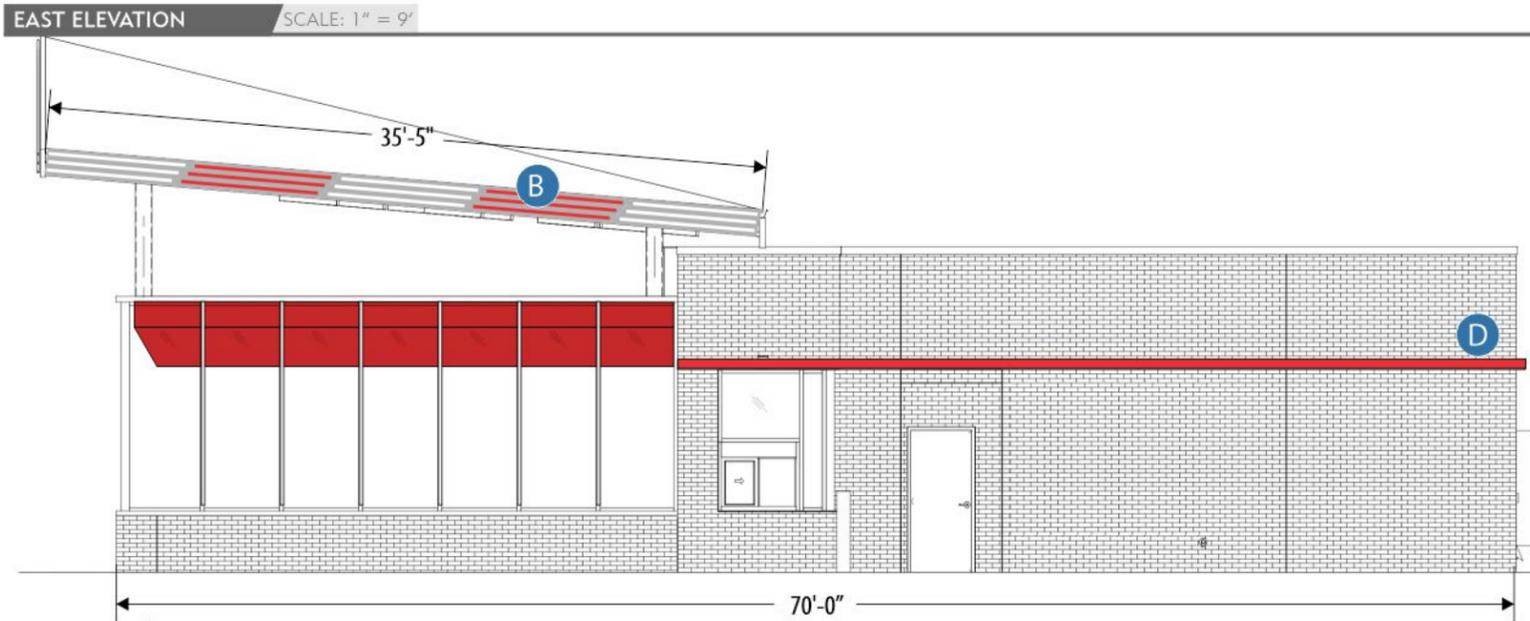
TIM SWAIM
PROJECT MANAGER

DOWNERS GROVE, IL
LOCATION

SIGN SCHEDULE

QUANTITY

| SIGN SCHEDULE | QUANTITY |
|--|------------------------|
| BUILDING SIGNAGE | |
| A LED Illuminated Corner Fascia Cabinets (AFC-OPT-FASC-1) | 2 Sections |
| B Non Lit Decorative Reverse Channel Fascia Cabinets (AFC-OPT-FASC-3) | 11 Sections |
| C Pan Embossed Wall Logo (AFC-STND-EWAL-2) | 1 |
| D Non Lit Decorative Band (0703-24-BAND-1) | 140 Linear Feet |
| E Channel Cabinets (0702-24-EWAL-2) | 1 |



- ELECTRICAL INFO
- PERMITTING INFO
- SIZE AND PLACEMENT

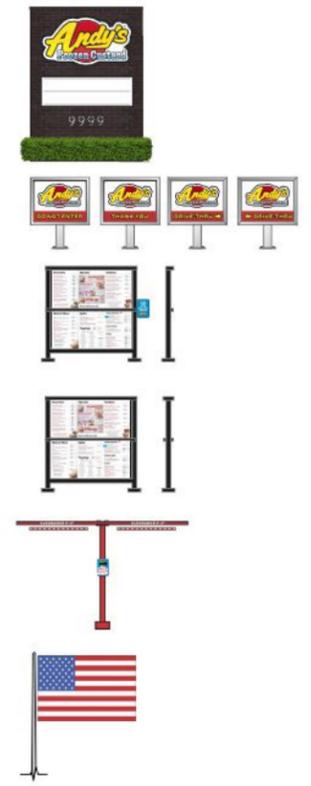
EXTERIOR FT²:

| ALLOWABLE FT²: Total Street Frontage x 1.5 | 160 |
|--|------------|
| S. DRIVE THRU FASCIA: 41ft² x 1 | 41 |
| S. CHANNEL CABINETS: 31ft² x 1 | 31 |
| W. 10' ANDY'S LOGO: 55ft² x 1 | 55 |
| MONUMENT: 32ft² x 1 | 32 |
| TOTAL SIGNAGE FT²: | 159 |

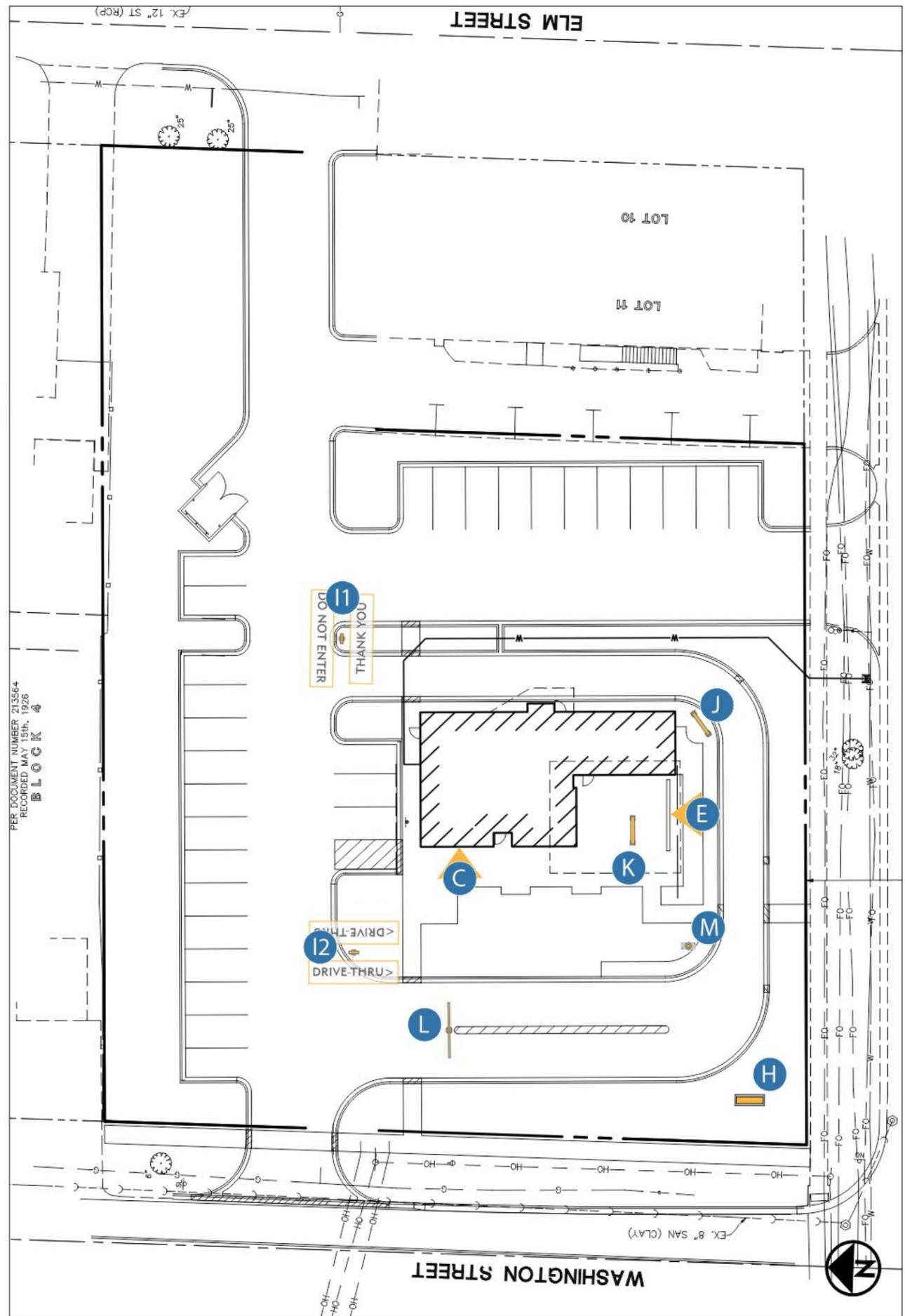
A/ANDY'S FROZEN CUSTARD/LOCATIONS/ILLINOIS/814 OGDEN AVE. DOWNERS GROVE, IL/ART/RENDERINGS



- H** MONUMENT (0703-24-MONU-1)
Illuminated Pan-Face Logo; Changeable Copy Board; Address Number FCOs
- I** DIRECTIONAL SIGN (AFC-STND-DIRE-1)
3' Height; 2-Sided Illuminated Directional
- J** 1-SIDED MENU BOARD (AFC-STND-MENU-1-SS)
3 Over 3 Panel Standard Menu; "Order at Window" Sign Panel w/ Bracket; Located at Drive-Thru
- K** 2-SIDED MENU BOARD (AFC-STND-MENU-1-DS)
3 Over 3 Panel Standard Menu; Located at Patio
- L** CLEARANCE SIGN (AFC-STND-BAR-2)
9' Clearance Standard Clearance Bar; "No Trailers" Sign Panel
- M** 30' FLAG POLE (0703-24-FLAG-1)
30' Flag Pole; 8' x 5' American Flag; Flood Lighting



SITE MAP SCALE: 1" = 25'



PLACEMENT DETAIL SCALE: NTS

| | |
|-----------------------|-----------------|
| ANDY'S FROZEN CUSTARD | |
| CUSTOMER | |
| 0703-24-SITE-1 | AS SHOWN |
| DRAWING NUMBER | ELEVATION |
| 08.30.24 | |
| DATE REVISED | |
| DEREK CROUCH | TIM SWAIM |
| DESIGNER | PROJECT MANAGER |
| DOWNERS GROVE, IL | |
| LOCATION | |

| SIGN SCHEDULE | QUANTITY |
|--|----------|
| BUILDING SIGNAGE | |
| C Pan Embossed Wall Logo (AFC-STND-EWAL-2) | 1 |
| E Channel Cabinets (AFC-OPT-EWAL-2) | 1 |
| DETACHED SIGNAGE | |
| H Monument (0703-24-MONU-1) | 1 |
| I 2-Sided Illuminated Directional (AFC-STND-DIRE-1) | 2 |
| J 1-Sided Menu Board (AFC-STND-MENU-1-SS) | 1 |
| K 2-Sided Menu Board (AFC-STND-MENU-1-DS) | 1 |
| L Clearance Bar (AFC-STND-BAR-2) | 1 |
| M 30' Flag Pole (0703-24-FLAG-1) | 1 |

FEE DOCUMENT NUMBER 213564
 RECORDED MAY 13TH 1926
 BLOCK 4

ANDY'S FROZEN CUSTARD
CUSTOMER

AFC-OPT-FASC-1 AS SHOWN
DRAWING NUMBER ELEVATION

03.21.23
DATE REVISED

DEREK CROUCH TIM SWAIM
DESIGNER PROJECT MANAGER

ALL
LOCATION

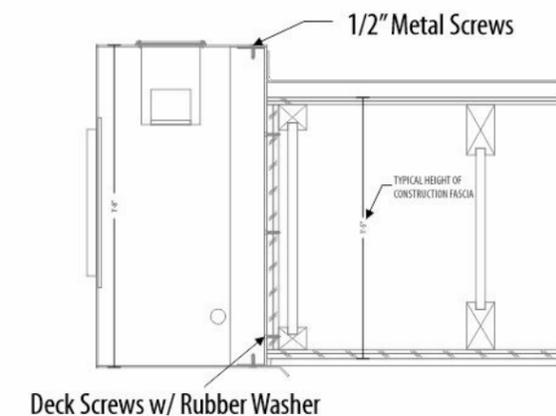
SCOPE OF WORK

- A .040 Polished Aluminum Face
- B .063 Aluminum Backpan
- C 1" Internally LED Illuminated Acrylic Push Thrus - White Translucent Front/Back
- D Vinyl Applied to Face
 - Vinyl - 3M 2080 Hot Rod Red (Opaque)
 - Vinyl - Digital Print Applied to Red Vinyl (Opaque)
- E Access Panel

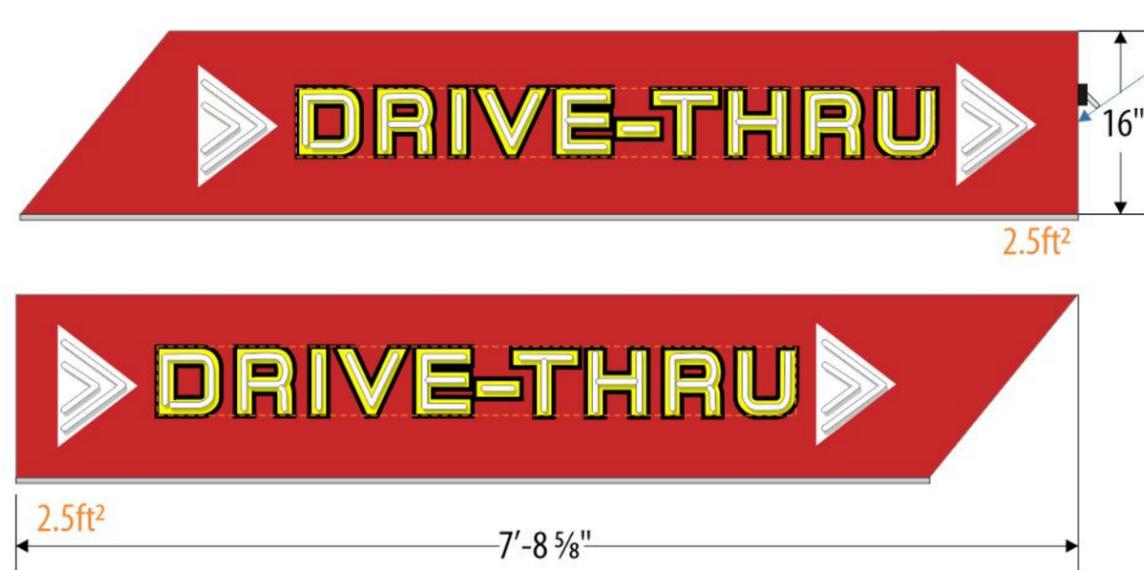
ELECTRICAL REQUIREMENTS
120V; 2.75A per Cabinet

ARCHITECT SHALL COORDINATE ALL FLASHING DETAILS TO PROVIDE WEATHERTIGHT SEAL BETWEEN FASCIA AND ROOF SYSTEM

ATTACHMENT METHOD



Front View



Top View

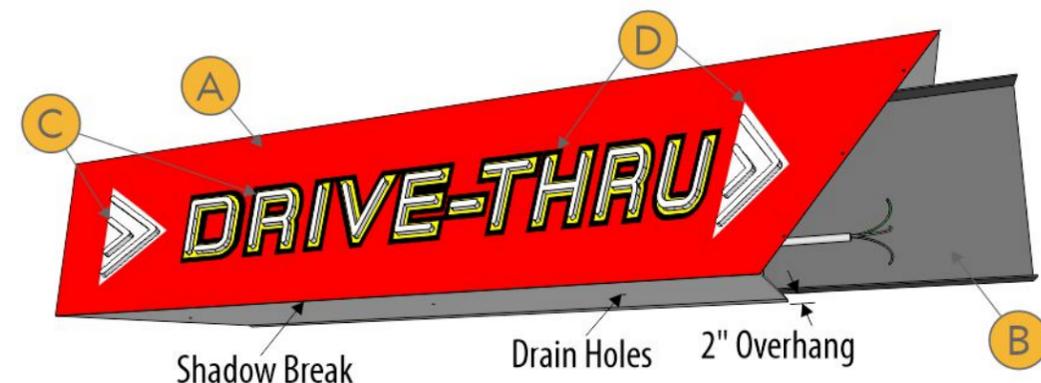
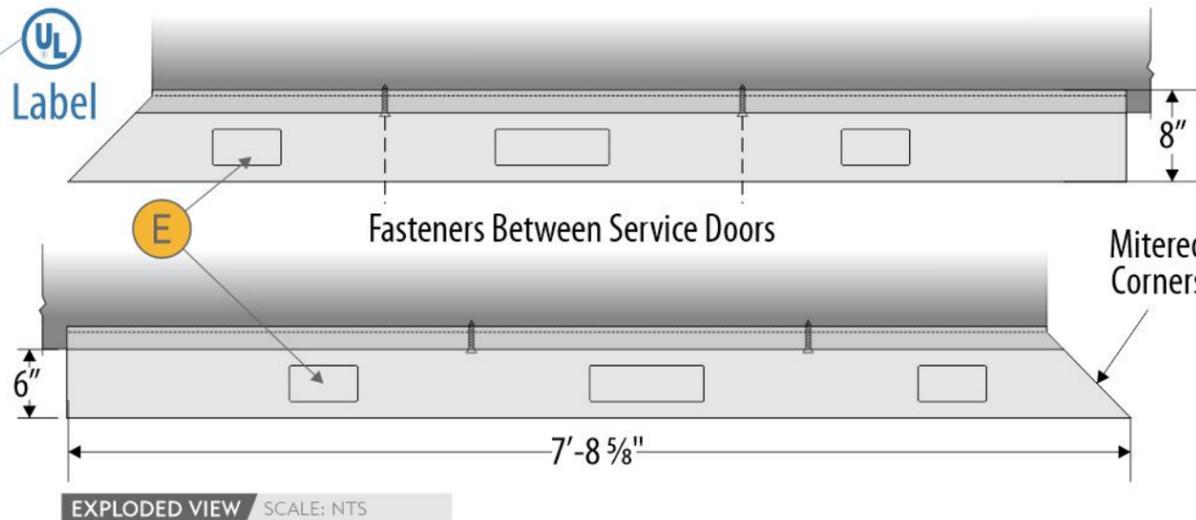
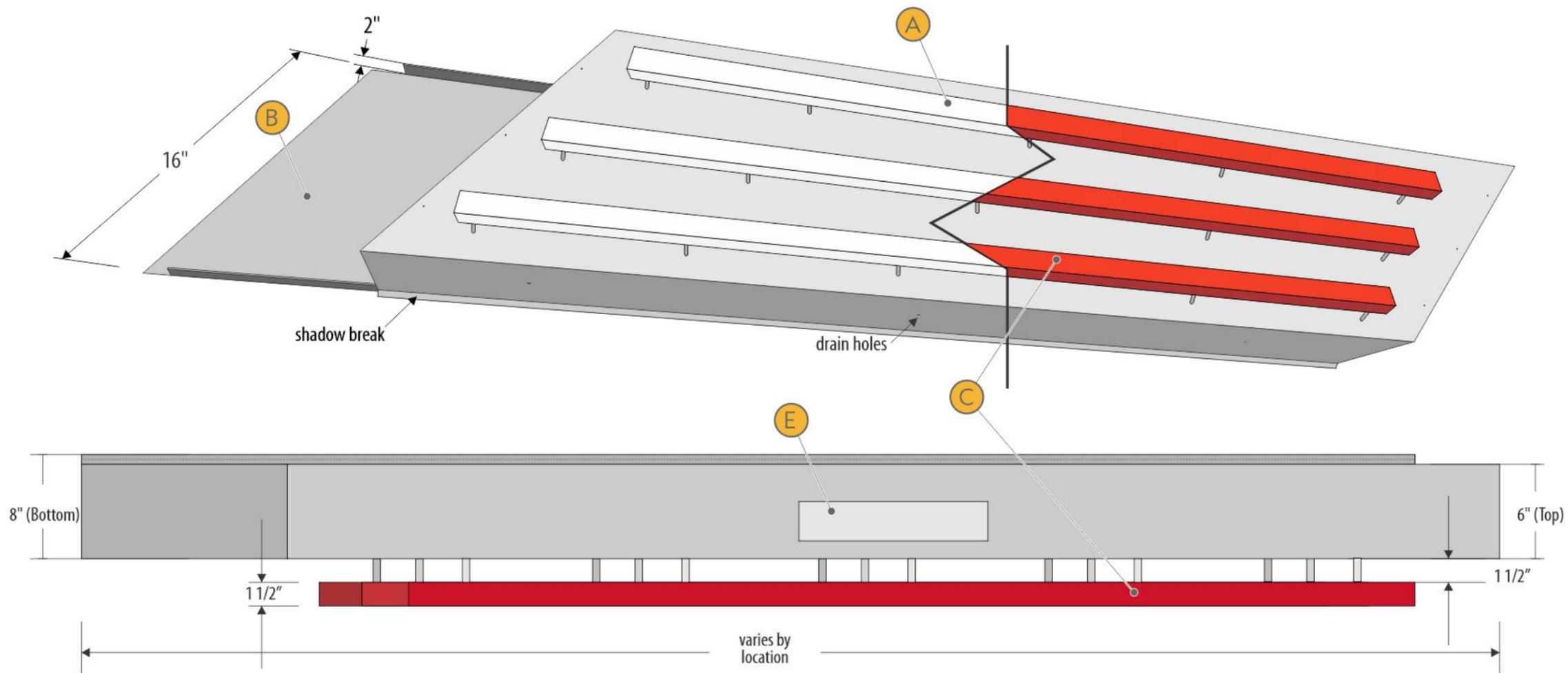


PHOTO EXAMPLE SCALE: NTS

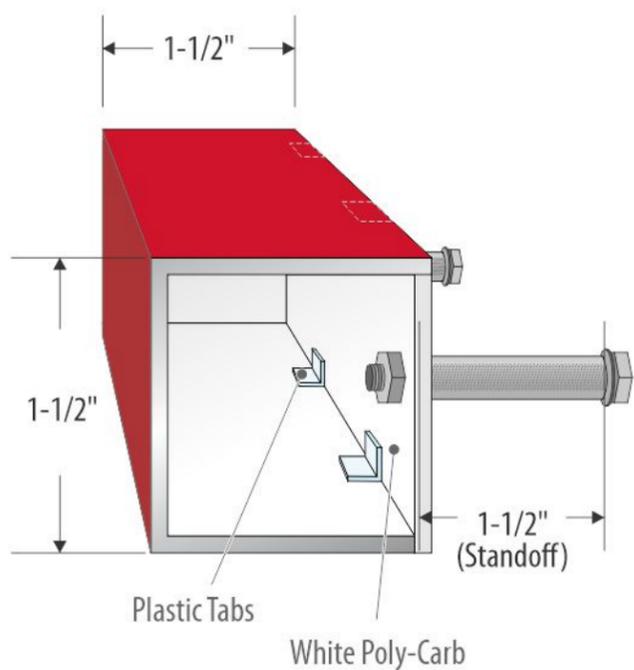


ORTHOGRAPHIC VIEWS SCALE: NTS



ILLUMINATING CENTER ELEMENT DETAIL SCALE: NTS

SCALE: NTS



ANDY'S FROZEN CUSTARD

CUSTOMER

AFC-OPT-FASC-3

DRAWING NUMBER

AS SHOWN

ELEVATION

09.27.22

DATE REVISED

DEREK CROUCH

DESIGNER

TIM SWAIM

PROJECT MANAGER

ALL

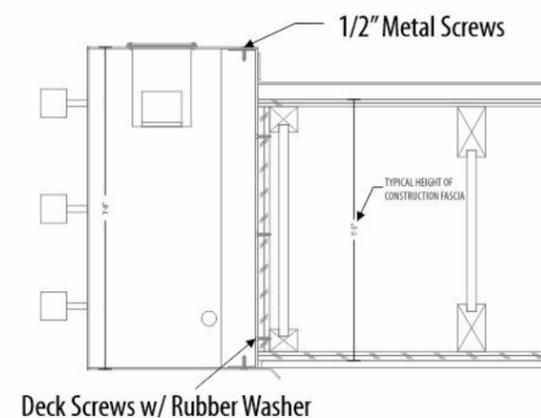
LOCATION

SCOPE OF WORK

- A .040 Polished Aluminum Face**
 - Finish - Bright Clear Anodized Aluminum
- B .063 Aluminum Backpan**
- C Painted Aluminum Reverse Channel**
 - Paint - White (Gloss)
 - Paint - MP 10224 Hot Rod Red (Gloss)
- E Access Panel**

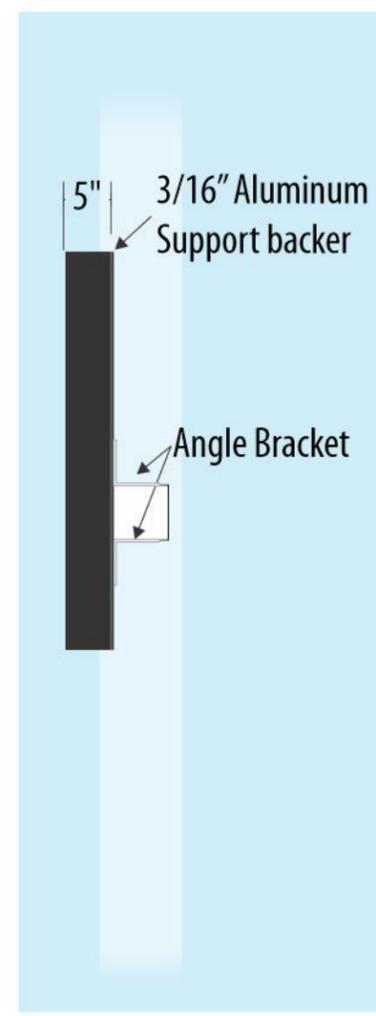
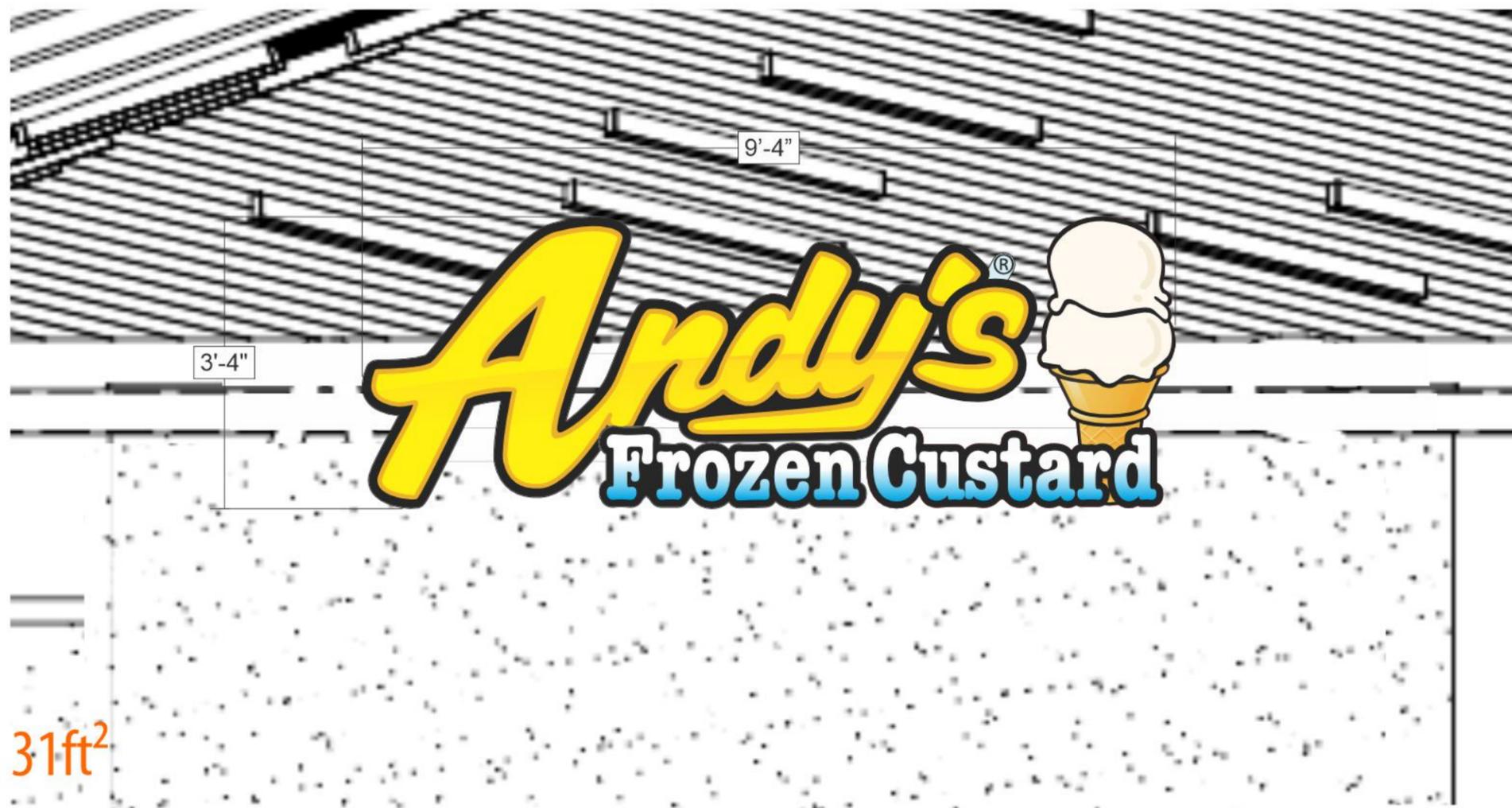
VANDY'S FROZEN CUSTARD MASTER RENDERINGS

ATTACHMENT METHOD



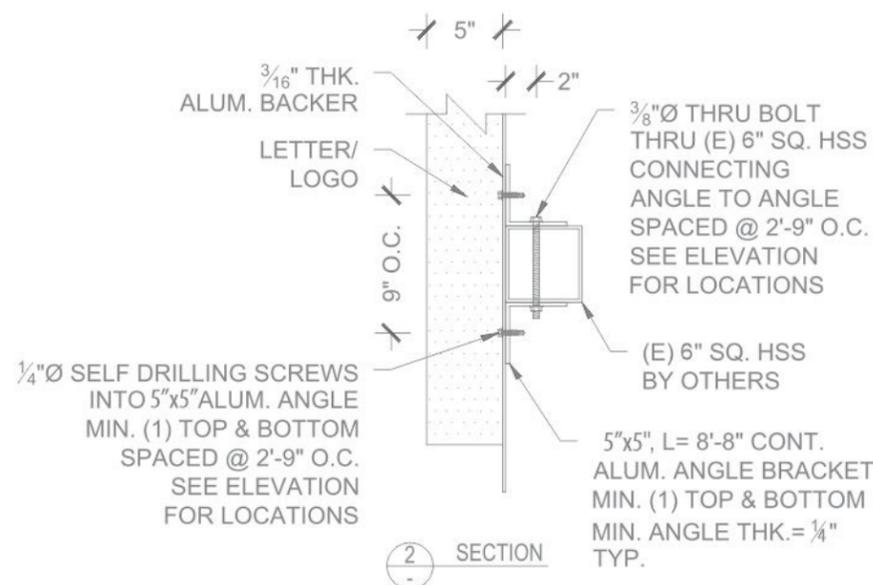
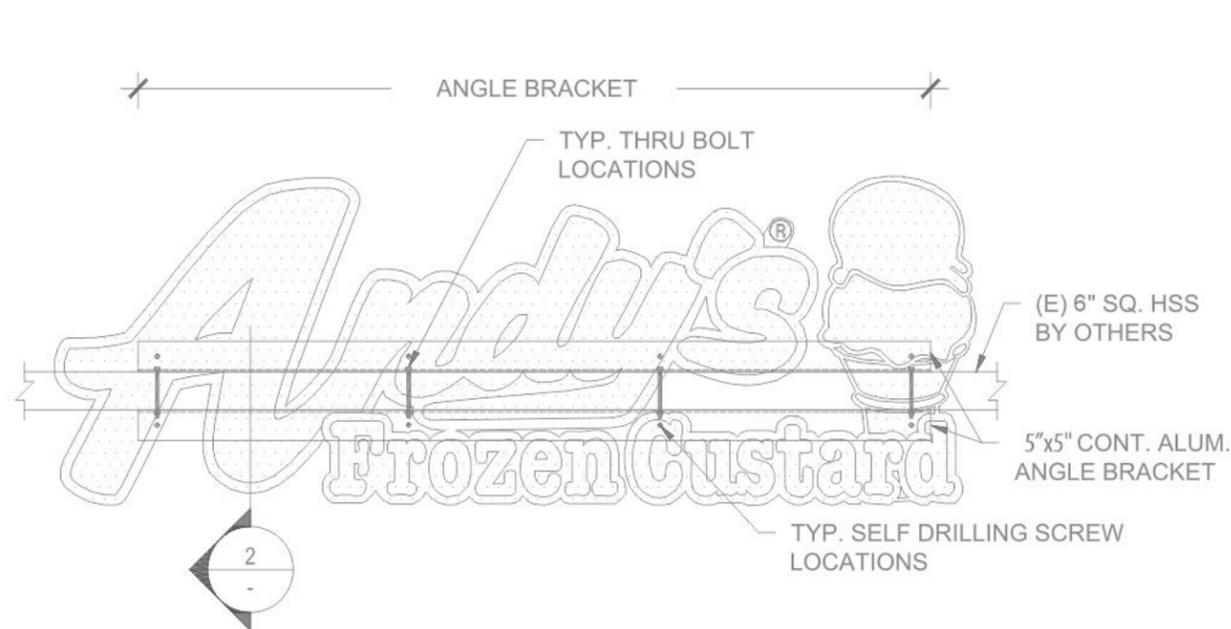
ELEVATION VIEW SCALE: 1:20

SIDE/CUTAWAY VIEW SCALE: NTS



BACK VIEW SCALE: NTS

ATTACHMENT VIEW SCALE: NTS



| | |
|-----------------------|--------------------|
| ANDY'S FROZEN CUSTARD | |
| CUSTOMER | |
| 0703-24-EWAL-2 | SEE 0703-24-ELEV-1 |
| DRAWING NUMBER | ELEVATION |
| 08.28.24 | |
| DATE REVISED | |
| DEREK CROUCH | TIM SWAIM |
| DESIGNER | PROJECT MANAGER |

ALL LOCATION
SCOPE OF WORK

Internally Illuminated Channel Cabinets

- A Trimcap**
 - Black
- B 5" Returns**
 - Black
- C Digitally Printed Graphics Applied To Acrylic Faces**
 - Vinyl - Digital Print
- D Mounted to Aluminum Backer - Backer mounted to horizontal beam w/ aluminum angle brackets**
 - Paint - Black (Satin)(Back)
 - Paint - White (Satin)(FACE)
- E Clear acrylic tab for Register Trademark - Vinyl applied to acrylic tab**
 - Vinyl - Black
 - Acrylic - Clear
- Power supply self contained within Andy's Cabinet**

ATTACHMENT METHOD



AVANDY'S FROZEN CUSTARD MASTER/RENDERINGS/STANDARD DRAWINGS/OPTIONAL DRAWINGS

ORTHOGRAPHIC VIEWS SCALE: 3/4" = 1'



ANDY'S FROZEN CUSTARD - MASTER

| | |
|----------------|-----------------|
| CUSTOMER | AS SHOWN |
| DRAWING NUMBER | ELEVATION |
| DATE REVISED | |
| DESIGNER | PROJECT MANAGER |

07.29.22
 ALL LOCATION
 SCOPE OF WORK
Internally Illuminated Panfaced Wall Sign

- A** Internally LED Illuminated Contour Cabinet
 - Paint - Black (Gloss)
 - B** Multi-Level Embossed Pan Face; Back Spray-Painted (2nd Surface)
 - See Logo Chart for Color Specs
 - C** Flush Mounted to Exterior Wall
- Electrical Requirements - 120V; 7A**

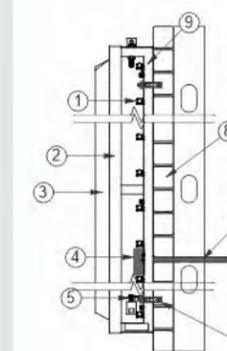
PHOTO EXAMPLE SCALE: NTS



ILLUMINATED VIEW SCALE: NTS



ATTACHMENT METHOD

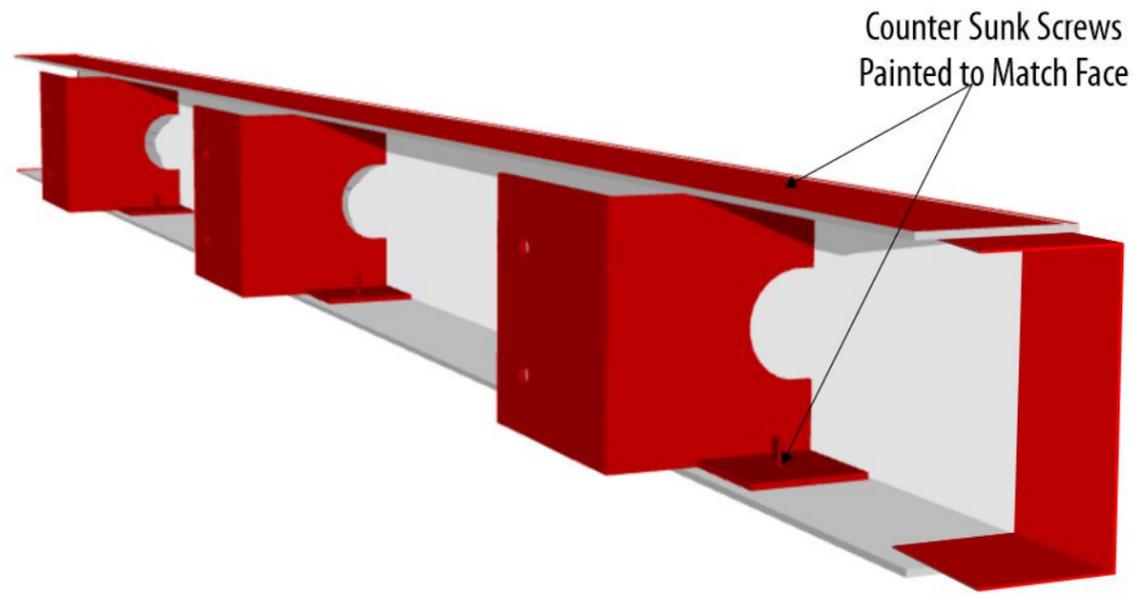


1. WHITE LED STICK LIGHTING
2. PAN FACE RETAINER
3. EMBOSSED PAN FACE
4. 12 VOLT DC TRANSFORMER
5. TOGGLE ON/OFF SWITCH
6. 1/4" WEDGE ANCHORS
7. POWER PASS THROUGH
8. WALL - BRICK
9. ALUMINUM .063" BACKS/ .080" RETURNS

VANDY'S FROZEN CUSTARD MASTER RENDERINGS/STANDARD DRAWINGS/PSG IN HOUSE ONLY



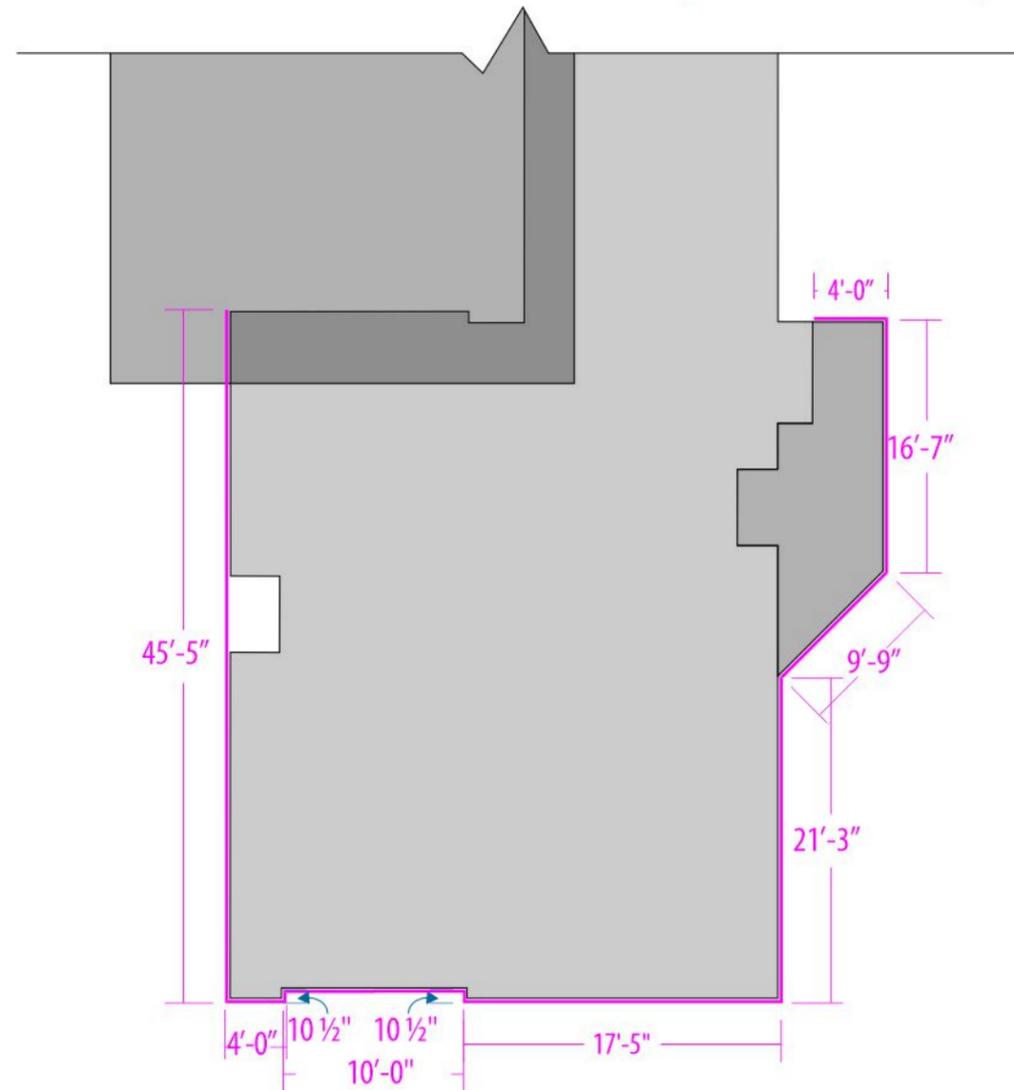
MOUNTING VIEW SCALE: NTS



OVERHEAD VIEW SCALE: 1"=10'

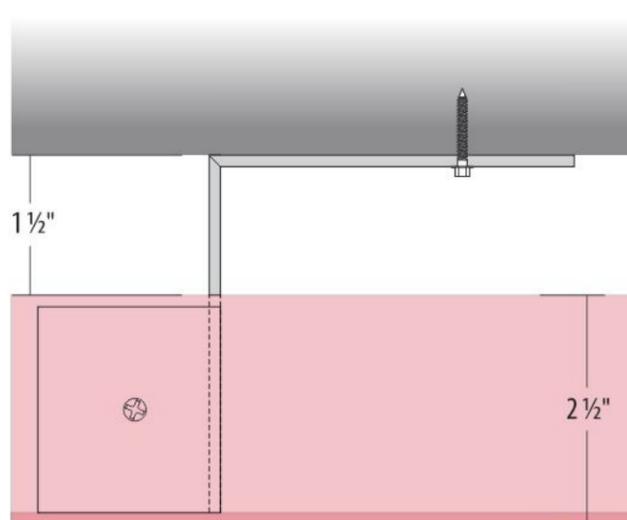
*Drawings are Typical Pending Architectural Renderings

*See Instalation packet for final circuit layout

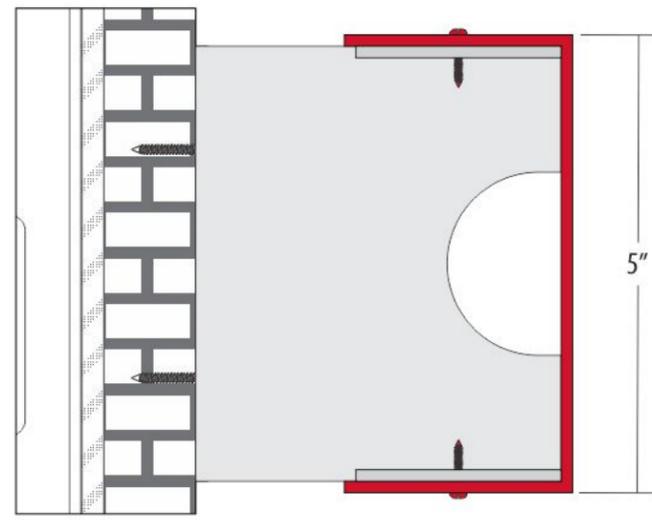


ATTACHMENT VIEW SCALE: 1:2

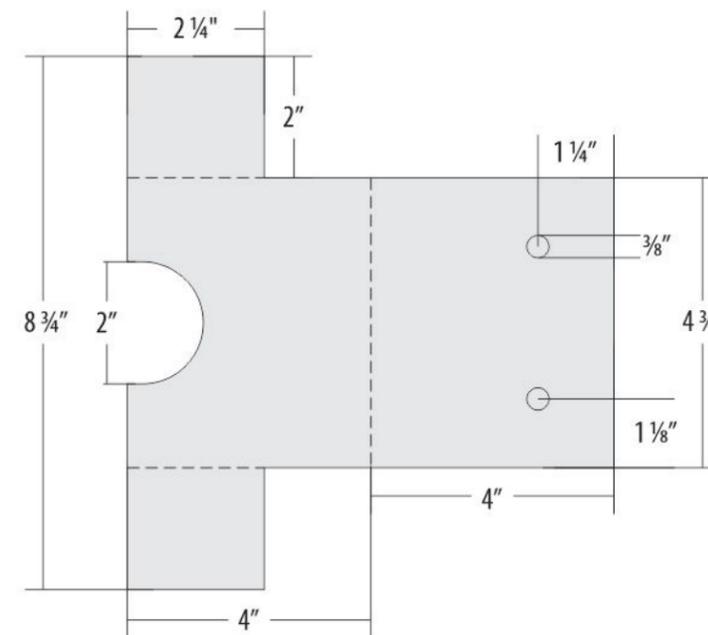
TOP VIEW



SIDE VIEW



EXPLODED BRACKET VIEW SCALE: 1:3



ANDY'S FROZEN CUSTARD

CUSTOMER

0703-24-BAND-1

AS SHOWN

DRAWING NUMBER

ELEVATION

07.03.24

DATE REVISED

DEREK CROUCH

TIM SWAIM

PROJECT MANAGER

DESIGNER

DOWNERS GROVE, IL

LOCATION

SCOPE OF WORK

Reverse Channel Light Stripe

- A** Non-Lit Channel Aluminum Band
 - Painted Aluminum Reverse Channel
 - Mechanically Fastened w/ Painted Hardware

- Paint (Interior) - White
- Paint - MP 10224 Hot Rod Red (Gloss)

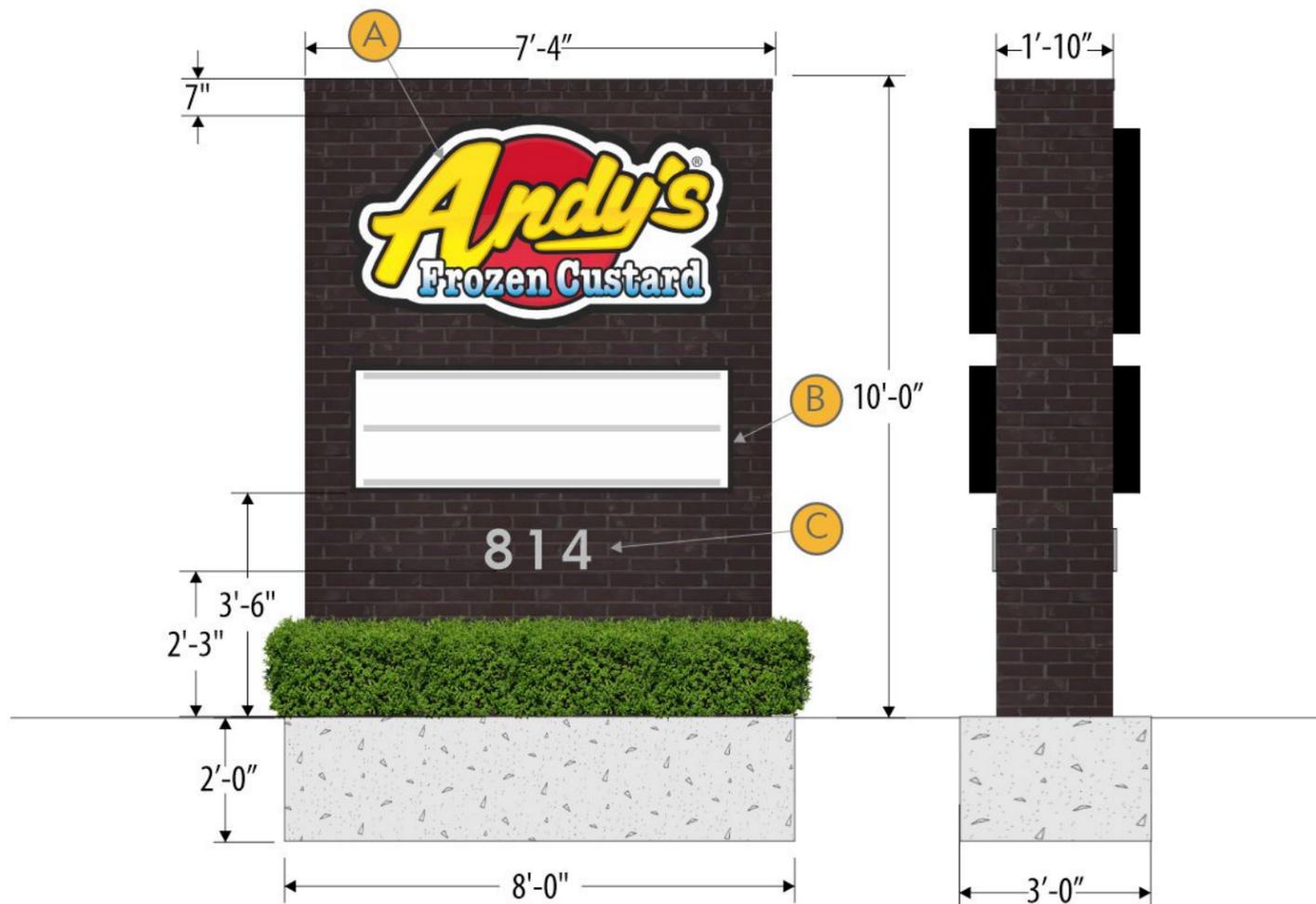
- B** Aluminum Mount Brackets
 - Painted
 - Mechanically Fastened to Exterior Wall

- Paint - MP 10224 Hot Rod Red (Gloss)

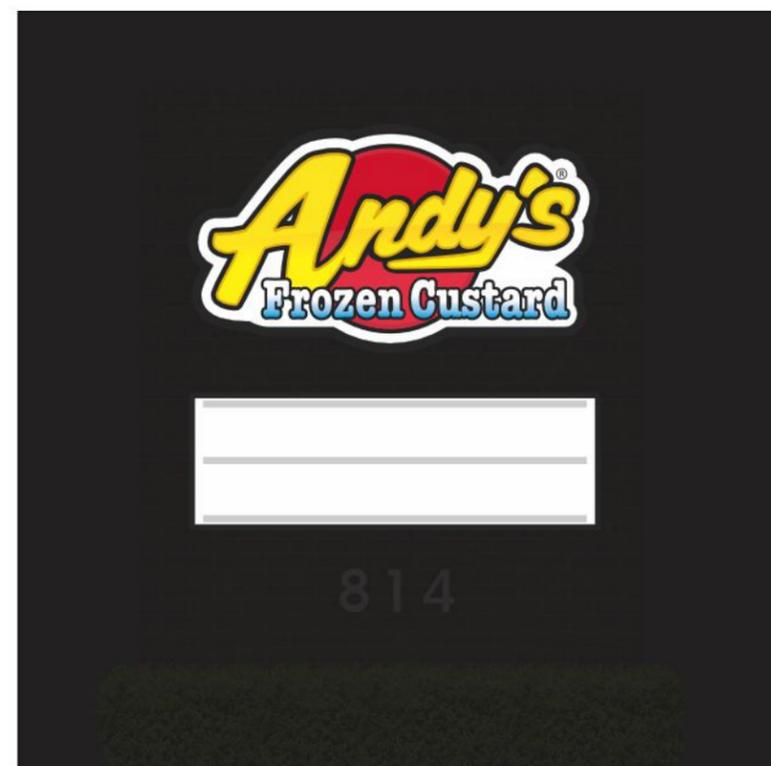
Electrical Info:



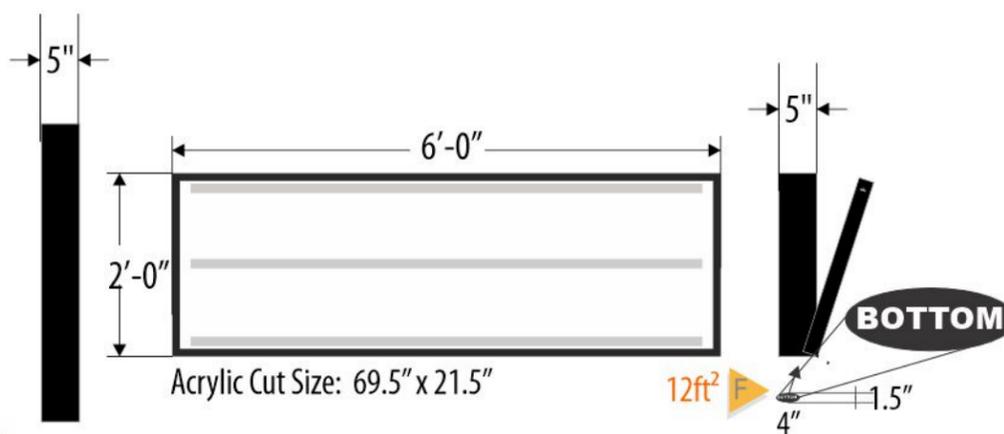
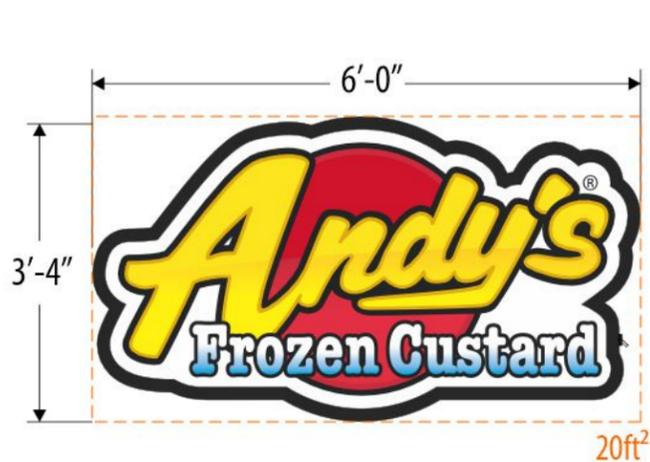
ORTHOGRAPHIC VIEWS SCALE: 3/8" = 1'



ILLUMINATED VIEW SCALE: NTS



ELEVATION VIEW SCALE: 1/2" = 1'



ADDRESS LETTERS SCALE: 3/4" = 1'



ANDY'S FROZEN CUSTARD

| | |
|----------------|-----------------|
| CUSTOMER | |
| 0703-24-MONU-1 | AS SHOWN |
| DRAWING NUMBER | ELEVATION |
| 08.05.24 | |
| DATE REVISED | |
| DEREK CROUCH | TIM SWAIM |
| DESIGNER | PROJECT MANAGER |

DOWNERS GROVE, IL

LOCATION

SCOPE OF WORK

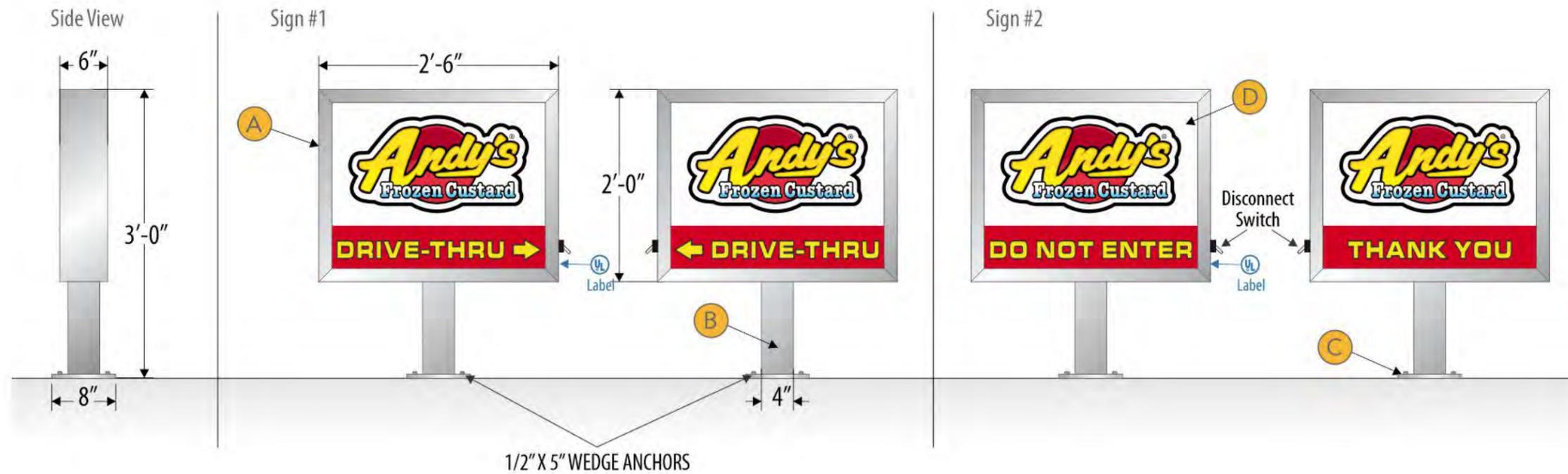
2-Sided Monument w/ Full Cone

- A** LED Illuminated Contoured Aluminum Cabinet with Pan Embossed Backspray Painted Face
 - Black (Gloss)
 - See Logo Chart for Color Specs
- B** Flush Mounted 1-Sided LED Illuminated Cabinets
 - Flat Face with 2 Line Letter Face, 2 Thumb Screw Latches per Retainer (4 Total) and Vandal Cover
 - Black (Gloss)
- C** Painted 1/2" Acrylic FCO Address; Stud Mounted Flush to Monument Face
 - MP 1vs953 Super Sparkle Silver (Satin)
- D** Qty. 2-100 pc. 8 on 9 Std Cond. Font Letters; Qty. 1-50 pc. 8 on 9 Std Cond. Font Punctuation Set
- E** Changeable Copy Letter Storage Cabinet
- F** Vinyl Sticker To Call Out Bottom Of Cabinet
 - Vinyl - White

Electrical Requirements - 120V; 7A

Total Square Footage - 32ft²

ORTHOGRAPHIC VIEWS SCALE: 3/4"=1'



ACRYLIC FACES SCALE: 1"=1'



PHOTO EXAMPLE SCALE: NTS



ANDY'S FROZEN CUSTARD - MASTER

| | | |
|------------------|-----------------|-----------|
| CUSTOMER: | AFC-STND-DIRE-1 | AS SHOWN |
| DRAWING NUMBER: | | ELEVATION |
| DATE REVISED: | 09.15.22 | |
| DESIGNER: | DEREK CROUCH | TIM SWAIM |
| PROJECT MANAGER: | | |

ALL

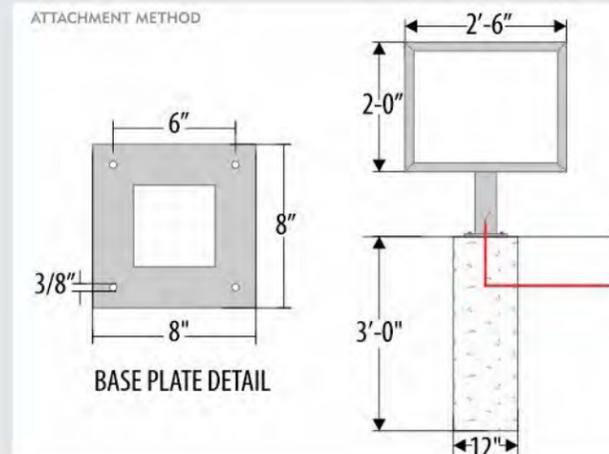
LOCATION

SCOPE OF WORK

2-Sided Internally Illuminated Directional

- A Aluminum Extruded Cabinet**
 - Paint - MP LV5953 Super Sparkle Silver (Satin)
- B 4" Aluminum Square Post**
 - Paint - MP LV5953 Super Sparkle Silver (Satin)
- C 1/4" Aluminum Mounting Bracket**
 - Paint - MP LV5953 Super Sparkle Silver (Satin)
- D Clear Acrylic w/ Printed Vinyl Graphics**
 - 1st Layer Vinyl - Digital Print on Clear Applied to 1st Surface
 - 2nd Layer Vinyl - Digital Print on Translucent Applied to 1st Surface
- Electrical Requirements - 120V; 1.2A**

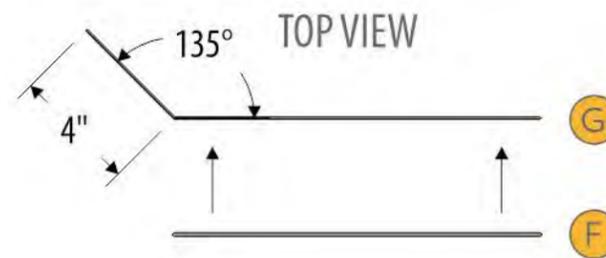
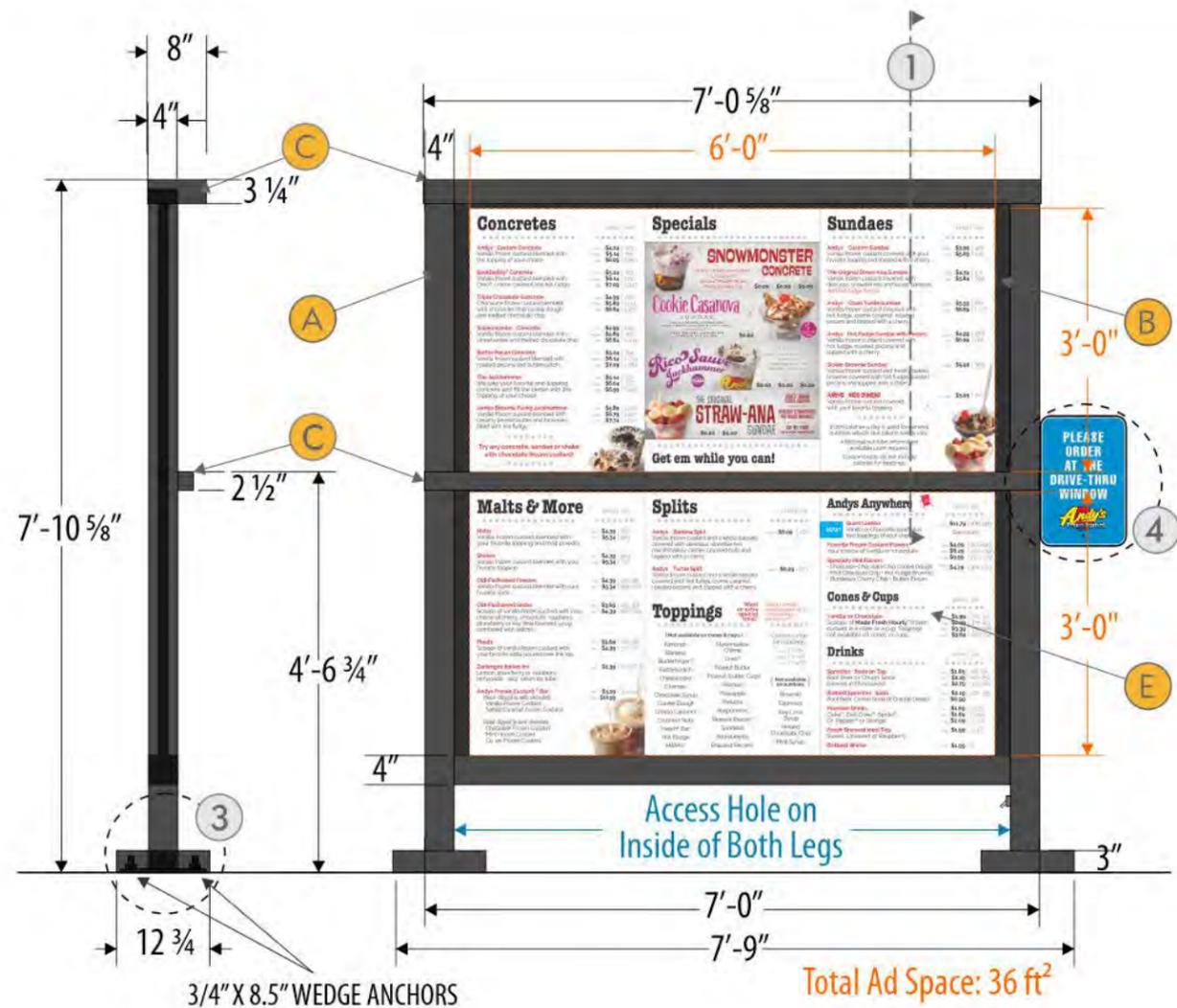
ATTACHMENT METHOD



AD SPACE: 3.8sf

ORTHOGRAPHIC VIEWS SCALE: 1/2" = 1'

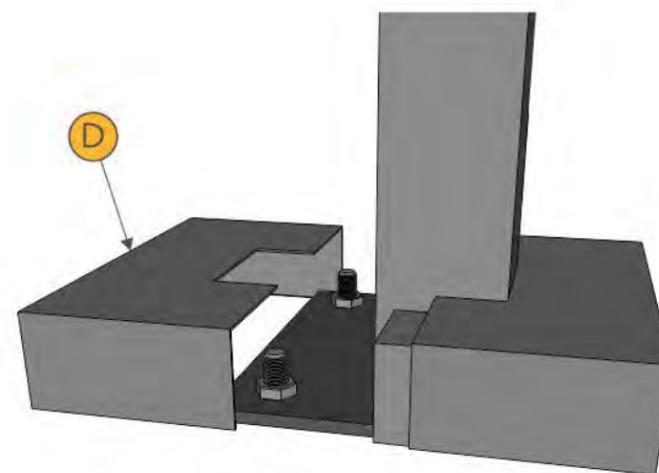
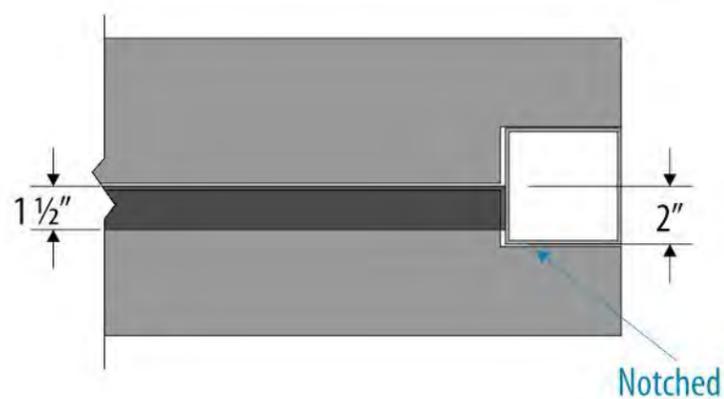
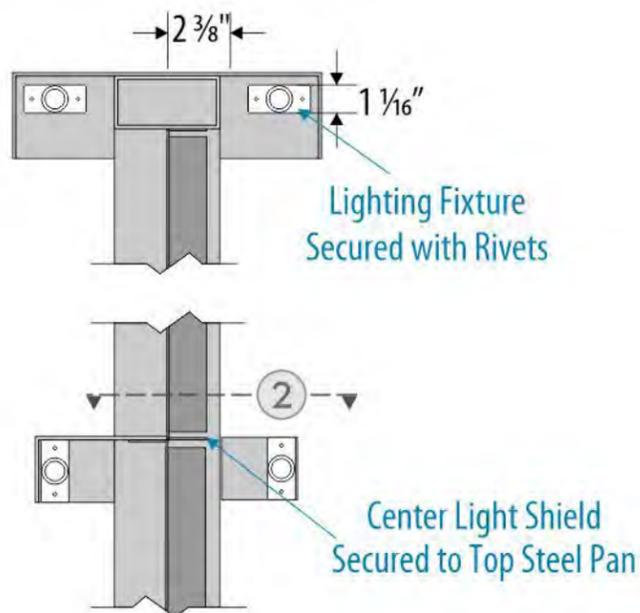
4 - ORDER PANEL DETAIL SCALE: NTS



1 - CROSS-SECTION VIEW SCALE: NTS

2 - MIDDLE LIGHT SHIELD SCALE: NTS

3 - BASEPLATE COVER SCALE: NTS



Shim to Level, Flush



ANDY'S FROZEN CUSTARD - MASTER

CUSTOMER: AFC-STND-MENU-1-SS AS SHOWN
DRAWING NUMBER: ELEVATION

03.17.22
DATE REVISED

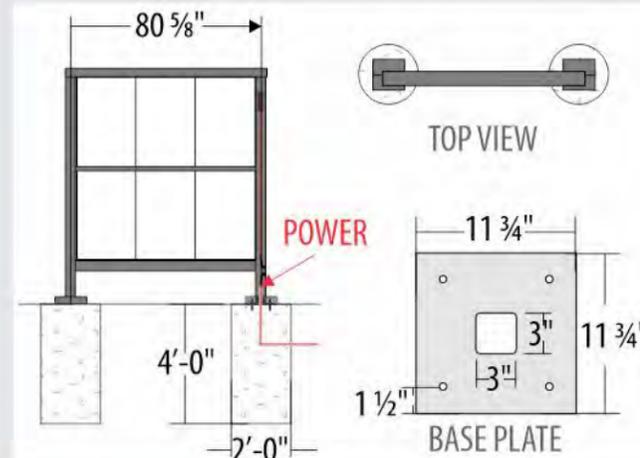
DEREK CROUCH DESIGNER
TIM SWAIM PROJECT MANAGER

ALL LOCATION

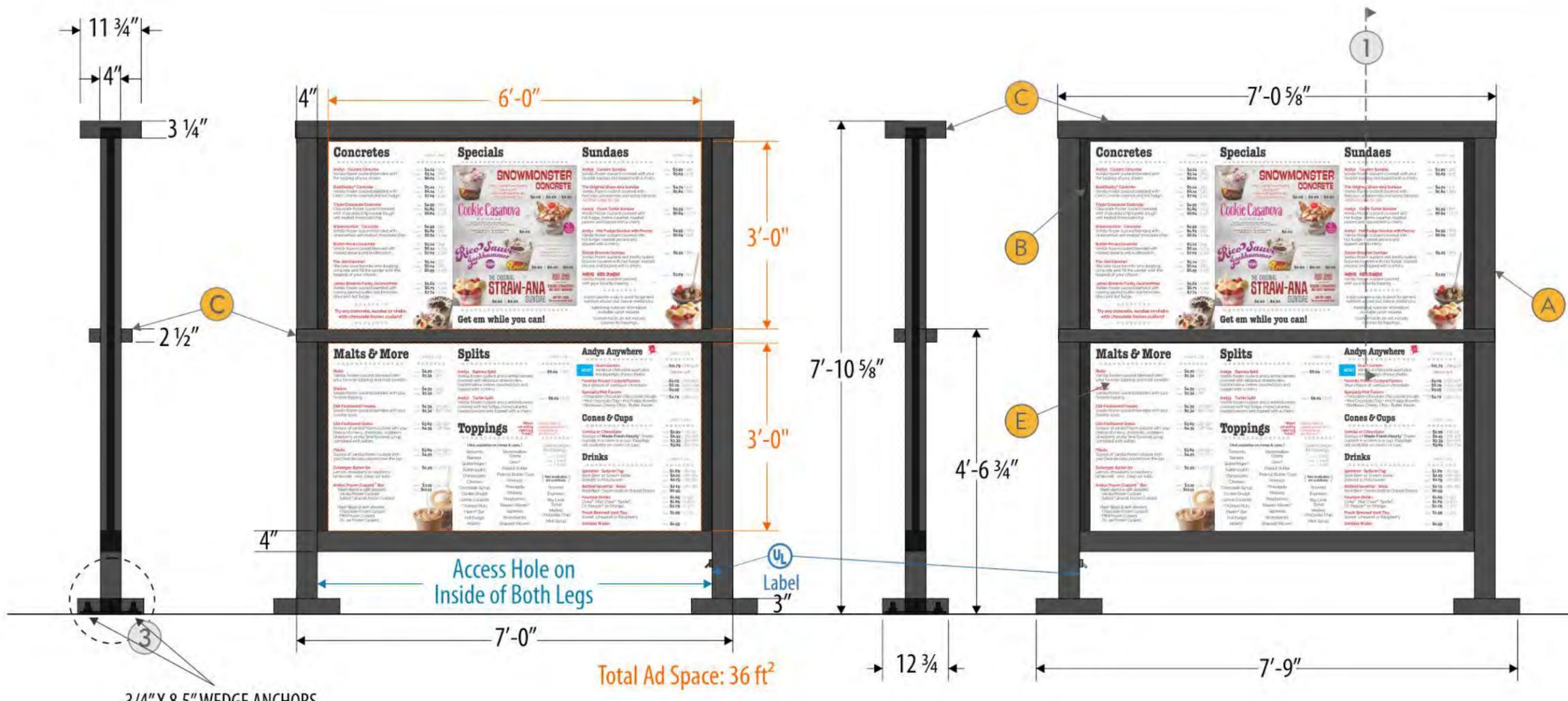
SCOPE OF WORK

1-Sided Internally Illuminated Menu

- A** Painted 4" Aluminum Tube Frame
 - Paint - Black (Satin)
- B** Painted Steel Pan Magnet Backer
 - Paint - Black (Satin)
- C** Fabricated Aluminum Light Shield
- D** Bolt Covers Painted to Match
- E** Magnetic Menu Panels by Others
- F** .080 Aluminum "Drive Thru" Sign
- G** Painted .080 Aluminum Bracket
 - Paint - Black (Satin)
- ▶** Electrical Requirements - 120V; 2A



ORTHOGRAPHIC VIEWS SCALE: 1/2" = 1'



ANDY'S FROZEN CUSTARD - MASTER
CUSTOMER

AFC-STND-MENU-1-DS AS SHOWN
DRAWING NUMBER ELEVATION

03.17.22
DATE REVISED

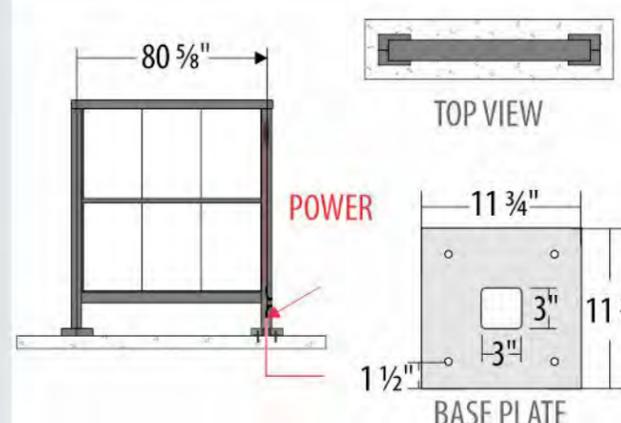
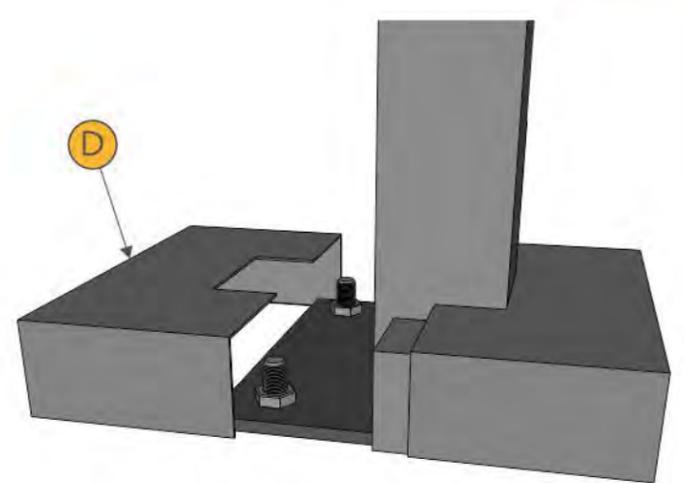
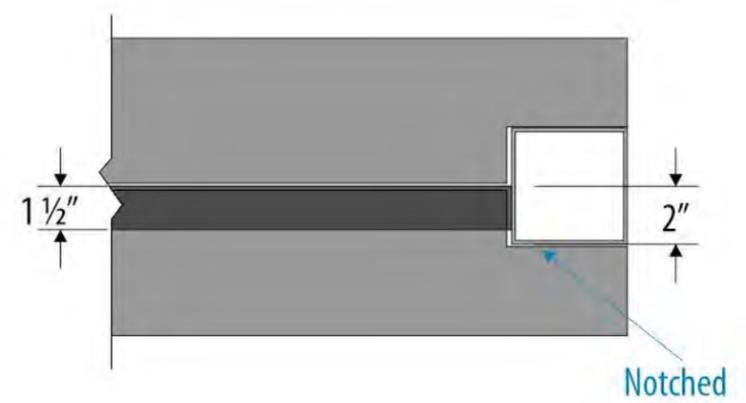
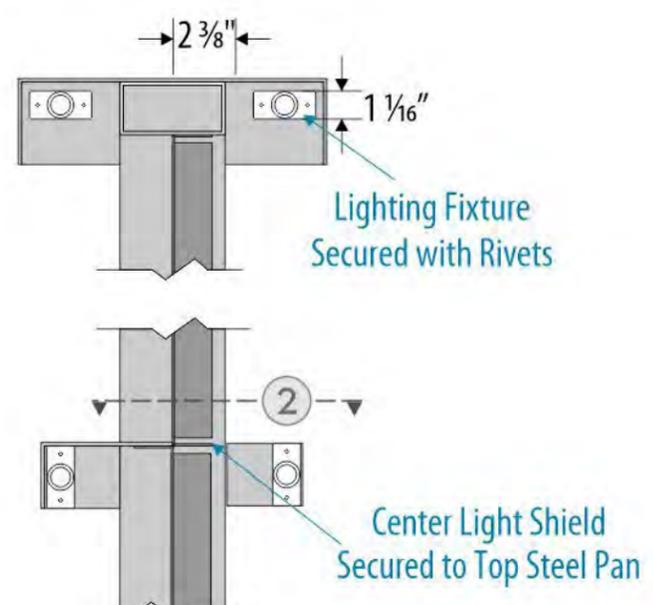
DEREK CROUCH **TIM SWAIM**
DESIGNER PROJECT MANAGER

ALL
LOCATION

SCOPE OF WORK

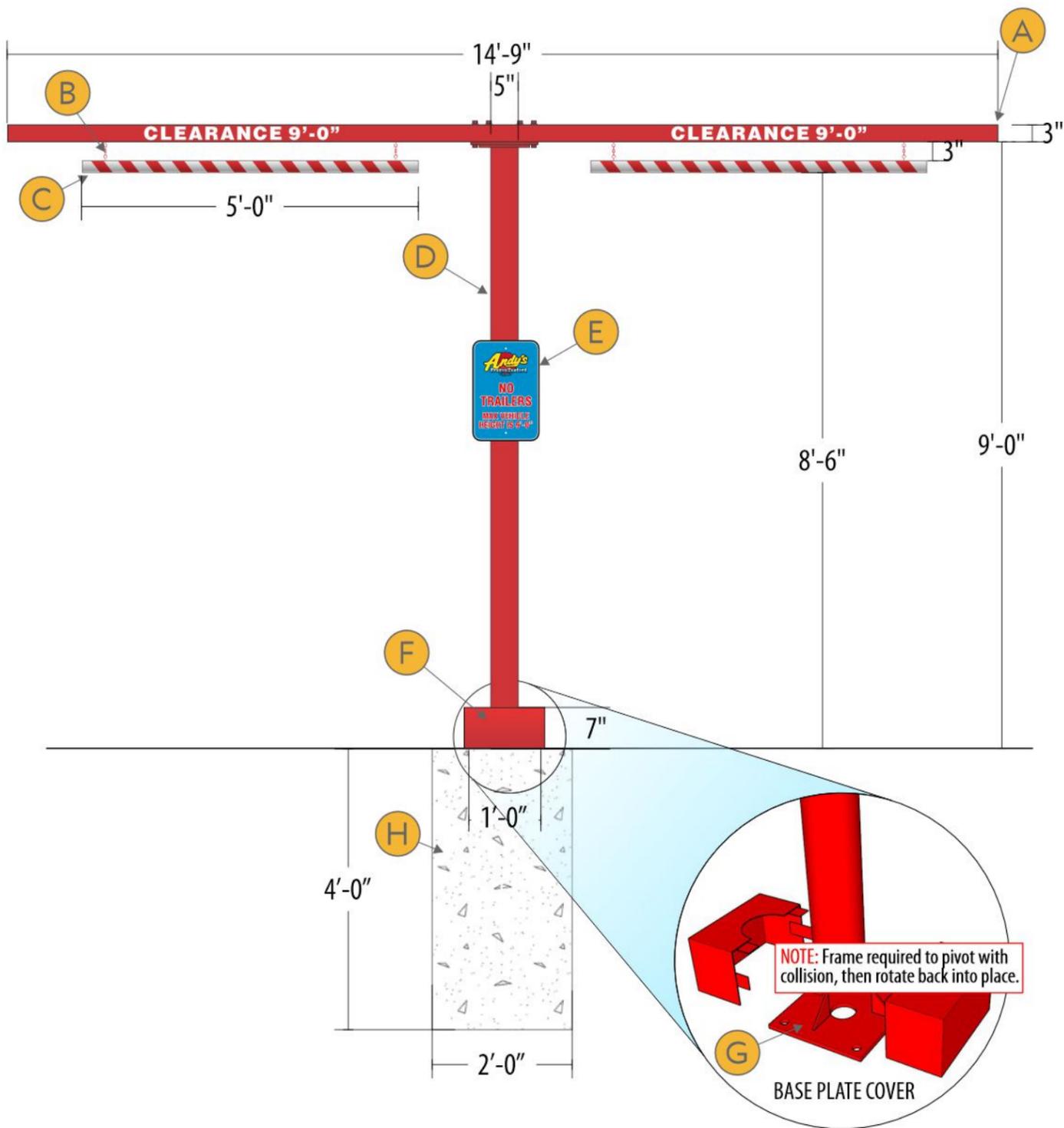
- 2-Sided Internally Illuminated Menu**
- A** Painted 4" Aluminum Tube Frame
 - Paint - Black (Satin)
 - B** Painted Steel Pan Magnet Backer
 - Paint - Black (Satin)
 - C** Fabricated Aluminum Light Shield
 - D** Bolt Covers Painted to Match
 - E** Magnetic Menu Panels by Others
 - ▶** Electrical Requirements - 120V; 4A

1 - CROSS-SECTION VIEW SCALE: NTS 2 - MIDDLE LIGHT SHIELD SCALE: NTS 3 - BASEPLATE COVER SCALE: NTS



ANDY'S FROZEN CUSTARD MASTER RENDERING STANDARD DRAWINGS

ELEVATION VIEW SCALE: 1:25

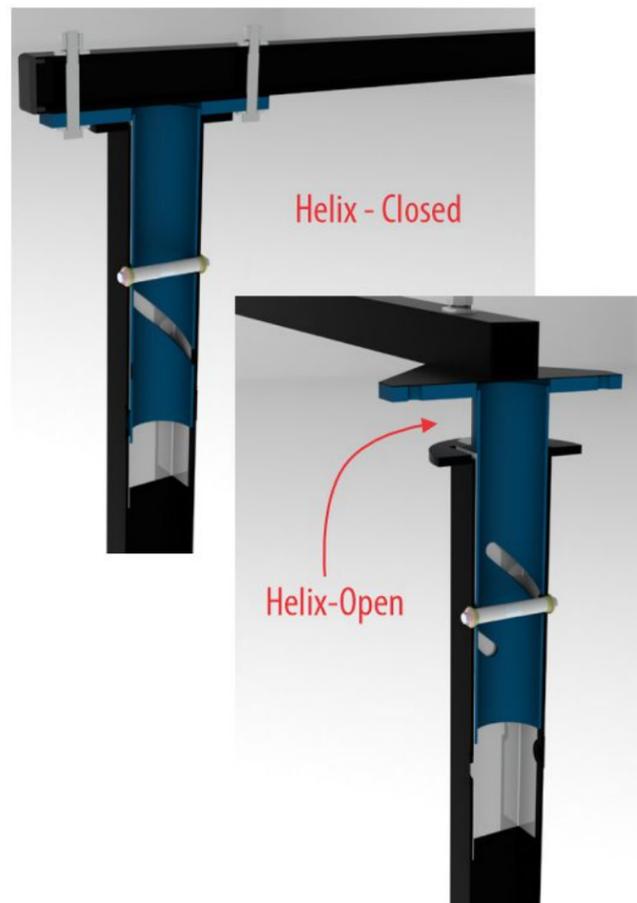


ELEVATION VIEW SCALE: 1:6



EXAMPLE VIEW SCALE: NTS

Bi-Directional Helix



| | |
|-----------------------|--|
| ANDY'S FROZEN CUSTARD | |
| CUSTOMER | |
| AFC-STND-BAR-2 | AS SHOWN |
| DRAWING NUMBER | ELEVATION |
| 02.18.22 | |
| DATE REVISED | |
| DEREK CROUCH | TIM SWAIM |
| DESIGNER | PROJECT MANAGER |
| ALL | |
| LOCATION | |
| SCOPE OF WORK | |
| A | Painted Crossbar with White Reflective Vinyl Applied to Both Sides ● Paint - MP 10224 Hot Rod Red ○ Vinyl - 3M 680cr |
| B | Hanging Metal Chain ● Paint - MP 10224 Hot Rod Red |
| C | Painted 4" PVC Pipe Capped on Ends; White Reflective Vinyl Applied ● Paint - MP 10224 Hot Rod Red ○ Vinyl - 3M 680cr |
| D | Painted Upright bar ● Paint - MP 10224 Hot Rod Red |
| E | Digital Printed .080 Aluminum Sign; Fastened with Adjustable Hose Clamp Brackets ● Digital Print Graphics |
| F | Painted Bolt Head Cover ● Paint - MP 10224 Hot Rod Red |
| G | 14" Base Plate w/ Wedge Anchors into Concrete |
| I | 24" x 48" Round Pier Footing |

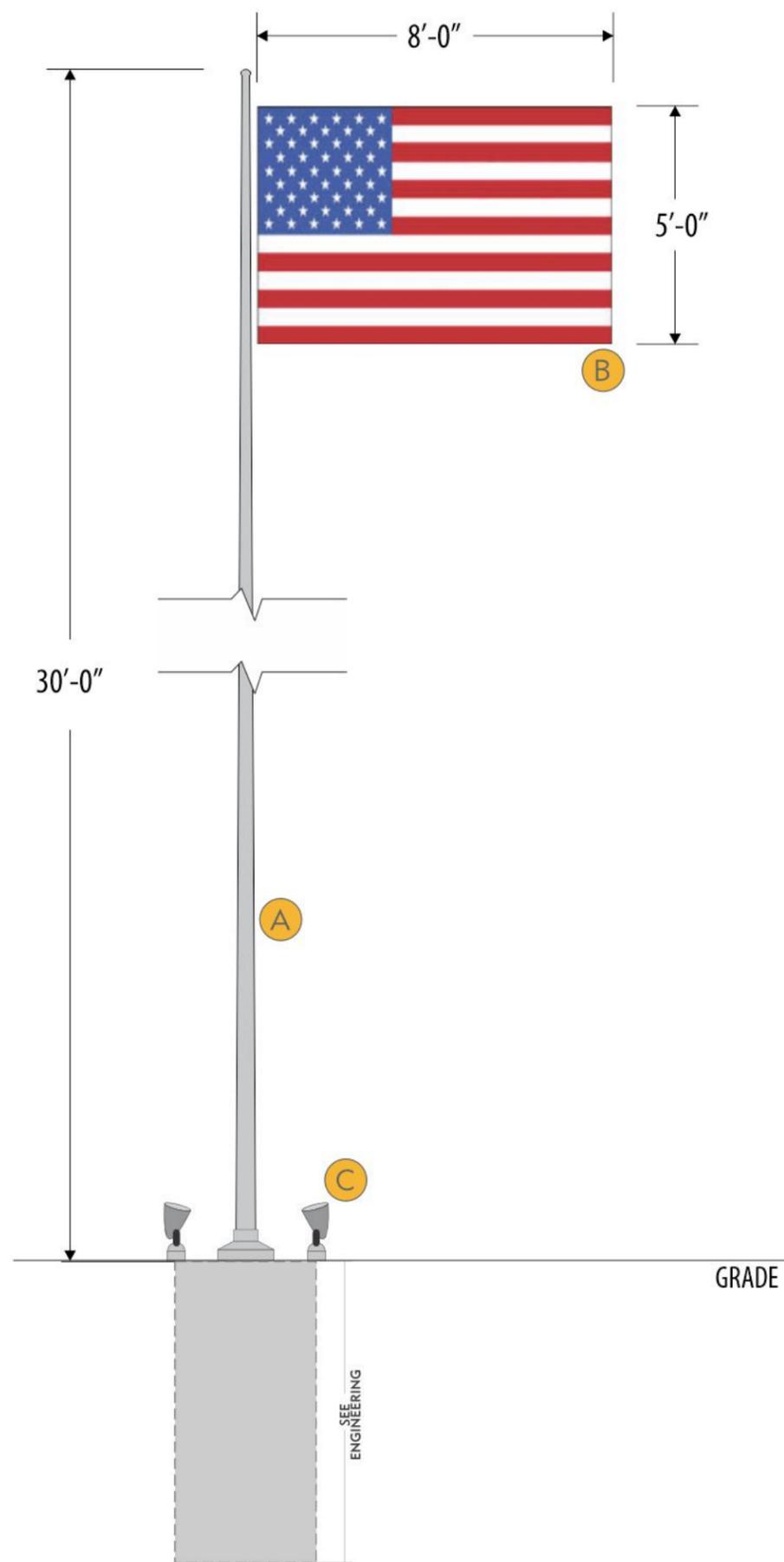


ADJUSTABLE HOSE CLAMP BRACKETS



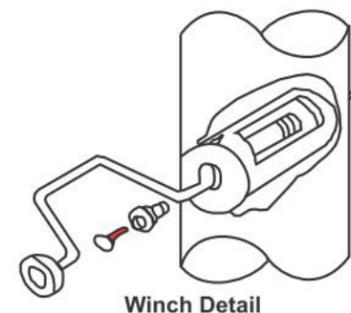
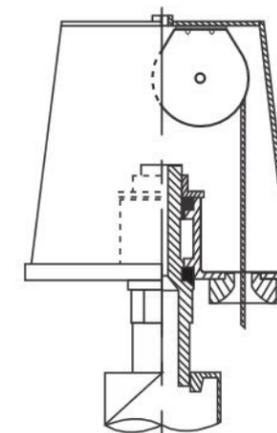
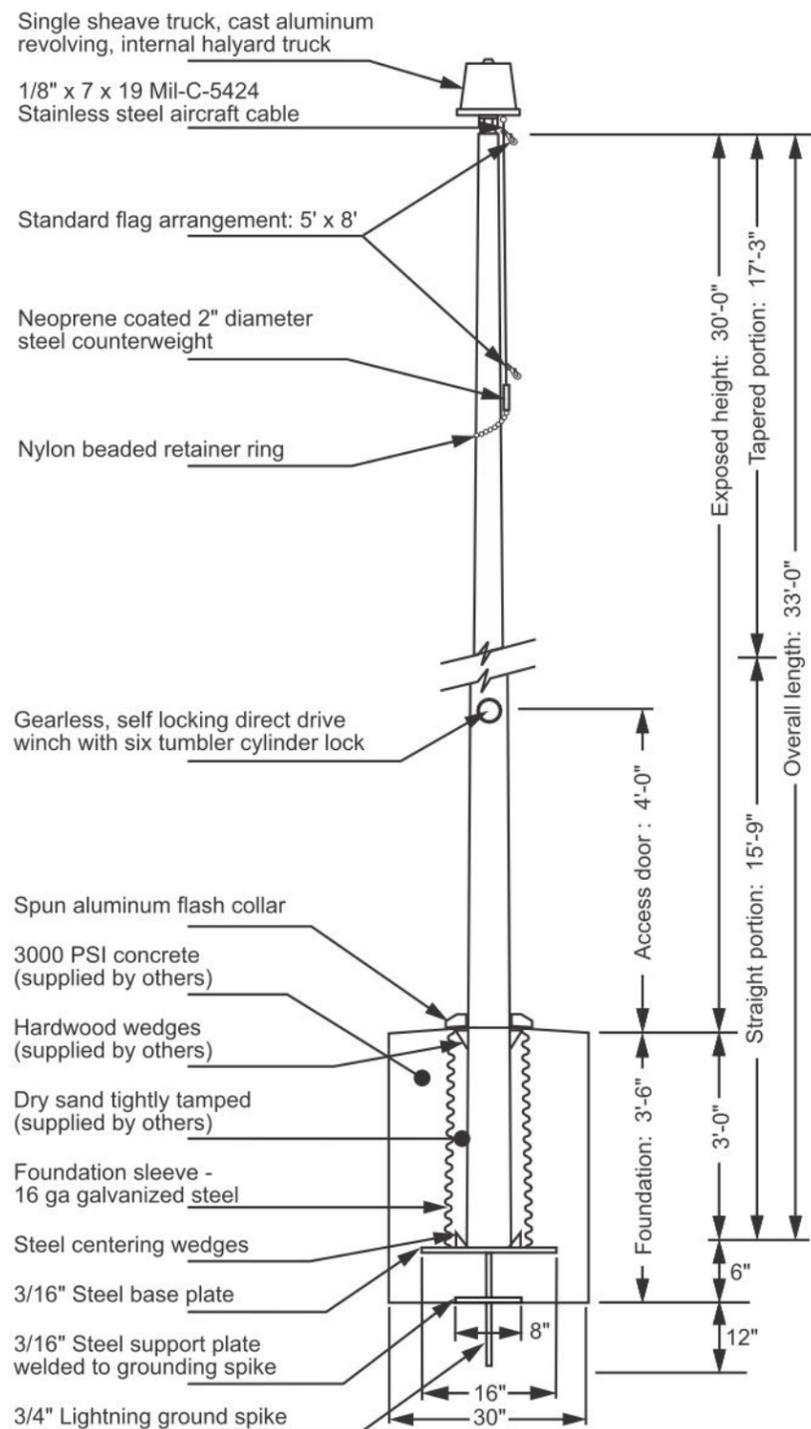
VANDY'S FROZEN CUSTARD MASTER RENDERING (STANDARD RENDERING)

ELEVATION VIEW SCALE: 3/16"=1'



FLAG DETAILS SCALE: NTS

Model EC30 IH - Deluxe Internal Halyard



ANDY'S FROZEN CUSTARD-MASTER

CUSTOMER

0703-24-FLAG-1

DRAWING NUMBER

AS SHOWN

ELEVATION

07.03.24

DATE REVISED

DEREK CROUCH

PROJECT MANAGER

TIM SWAIM

DESIGNER

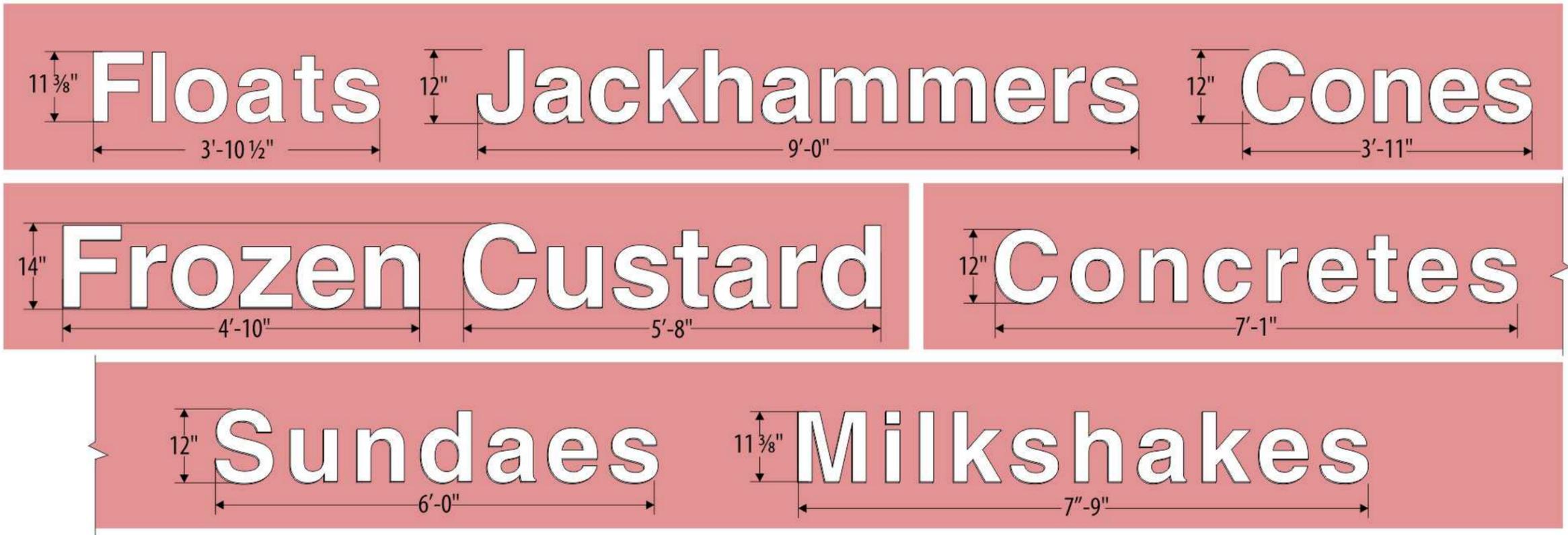
DOWNERS GROVE, IL

LOCATION

SCOPE OF WORK

- A** 30' flag pole (.156 w) standard aluminum finish 8" dia, with internal halyard
- B** 8' x 5' American flag, hi-quality - double weave
- C** LED up lights (qty 2), RAB model HSLED B, cool LED SPOT LT FX (dart #470-9262)
- D** Power run and controllers by others
- E** Foundation TBD per site specific engineering





ANDY'S FROZEN CUSTARD

CUSTOMER

0905-24-SPEC-1 AS SHOWN
DRAWING NUMBER ELEVATION

09.05.24
DATE REVISED

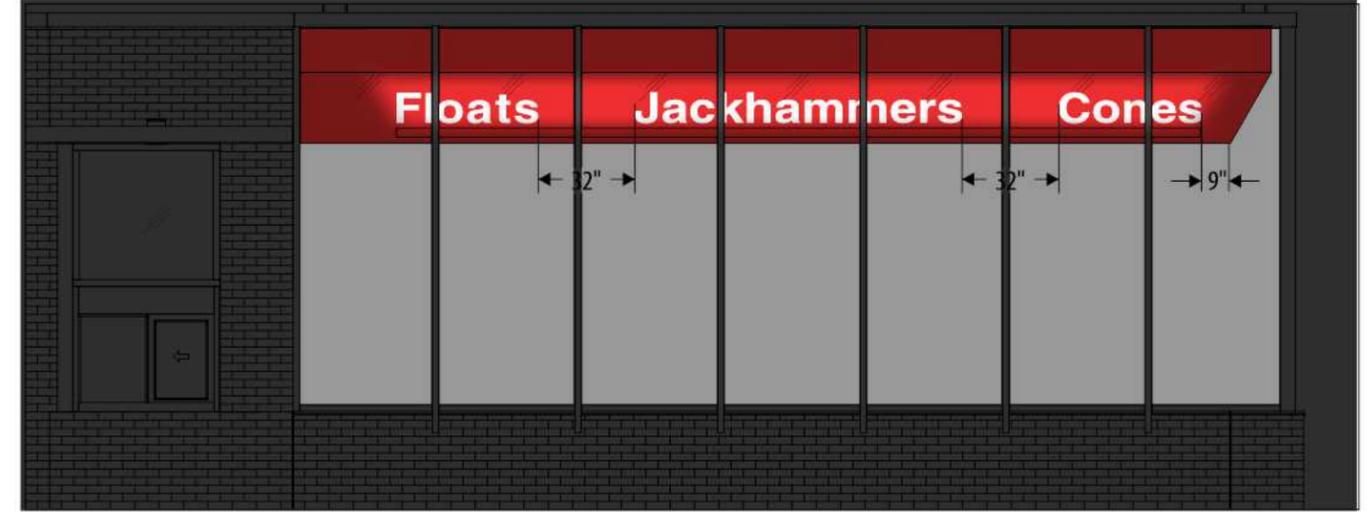
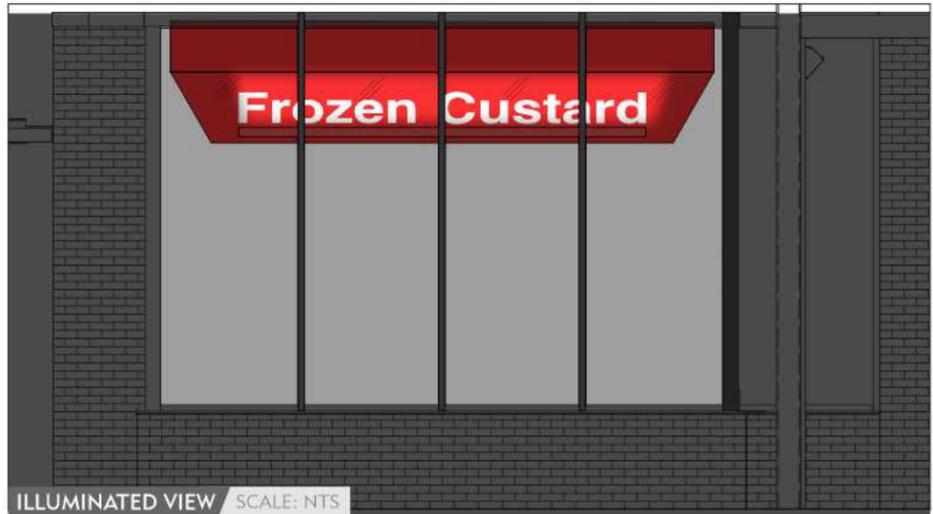
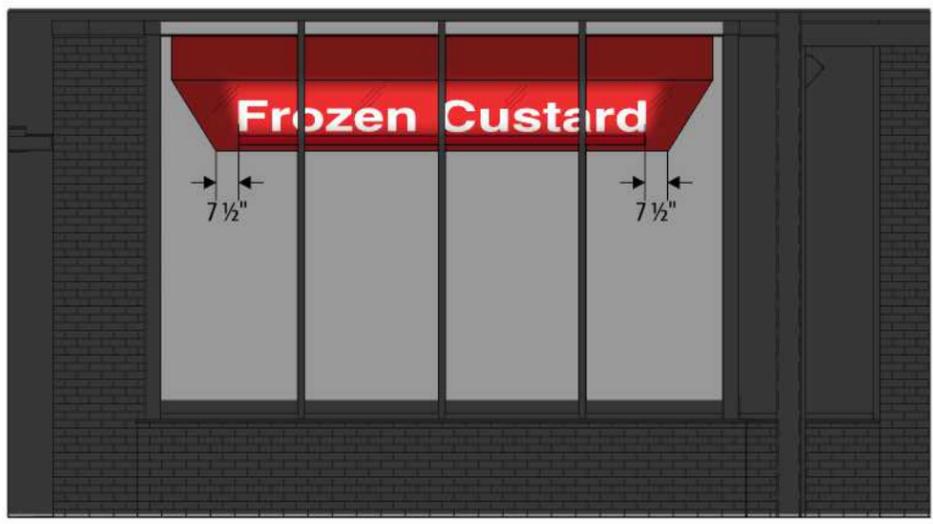
DEREK CROUCH TIM SWAIM
DESIGNER PROJECT MANAGER

DOWNERS GROVE, IL
LOCATION

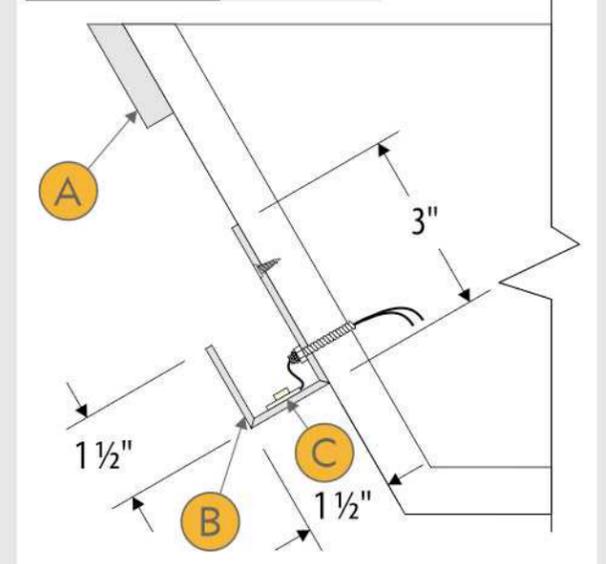
SCOPE OF WORK

- Interior FCOs
- A** 1/2" PVC Lettering; Flush Mounted to Ceiling Element w/ 2-Sided Tape & Studs
 - PVC - White
 - B** Fabricated Aluminum Light Shield
 - to Match SW 6869 STOP
 - C** LED Tape Lighting
- ▶ SIGNAGE TO BE SETBACK 24" FROM GLASS

PROPOSED VIEW SCALE: 1" = 5'

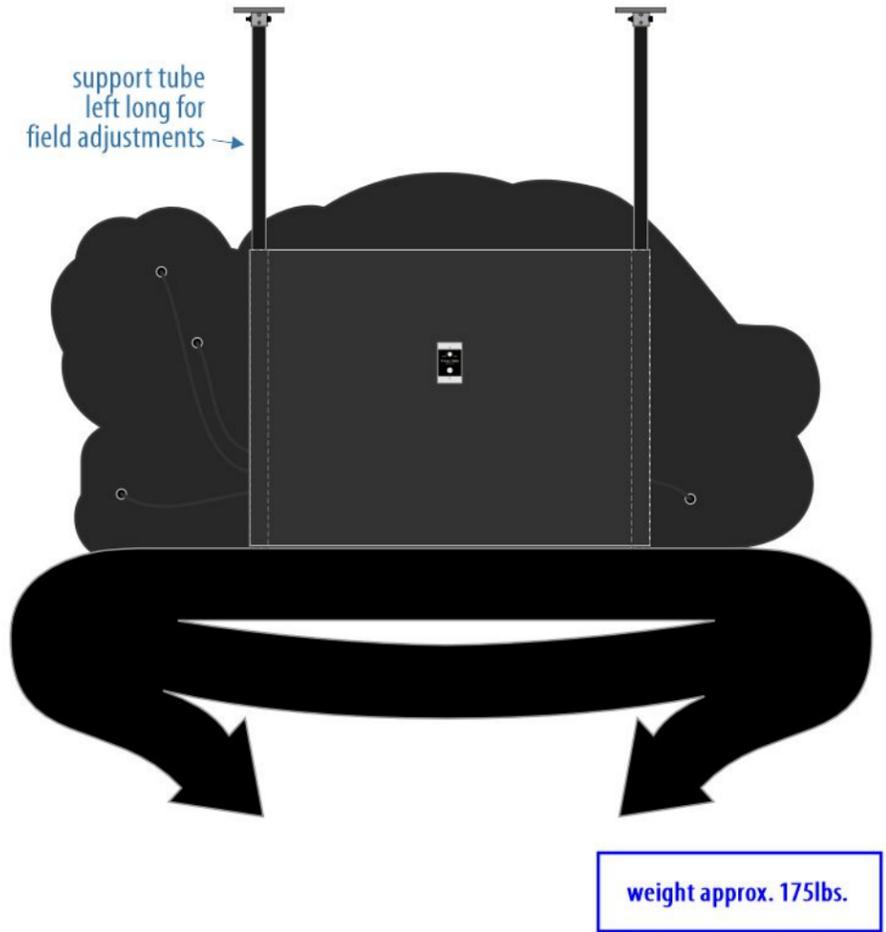
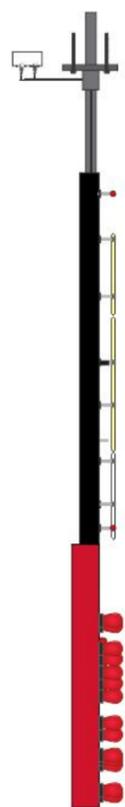


LIGHTING DETAIL SCALE: 1:2



ILLUMINATED VIEW SCALE: NTS

1 Orthographic Views - scale: 1:20



2 Placement - scale: 1:40



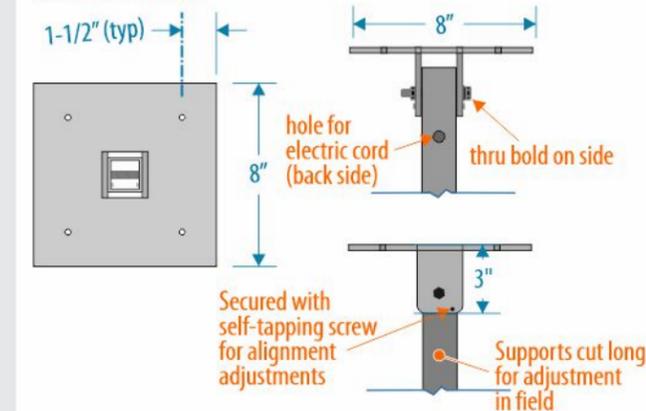
ANDY'S FROZEN CUSTARD

| | |
|-----------------|-----------------------|
| CUSTOMER | ANDY'S FROZEN CUSTARD |
| DRAWING NUMBER | AFC-STND-IWAL-4 |
| ELEVATION | AS SHOWN |
| DATE REVISED | 09.06.24 |
| DESIGNER | DEREK CROUCH |
| PROJECT MANAGER | TIM SWAIM |
| LOCATION | DOWNERS GROVE, IL |

SCOPE OF WORK

- A** Hanging Painted Backsplash with Vinyl Graphics
 - See Logo Chart for Color Specs
 - B** LED Lighted Letter and Outline
 - C** Painted Enclosed Wireway with Bulb Bases, LED Lighted Blinky Bulbs with 3 on 1 Off 4-Point Animated Sequence from Center Out
 - PMS 186 (Gloss)
 - Red LED Bulbs
 - D** Static Lighting Option when Regulated
 - E** 1" Push Thru
 - Cardinal Red 3M Translucent Vinyl on face
 - White Translucent Vinyl on back
 - Red GE Tetra Max LEDs
- ▶ SIGNAGE TO BE SETBACK 24" FROM GLASS**

ATTACHMENT METHOD



VANDY'S FROZEN CUSTARD\LOCATION\MISSOURI\REPUBLIC\ART\RENDERINGS

Hufft

PROJECT INFORMATION:
Andy's Frozen Custard #207

816 Ogden Ave
 Downers Grove, IL 60515

OWNER:
ANDY'S FROZEN CUSTARD
 211 E. Water Street
 Springfield, MO 65806
 www.eastandys.com

ARCHITECT:
HUFFT
 3612 Karnes Boulevard
 Kansas City, MO 64111
 P: 816-531-0200
 www.hufft.com

STRUCTURAL:
METTEMAYER ENGINEERING, LLC
 2225 W. Chesterfield Blvd., Suite 300
 Springfield, MO 65807
 P: 417-881-0020

CIVIL:
Manhard Consulting
 700 Springer Drive,
 Lombard, IL 60148
 P: 630.925.1216

MEP:
RTM ENGINEERING CONSULTANTS
 3333 E. Bathfield Road, Suite 1000
 Springfield, MO 65804
 P: 417-881-0020

LANDSCAPE ARCHITECT:
Manhard Consulting
 700 Springer Drive,
 Lombard, IL 60148
 P: 630.925.1216

ISSUE:
PLANNING COMMISSION
8/9/2024

REVISION SCHEDULE:

| NO. | DATE | ISSUE |
|-----|------|-------|
| | | |

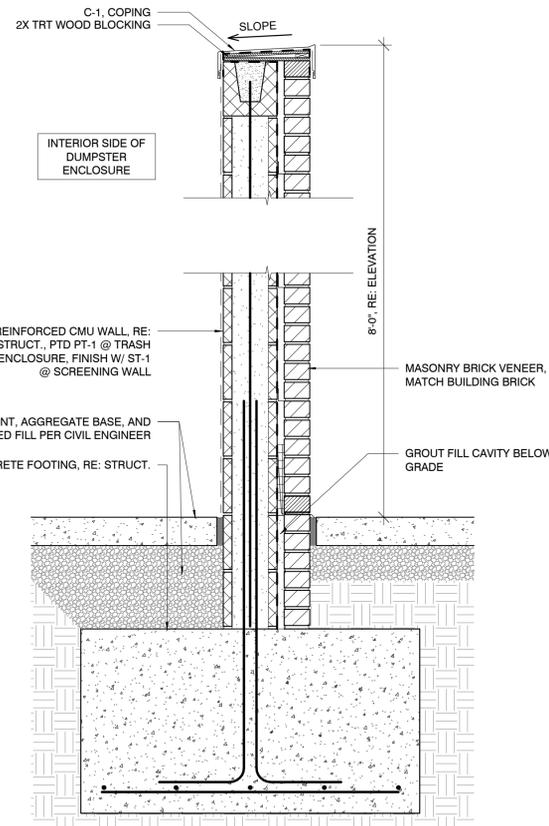
THIS DRAWING WAS PREPARED under the Architect's supervision, and is an "Instrument of Service" intended solely for use by our Client on this project. The Architect disclaims responsibility for the existing building structure, existing site conditions, existing construction elements, and drawings or documents not signed and sealed by the Architect. The information, ideas and designs indicated - including the overall form, arrangement and composition of spaces or building elements - constitutes the original, confidential, and unpublished Work and property of the Architect. Receipt or possession of this Drawing confers no right in, or license to disclose to others the subject matter contained herein for any but authorized purposes. Unauthorized reproduction, distribution or dissemination - in whole or in part - is strictly prohibited. All rights reserved © 2023 by Hufft Projects LLC.

THIS DRAWING MAY BE PART of an integrated set of Construction Documents, including the Contract, the Conditions and the Specifications. The Contract Documents are complementary: what is required by one is as binding as if required by all. Application of a material or equipment item to Work installed by others constitutes acceptance of that Work. Calculate and measure dimensions - DO NOT SCALE DRAWINGS unless directed by the Architect to do so. Dimensions indicated are to the face of a material, unless noted otherwise.

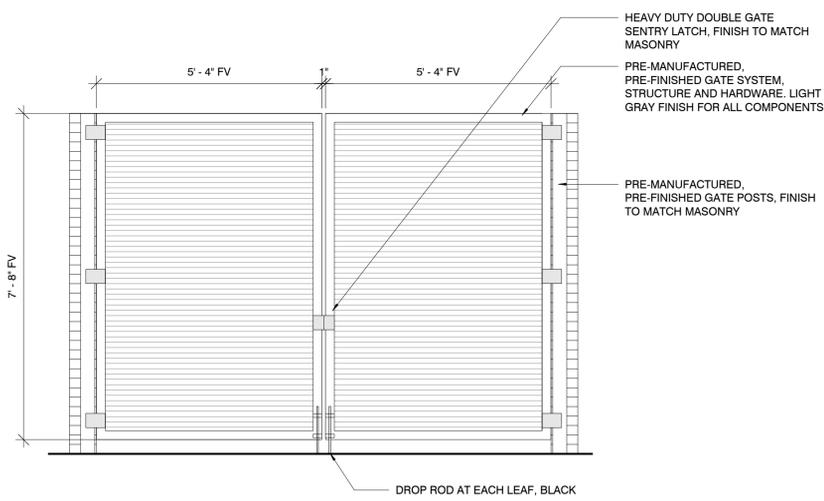
Architect:
 License Number:
 Drawn By: MS
 Project Number: 751

DETAILS - SITE

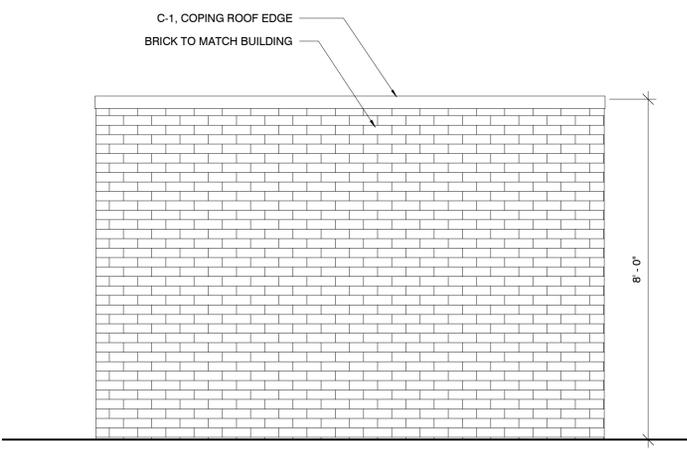
A508



4 DUMPSTER ENCLOSURE - SECTION
 1" = 1'-0"

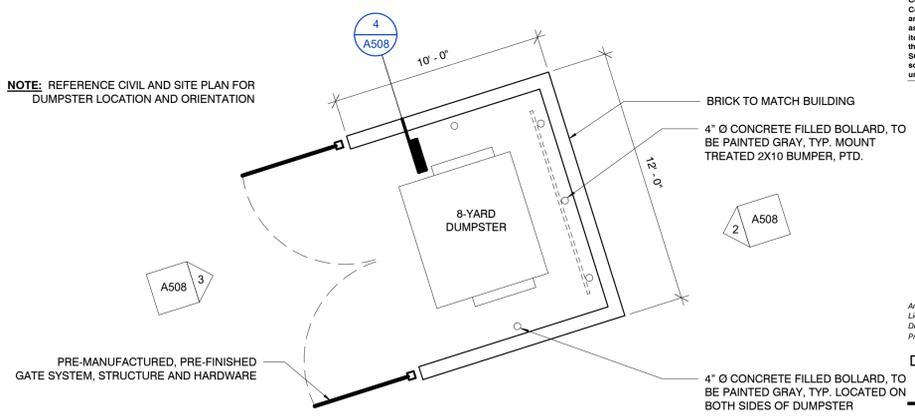


3 ELEVATION - DUMPSTER GATE
 1/2" = 1'-0"



2 TYP. ELEVATION - DUMPSTER ENCLOSURE
 1/2" = 1'-0"

NOTE: REFERENCE CIVIL AND SITE PLAN FOR DUMPSTER LOCATION AND ORIENTATION



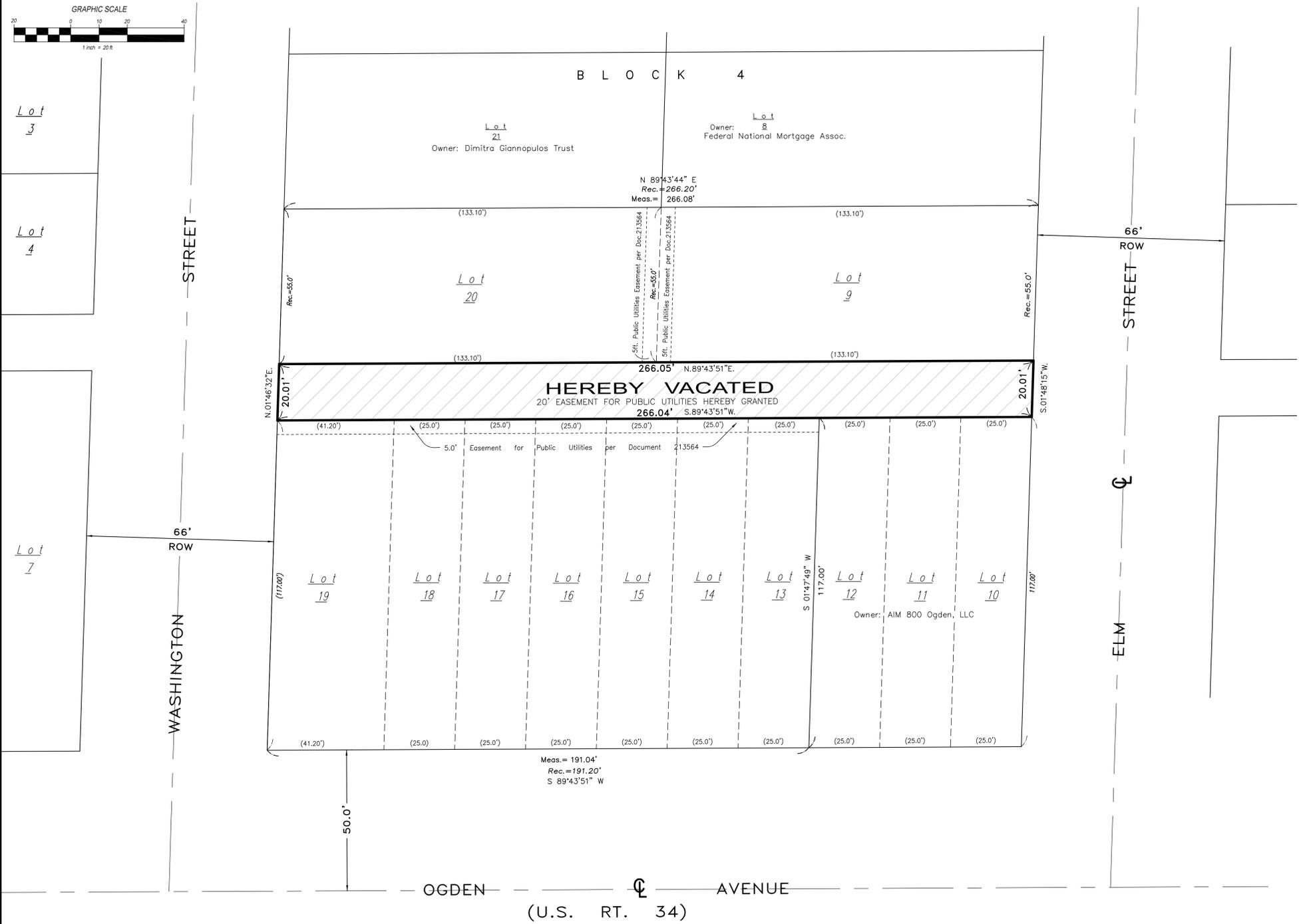
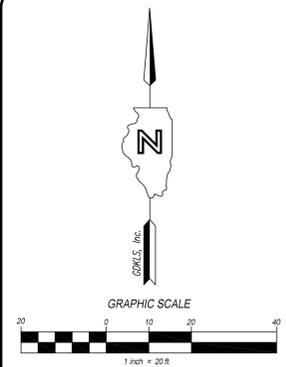
1 ENLARGED PLAN - DUMPSTER ENCLOSURE
 1/4" = 1'-0"

**NOT FOR CONSTRUCTION
 DO NOT COPY/
 DISTRIBUTE**

PLAT of VACATION

LEGAL DESCRIPTION

ALL THAT PART OF THE 20 FOOT WIDE VACATED ALLEY LYING BETWEEN WASHINGTON STREET AND ELM STREET, NORTH OF ADJOINING LOTS 10 TO 19 IN BLOCK 4 IN LYMAN PARK SUBDIVISION OF THE EAST 281.7 FEET OF LOT 2 AND ALL OF LOT 4 OF THE PLAT OF CIRCUIT COURT PARTITION OF HENRY M. LYMAN'S ESTATES, IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF LYMAN PARK SUBDIVISION, AFORESAID, RECORDED ON MAY 15, 1926 AS DOCUMENT 213564, MODIFIED BY DEGRESS ENTERED MARCH 8, 1940 IN CASE NUMBER 39-938 CIRCUIT COURT OF DUPAGE COUNTY, ILLINOIS AND AMENDED BY INSTRUMENT DATED FEBRUARY 27, 1941 AND RECORDED MARCH 31, 1941 AS DOCUMENT 421692, IN DUPAGE COUNTY, ILLINOIS.



OWNER CERTIFICATE
 STATE OF ILLINOIS) S.S.
 COUNTY OF)
 THIS IS TO CERTIFY THAT THE GALENA DEVELOPMENT, IS THE OWNER OF THE LAND HERON, AND HAS CAUSED THE SAME TO BE SURVEYED AND PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AS ALLOWED AND PROVIDED BY STATUTE AND HEREBY ACKNOWLEDGES AND ADOPTS THE SAME UNDER THE STYLE AND TITLE AFORESAID.
 DATED THIS ____ DAY OF _____ A.D. 2024.
 By: _____ BY _____
 TITLE TITLE

NOTARY CERTIFICATE
 STATE OF ILLINOIS) S.S.
 COUNTY OF)
 I, _____ A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT
 _____ AND _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE FOREGOING INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF GALENA DEVELOPMENT.
 DATED THIS ____ DAY OF _____ A.D. 20____

NOTARY PUBLIC
 MY COMMISSION EXPIRES _____

VILLAGE COUNCIL'S CERTIFICATE
 STATE OF ILLINOIS) S.S.
 COUNTY OF DUPAGE)
 APPROVED AND ACCEPTED THIS ____ DAY OF _____, 20____
 BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS.
 BY _____
 MAYOR
 ATTEST: _____
 VILLAGE CLERK

RECORDER OF DEEDS CERTIFICATE
 STATE OF ILLINOIS) SS
 COUNTY OF DUPAGE)
 THIS INSTRUMENT NO. _____ WAS FILED FOR RECORDING IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, AFORESAID ON THIS ____ DAY OF _____, A.D. _____ AT ____ O'CLOCK
 RECORDER OF DEEDS

PROPERTY DESCRIBED CONTAINS
 5,321 SF = 0.122 ACRES
 - PUBLIC UTILITIES EASEMENT

SURVEYOR CERTIFICATE
 STATE OF ILLINOIS) S.S.
 COUNTY OF DUPAGE)
 THIS IS TO CERTIFY THAT I, MICHAEL L. KRISCH, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PLATTED FOR RIGHT OF WAY VACATION AND EASEMENT GRANT PURPOSES THE PROPERTY DESCRIBED AND AS SHOWN ON THIS PLAT, WHICH IS A REPRESENTATION OF THE PROPERTY SO DESCRIBED. SCALE OF THIS PLAT IS 20 FEET TO ONE INCH.
 GIVEN UNDER MY HAND AND SEAL AT DOWNERS GROVE, ILLINOIS, THIS 1ST DAY OF AUGUST A.D. 2024.

 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2501
 LICENSE EXPIRES NOVEMBER 30, 2024

PUBLIC UTILITIES EASEMENT PROVISIONS
 An easement for serving the subdivision and other property with electric and communication service is hereby provided for and granted to: Commonwealth Edison Company and AT&T Teleholdings Incorporated, Illinois a.k.a. Illinois Bell Telephone Company, Grantees, their respective licensees, successors and assigns jointly and separately, 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, 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.

| | | | | |
|--|--|--|--|--|
| PROJECT 02-023 CAD NAME 02-023-VAC.dwg SCALE 1" = 20' SHEET 1 of 2 DRAWN BY MLK | PROJECT PLAT of SUBDIVISION 814 - 818 OGDEN AVENUE DOWNERS GROVE, IL 60515 | PREPARED FOR: XSITE REAL ESTATE 745 McCLINTOCK DR. SUITE 305 BURR RIDGE, IL 60527 | No. _____ Date _____ Revision Description _____ By _____ | KRISCH LAND SURVEYING LLC P.O. Box 929 PLAINFIELD, IL 60544-0929 PHONE (630) 627-5589 / FAX (630) 627-5594 www.krischlandsurveying.com IL PROFESSIONAL DESIGN FIRM LICENSE No. 184-006866 COPYRIGHT © 2017 ALL RIGHTS RESERVED |
|--|--|--|--|--|

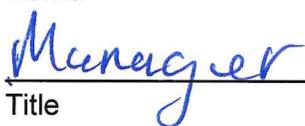
Downer's Grove Equity Group LLC
745 McClintock Dr., Suite 305
Burr Ridge, IL 60527
August 7, 2024

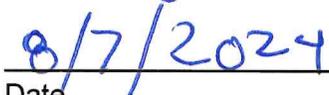
Re: Vacation of Village owned Alley; 814-818 Ogden Ave. Consent Letter

Downers Grove Equity Group LLC is the petitioning the Village of Downers Grove to vacate the alley located to the rear of the properties commonly known as 800-818 Ogden Ave. Downers Grove, IL.

As an authorized representative of the owner of an abutting property, I do hereby consent to the vacation of the Village of Downers Grove owned alley abutting the property.



Name


Title


Date

Downers Grove Equity Group LLC

Downer's Grove Equity Group LLC
 745 McClintock Dr., Suite 305
 Burr Ridge, IL 60527
 August 6, 2024

Re: Vacation of Village owned Alley

Company is the petitioning the Village of Downers Grove to vacate the alley located to the rear of the properties commonly known as 800-818 Ogden Ave. Downers Grove, IL.

The abutting owners are as follows:

| Property Address | Owner | Frontage Abutting Alley (Linear Ft) |
|--------------------|---------------------|-------------------------------------|
| 814-818 Ogden Ave. | K&M Corp of Arizona | 324.3 |
| 800 Ogden Ave. | AIM OGDEN LL | 75 |
| 4244 Elm St | K&M Corp of Arizona | 133.1 |

Currently the alley has the following public service facilities that run over, under, or upon the parcel:

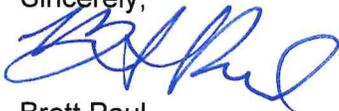
| Public Utility Owner | Type of Utility | Location |
|---------------------------------|----------------------|-------------------------|
| Comed | Electric | Overhead Electric Poles |
| Downers Grove Sanitary District | 8 Inch Sanitary Pipe | Underground |

Current legal description of alley:

ALL THAT PART OF THE 20 FOOT WIDE VACATED ALLEY LYING BETWEEN WASHINGTON STREET AND ELM STREET, NORTH OF AND ADJOINING LOTS 10 TO 19 IN BLOCK 4 IN LYMAN PARK SUBDIVISION OF THE EAST 281.7 FEET OF LOT 2 AND ALL OF LOT 4 OF THE PLAT OF CIRCUIT COURT PARTITION OF HENRY M. LYMAN'S ESTATES, IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF LYMAN PARK SUBDIVISION, AFORESAID, RECORDED ON MAY 15, 1926 AS DOCUMENT 213564, MODIFIED BY DECESS ENTERED MARCH 8, 1940 IN CASE NUMBER 39-938 CIRCUIT COURT OF DUPAGE COUNTY, ILLINOIS AND AMENDED BY INSTRUMENT DATED FEBRUARY 27, 1941 AND RECORDED MARCH 31, 1941 AS DOCUMENT 421692, IN DUPAGE COUNTY, ILLINOIS.

Downers Grove Equity Group, LLC hereby requests the Village of Downers grove to vacate the alley.

Sincerely,



Brett Paul

Downers Grove Equity Group LLC
745 McClintock Dr. Suite 305
Burr Ridge, IL 60527
August 6, 2024

Re: Vacation of Village owned Alley; 4244 Elm St. Consent Letter

Downers Grove Equity Group LLC is the petitioning the Village of Downers Grove to vacate the alley located to the rear of the properties commonly known as 800-818 Ogden Ave. Downers Grove, IL.

As an authorized representative of the owner of an abutting property, I do hereby consent to the vacation of the Village of Downers Grove owned alley abutting the property.

745 McClintock Dr., Suite 305, Burr Ridge, IL 60527

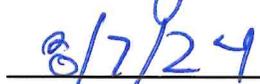
Address



Brett Paul



Title



Date

Downers Grove Equity Group LLC



9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Ms. Liana Moore
Andy's Frozen Custard

FROM: Shahrzad Ainkeshavarzi
Consultant

Michael A. Werthmann, P.E., PTOE
Principal

DATE: August 7, 2024

SUBJECT: Preliminary Traffic Statement
Proposed Andy's Frozen Custard
Downers Grove, Illinois

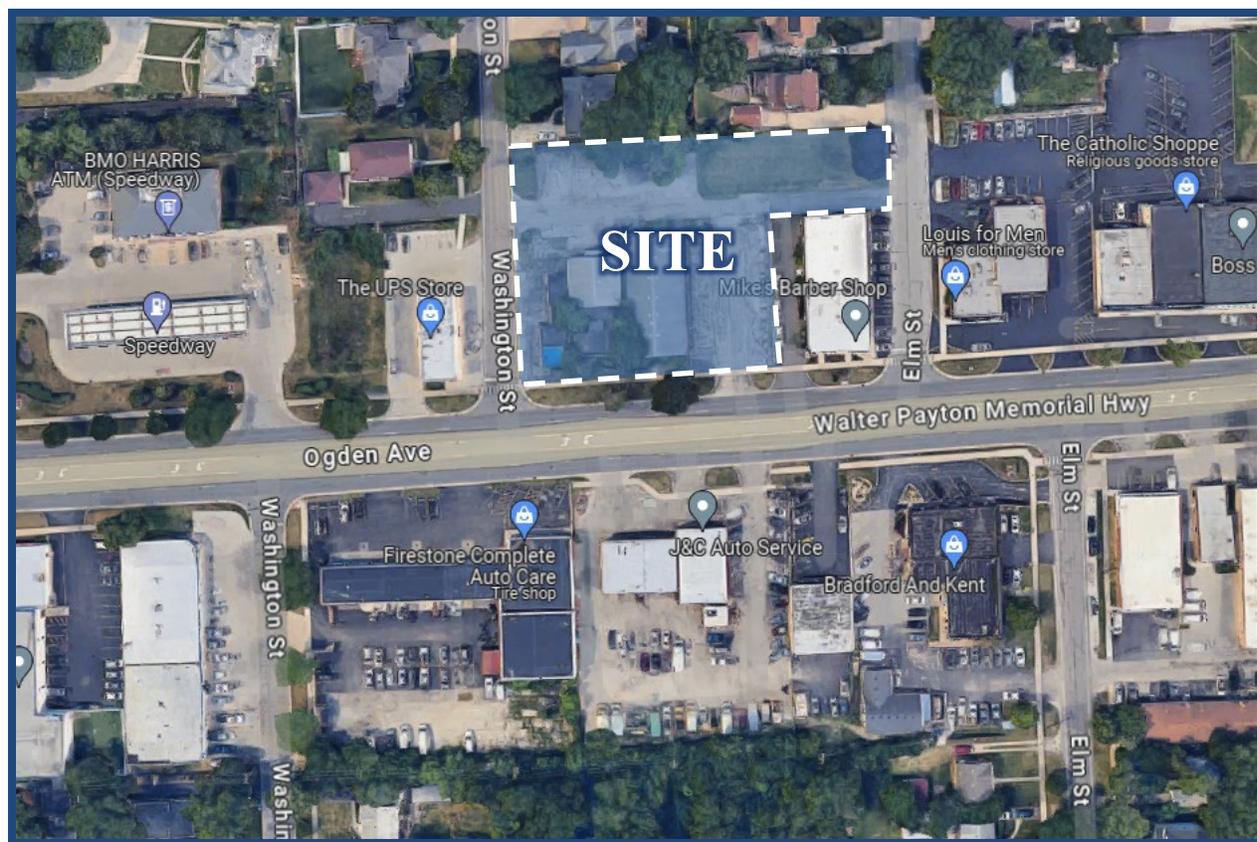
This memorandum summarizes the results and findings of a preliminary traffic statement prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Andy's Frozen Custard in Downers Grove, Illinois. The site, which is currently occupied by two vacant buildings, is generally located on the north side of Ogden Avenue between Elm Street and Washington Street. A commercial building with several uses is located within the northwest corner of the intersection of Ogden Avenue with Elm Street directly east and south of the site. As proposed, the site is to be redeveloped with an approximately 1,960 square-foot Andy's Frozen Custard store with a drive-through lane and approximately 29 parking spaces. Access to the development will be provided via existing access drives located on Ogden Avenue, Washington Street, and Elm Street. **Figure 1** shows an aerial view of the existing site. A copy of the site plan is located in the Appendix.

The purpose of this memorandum is to summarize the existing roadway conditions, estimate the volume of traffic that will be generated by the development, and to review the access system.

Existing Roadway Characteristics

The following summarizes the physical and operating characteristics of the area roadways.

Ogden Avenue is generally an east-west, other principal arterial roadway that in the vicinity of the site provides two travel lanes in each direction with a two-way, left-turn lane (median). At its unsignalized intersection with Washington Street/Firestone Auto Care access drive and its unsignalized intersection with Elm Street/Bradford and Kent access drive, Ogden Avenue provides a through lane and a shared through/right-turn lane on the eastbound and westbound approaches. Left-turn movements from Ogden Avenue to Washington Street and Elm Street are accommodated via the existing two-way, left-turn lane along Ogden Avenue. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is not classified as a Strategic Regional Arterial (SRA), has an Annual Average Daily Traffic (AADT) volume of 27,100 vehicles (IDOT 2023), and has a posted speed limit of 35 miles per hour.



Aerial View of Site

Figure 1

Washington Street is a north-south, local roadway that provides one lane in each direction. The north leg and south leg of Washington Street at Ogden Avenue are offset by approximately 185 feet with the north leg of Washington Street aligned opposite the Firestone Auto Care access drive. At its unsignalized intersection with Ogden Avenue/Firestone Auto Care access drive, Washington Street provides a shared left-turn/through/right-turn lane and a high visibility crosswalk on the southbound approach. Left-turn and right-turn movements from Ogden Avenue to the north leg of Washington Street are prohibited between 6:00 A.M. to 9:00 A.M. Washington Street is under the jurisdiction of the Village of Downers Grove, has a posted speed limit of 25 miles per hour, and has a five-ton weight limit north of the subject site.

Elm Street is a north-south local roadway north of Ogden Avenue and a minor collector roadway south of Ogden Avenue. The north leg and south leg of Elm Street at Ogden Avenue are offset by approximately 135 feet with the north leg of Elm Street aligned opposite the Bradford and Kent access drive. At its unsignalized intersection with Ogden Avenue/Bradford and Kent access drive, Elm Street provides a shared left-turn/through/right-turn lane on the southbound approach. High visibility crosswalks are provided on both legs of Elm Street at its intersections with Ogden Avenue. North of Ogden Avenue, Elm Street is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 miles per hour.

Development Generated Traffic Volumes

Since the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, does not have a similar land use that represents this use, the number of peak hour vehicle trips estimated to be generated by the proposed development was based on information provided by officials at Andy's and surveys conducted by KLOA, Inc. at the existing Andy's Frozen Custard located in Burbank, Illinois. The existing surveys were performed during the weekday commuter peak period and the Saturday midday peak period. While it is anticipated a portion of the trips generated by the development will be diverted from the existing traffic on the adjacent roadway system, in order to provide a conservative analysis, no pass-by reductions were applied to the estimated trips to be generated by the development. **Table 1** summarizes the trip generation estimates during the weekday and Saturday evening peak hours.

From Table 1 it can be seen that the Andy's is projected to generate a limited volume of traffic, particularly during the critical weekday morning and evening peak periods. This is due to the fact that Andy's Frozen Custard locations in the Chicagoland area are generally open between 11:00 A.M. and 11:00 P.M. Sunday through Thursday and between 11:00 A.M. and 11:30 P.M. on Friday and Saturday. Additionally, the peak period for Andy's operation occurs typically from 7:00 P.M. to 9:00 P.M. As such, the peak traffic generated by the proposed development occurs outside of the weekday commuter morning and evening peak periods.

Table 1
PROJECTED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

| Type/Size | Weekday Evening Peak Hour | | | Saturday Midday Peak Hour | | |
|------------------------------------|---------------------------|-----|-------|---------------------------|-----|-------|
| | In | Out | Total | In | Out | Total |
| Andy's Frozen Custard (1,960 s.f.) | 21 | 22 | 43 | 29 | 31 | 60 |

Site Access

Access to the proposed Andy's Frozen Custard is to be provided via the following three existing access drives serving the subject site and the commercial building located adjacent to the subject site:

- An existing full-movement access drive located on the north side of Ogden Avenue approximately 140 feet west of Elm Street and just west of an access drive serving the commercial building located adjacent to the subject site. The proximity of the two access drives should not pose any operational issues given the limited traffic that currently and is projected to use the two access drives. This access drive provides one inbound lane and one outbound lane. The outbound lane should be under stop sign control. It should be noted that inbound left-turn movements to this access drive are accommodated via the existing two-way left-turn lane along Ogden Avenue.
- An existing full-movement access drive located on the east side of Washington Street approximately 185 feet north of Ogden Avenue. This access drive provides one inbound lane and one outbound lane. The outbound lane should be under stop sign control.
- An existing full-movement access drive located on Elm Street approximately 180 feet north of Ogden Avenue. This access drive provides one inbound lane and one outbound lane. The outbound lane should be under stop sign control.

The three existing access drives will continue to provide efficient and orderly access to and from the development with limited impact on the existing through traffic.

Drive-Through Operation

As proposed, the development will provide a drive-through facility that will be located on the west, south, and east sides of the building. The portion of the drive-through facility on the west side of the building will provide two southbound lanes that will provide access to dual ordering boards located at the southwest corner of the building. A single lane will be provided along the south and east portions of the building. Vehicles will enter the drive-through facility from the northwest corner of the building and travel in one of the two lanes south towards the dual ordering boards. After ordering, vehicles will merge into one lane and then travel along the south and east sides of the building to the pick-up window located on the east side of the building. All vehicles will exit the drive-through facility at the northeast corner of the building.

Drive-Through Stacking

According to the site plan, the drive-through facility will provide stacking for approximately 17 vehicles to queue from the entrance of the drive-through while advancing to the order/pick-up window without blocking the parking spaces. Based on surveys conducted by KLOA, Inc. at the Andy's Burbank location on Saturday, September 3, 2022 during the evening (5:00 P.M. to 9:00 P.M.) peak period, the following was observed:

- 121 vehicles utilized the drive-through over the four-hour period with an average of approximately 30 vehicles per hour.
- The maximum number of queued vehicles was 10 occurring once with an average of less than six vehicles.
- The maximum queue observed at the order board was seven vehicles.
- Average service time was between five and six minutes.

As such, the proposed stacking of approximately 17 vehicles will be adequate to accommodate the maximum observed queue at a similar facility.

Impact of the Development on the Residential Roads North of the Site

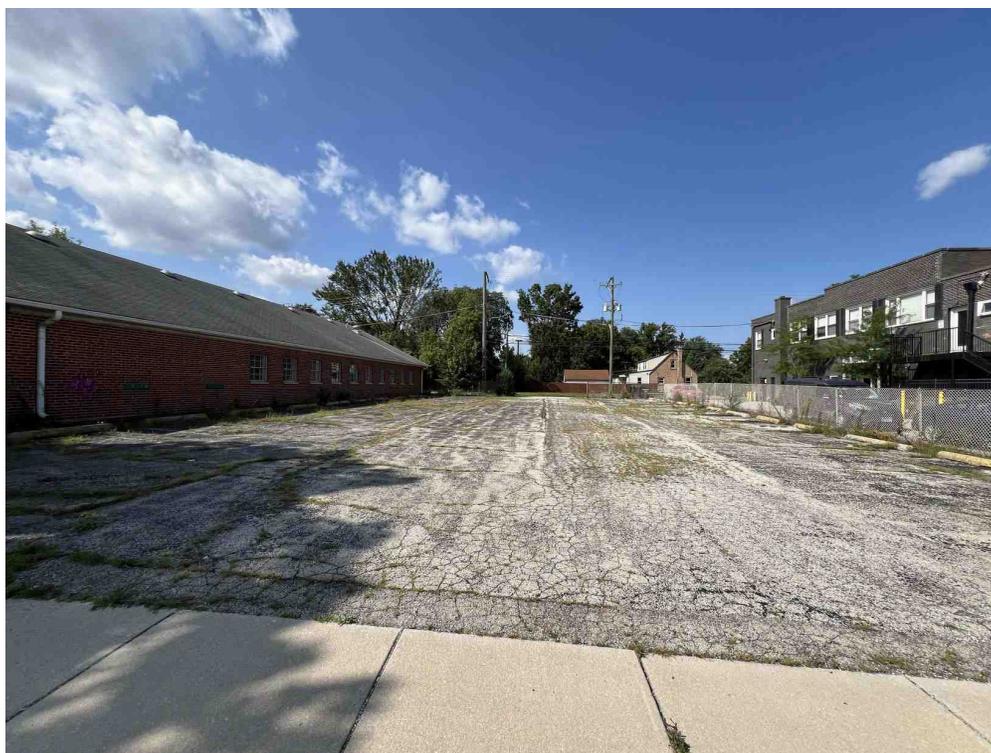
Most of the traffic generated by the development will be traveling to and from the site via Ogden Avenue as it provides the quickest and most direct route to and from the development. This is due to the fact that Washington Street and Elm Street north of the site are both narrow two-lane residential roads that have low 25 mph speed limits and only serve the residential areas north of the site. As such, the volume of development-generated traffic projected to traverse Washington Street and Elm Street north of the site should be limited and will have a limited traffic impact on the residential area north of the site. Further, it is important to note that most of the commercial and office developments located along Ogden Avenue in the vicinity of the site have direct access to the north-south residential roads that intersect Ogden Avenue, which is similar to the access conditions serving the subject site. If the development-generated traffic results in impacts on the residential roads north of the site, consideration should be given to prohibiting the movements between the access drives and the residential roads north of the development.

Appendix

Site Plan

Site Plan

LAND APPRAISAL REPORT



LOCATED AT

814 Ogden Ave # 818
Downers Grove, IL 60515
See attached Plat Map.

FOR

Brett Paul

OPINION OF VALUE

16,000

AS OF

08/19/2024

BY

Caleb Arthur
Banks Appraisal Group
125 S Wacker Dr, Suite 300
Chicago, IL 60606
(312) 868-0200
caleb1@banksag.com
www.banksag.com

Caleb R. Arthur

Mark P...

| | | | |
|------------------|---------------------|----------|---------|
| Borrower | N/A | File No. | 2408814 |
| Property Address | 814 Ogden Ave # 818 | | |
| City | Downers Grove | County | DuPage |
| | | State | IL |
| | | Zip Code | 60515 |
| Lender/Client | Brett Paul | | |

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Calab R. Arthur *Brett Paul*

LAND APPRAISAL REPORT

File No.: 2408814

Property Address: 814 Ogden Ave # 818 City: Downers Grove State: IL Zip Code: 60515
 County: DuPage Legal Description: See attached Plat Map.

Assessor's Parcel #: 09-05-120-009-0000 Tax Year: 2023 R.E. Taxes: \$ 1,430 Special Assessments: \$ 0
 Market Area Name: DOWNERS GROVE Map Reference: 16984 Census Tract: 8448.01
 Current Owner of Record: K & M CORP OF ARIZONIA Borrower (if applicable): N/A
 Project Type (if applicable): PUD De Minimis PUD Other (describe) HOA: \$ 0 per year per month
 Are there any existing improvements to the property? No Yes If Yes, indicate current occupancy: Owner Tenant Vacant Not habitable
 If Yes, give a brief description: The improvements consist of asphalt paving only.

The purpose of this appraisal is to develop an opinion of: Market Value (as defined), or other type of value (describe)
 This report reflects the following value (if not Current, see comments): Current (the Inspection Date is the Effective Date) Retrospective Prospective
 Property Rights Appraised: Fee Simple Leasehold Leased Fee Other (describe)
 Intended Use: The intended use is to estimate the current market value as of the effective date of the appraisal for gift/transfer purposes.
 Intended User(s) (by name or type): Brett Paul and their assigns.
 Client: Brett Paul Address: N/A
 Appraiser: Caleb Arthur Address: 125 S Wacker Dr, Suite 300, Chicago, IL 60606

| Characteristics | | | Predominant Occupancy | One-Unit Housing | | Present Land Use | | Change in Land Use | |
|---|---|---|---|------------------|-----------|------------------|----------|--------------------|--------|
| Location: | Built up: | Growth rate: | | PRICE \$(000) | AGE (yrs) | One-Unit | 2-4 Unit | Multi-Unit | Comm'l |
| <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban <input type="checkbox"/> Rural | <input checked="" type="checkbox"/> Over 75% <input type="checkbox"/> 25-75% <input type="checkbox"/> Under 25% | <input type="checkbox"/> Rapid <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Slow | <input checked="" type="checkbox"/> Owner | 115 | Low 0 | 65 % | 5 % | 5 % | 15 % |
| Property values: <input type="checkbox"/> Increasing <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Declining | <input checked="" type="checkbox"/> Shortage <input type="checkbox"/> In Balance <input type="checkbox"/> Over Supply | | <input checked="" type="checkbox"/> Vacant (0-5%) | 2,950 | High 131 | | | | |
| Demand/supply: <input checked="" type="checkbox"/> Shortage <input type="checkbox"/> In Balance <input type="checkbox"/> Over Supply | | | <input type="checkbox"/> Vacant (>5%) | 475 | Pred 55 | | | | |
| Marketing time: <input checked="" type="checkbox"/> Under 3 Mos. <input type="checkbox"/> 3-6 Mos. <input type="checkbox"/> Over 6 Mos. | | | | | | | | | |

| Factors Affecting Marketability | | | | | | | | | | | |
|-----------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Item | Good | Average | Fair | Poor | N/A | Item | Good | Average | Fair | Poor | N/A |
| Employment Stability | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Adequacy of Utilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Convenience to Employment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Property Compatibility | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Convenience to Shopping | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Protection from Detrimental Conditions | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Convenience to Schools | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Police and Fire Protection | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Adequacy of Public Transportation | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | General Appearance of Properties | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Recreational Facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Appeal to Market | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Market Area Comments: The subject is loosely bound to the north by 31st St, to the west by I-355, to the east by Cass Ave, and to the south by 63rd St. There are no apparent factors that should affect the subject's marketability. The subject has access to all necessary supporting facilities including schools, shopping, recreation and employment centers. See addendum.

Dimensions: 20*266.16 Site Area: 5,323 Sq.Ft.
 Zoning Classification: 61 - Comm Vacant Land Description: Commercial
 Do present improvements comply with existing zoning requirements? Yes No No Improvements
 Uses allowed under current zoning: See attached addendum.

Are CC&Rs applicable? Yes No Unknown Have the documents been reviewed? Yes No Ground Rent (if applicable) \$ /
 Comments: N/A
 Highest & Best Use as improved: Present use, or Other use (explain)

Actual Use as of Effective Date: Vacant Land Use as appraised in this report: Vacant Land
 Summary of Highest & Best Use: HIGHEST AND BEST USE ANALYSIS : The criterion for ascertaining the highest and best use of the the property are: Physically possible, financially feasible and legally permissible. After consideration of all factors affecting highest and best use, the appraiser has arrived at the opinion that the highest and best use of the subject property is as vacant land. Due to its shape, it is not buildable on its own and was valued as a vacant, unbuildable strip of land.

| Utilities | Public | Other | Provider/Description | Off-site Improvements | Type | Public | Private | Frontage | 40 Feet |
|----------------|-------------------------------------|-------------------------------------|----------------------|-----------------------|----------|-------------------------------------|--------------------------|------------|-----------------|
| Electricity | <input checked="" type="checkbox"/> | <input type="checkbox"/> | ComEd | Street | Paved | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Topography | Generally Level |
| Gas | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Nicor | Width | Typical | | | Size | 5,323 sf |
| Water | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Municipal | Surface | Asphalt | | | Shape | Rectangle |
| Sanitary Sewer | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Municipal | Curb/Gutter | Concrete | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Drainage | Adequate |
| Storm Sewer | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Municipal | Sidewalk | None | <input type="checkbox"/> | <input type="checkbox"/> | View | Res;Comm |
| Telephone | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Private | Street Lights | Electric | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| Multimedia | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Private | Alley | N/A | <input type="checkbox"/> | <input type="checkbox"/> | | |

Other site elements: Inside Lot Corner Lot Cul de Sac Underground Utilities Other (describe)
 FEMA Spec'l Flood Hazard Area Yes No FEMA Flood Zone X FEMA Map # 17043C0167J FEMA Map Date 8/1/2019
 Site Comments: The subject is a long rectangle alley with small frontage of 20 feet on each end. Its shape does not lend itself to being buildable on its own.



LAND APPRAISAL REPORT

File No.: 2408814

My research did did not reveal any prior sales or transfers of the subject property for the three years prior to the effective date of this appraisal.

Data Source(s): MRED/Public Records

| | | |
|---------------------------------|---|--|
| 1st Prior Subject Sale/Transfer | Analysis of sale/transfer history and/or any current agreement of sale/listing: | Per public records, the subject has no |
| Date: | 36-month prior transfer history. | |
| Price: | | |
| Source(s): | | |
| 2nd Prior Subject Sale/Transfer | | |
| Date: | | |
| Price: | | |
| Source(s): | | |

| FEATURE | SUBJECT PROPERTY | COMPARABLE NO. 1 | | COMPARABLE NO. 2 | | COMPARABLE NO. 3 | |
|---|--|---|----------------------|---|----------------------|---|--------------------|
| Address | 814 Ogden Ave # 818 Downers Grove, IL 60515 | 2440 63rd St Downers Grove, IL 60516 | | 3916 Fairview Ave Downers Grove, IL 60515 | | 7940 Lemont Rd Downers Grove, IL 60516 | |
| Proximity to Subject | | 3.10 miles SW | | 0.70 miles NE | | 4.58 miles S | |
| Sale Price | \$ N/A | \$ | 27,500 | \$ | 155,000 | \$ | 600,000 |
| Price/ Sq.Ft. | \$ | \$ | 3.61 | \$ | 5.68 | \$ | 2.49 |
| Data Source(s) | Inspection, Plat | MRED #12048663; DOM 14 | | MRED#11754562; DOM 176 | | MRED#11282544; DOM 51 | |
| Verification Source(s) | Assessor, Remine | Assessor, Remine | | Assessor, Remine | | Assessor, Remine | |
| VALUE ADJUSTMENT | DESCRIPTION | DESCRIPTION | + (-) % Adjust | DESCRIPTION | + (-) % Adjust | DESCRIPTION | + (-) % Adjust |
| Sales or Financing | N/A | Cash | | Cash | | Conventional | |
| Concessions | N/A | \$0 | | \$0 | | \$0 | |
| Date of Sale/Time | 08/19/2024 | 06/14/2024 | | 11/06/2023 | | 03/17/2023 | |
| Rights Appraised | Fee Simple | Fee Simple | | Fee Simple | | Fee Simple | |
| Location | Res; Comm | Busy Road | 0 | Busy Road | 0 | Busy Road | 0 |
| Site Area (in Sq.Ft.) | 5,323 | 7,625 | | 27,300 | | 241,322 | |
| Shape | Irregular | Typical | -6 | Typical | -6 | Typical | -6 |
| Zoning | Commercial | Residential | -32 | Residential | -32 | Commercial | |
| Neighborhood | North | South | +10 | North | | South | +10 |
| Net Adjustment (Total, in \$) | | <input type="checkbox"/> + <input checked="" type="checkbox"/> - \$ | -7,707 | <input type="checkbox"/> + <input checked="" type="checkbox"/> - \$ | -58,924 | <input checked="" type="checkbox"/> + <input type="checkbox"/> - \$ | 24,036 |
| Net Adjustment (Total, in % of \$ / Sq.Ft.) | | | (-28 % of \$/Sq.Ft.) | | (-38 % of \$/Sq.Ft.) | | (4 % of \$/Sq.Ft.) |
| Adjusted Sale Price (in \$ / Sq.Ft.) | | \$ | 2.6 | \$ | 3.52 | \$ | 2.59 |

Summary of Sales Comparison Approach See attached addendum.

PROJECT INFORMATION FOR PUDs (if applicable) The Subject is part of a Planned Unit Development.

Legal Name of Project: _____

Describe common elements and recreational facilities: _____

Indicated Value by: Sales Comparison Approach \$ 15,969 **or \$** 3 **per Sq.Ft.**

Final Reconciliation See attached addenda.

This appraisal is made "as is", or subject to the following conditions: _____

This report is also subject to other Hypothetical Conditions and/or Extraordinary Assumptions as specified in the attached addenda.

Based upon an inspection of the subject property, defined Scope of Work, Statement of Assumptions and Limiting Conditions, and Appraiser's Certifications, my (our) Opinion of the Market Value (or other specified value type), as defined herein, of the real property that is the subject of this report is:

\$ 16,000, as of: 08/19/2024, which is the effective date of this appraisal.

If indicated above, this Opinion of Value is subject to Hypothetical Conditions and/or Extraordinary Assumptions included in this report. See attached addenda.

A true and complete copy of this report contains 29 pages, including exhibits which are considered an integral part of the report. This appraisal report may not be properly understood without reference to the information contained in the complete report, which contains the following attached exhibits:

Limiting cond./Certifications Narrative Addendum Location Map(s) Flood Addendum Additional Sales

Photo Addenda Parcel Map Hypothetical Conditions Extraordinary Assumptions Hypothetical Conditions

Client Contact: Brett Paul Client Name: Brett Paul

E-Mail: brettpaul@xsiterealestate.com Address: N/A

| | |
|--|--|
| <p>APPRAISER</p> <p><i>Caleb R Arthur</i></p> <p>Appraiser Name: <u>Caleb Arthur</u></p> <p>Company: <u>Banks Appraisal Group</u></p> <p>Phone: <u>(312) 868-0200</u> Fax: _____</p> <p>E-Mail: <u>caleb1@banksag.com</u></p> <p>Date of Report (Signature): <u>09/09/2024</u></p> <p>License or Certification #: <u>556.005283</u> State: <u>IL</u></p> <p>Designation: <u>Certified Residential</u></p> <p>Expiration Date of License or Certification: <u>09/30/2025</u></p> <p>Inspection of Subject: <input checked="" type="checkbox"/> Did Inspect <input type="checkbox"/> Did Not Inspect (Desktop)</p> <p>Date of Inspection: <u>08/19/2024</u></p> | <p>SUPERVISORY APPRAISER (if required) or CO-APPRAISER (if applicable)</p> <p><i>Matthew F Nieman</i></p> <p>Supervisory or Co-Appraiser Name: <u>Matthew F. Nieman</u></p> <p>Company: <u>Banks Appraisal Group</u></p> <p>Phone: <u>(312) 868-0200</u> Fax: _____</p> <p>E-Mail: <u>mattn1@banksag.com</u></p> <p>Date of Report (Signature): <u>09/09/2024</u></p> <p>License or Certification #: <u>556.005119</u> State: <u>IL</u></p> <p>Designation: <u>Certified Residential</u></p> <p>Expiration Date of License or Certification: <u>09/30/2025</u></p> <p>Inspection of Subject: <input type="checkbox"/> Did Inspect <input checked="" type="checkbox"/> Did Not Inspect</p> <p>Date of Inspection: <u>N/A</u></p> |
|--|--|



Supplemental Addendum

File No. 2408814

| | | | | | |
|------------------|---------------------|--------|--------|-------|-------------------|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
| City | Downers Grove | County | DuPage | State | IL Zip Code 60515 |
| Lender/Client | Brett Paul | | | | |

NEIGHBORHOOD**Predominant Value**

The predominant value indicated on page 1 of the main form pertains to all sales in the neighborhood of the subject's type (i.e., single-unit, condo, manufactured, and so on). The subject's opinion of value is derived from comparable sales and may not align with the predominant value. Nevertheless, this does not have any adverse impact on the subject's marketability, as shown by the presence of comparable sales. Considering the attributes of the subject, it is reasonable to expect its value to deviate from the predominant value indicated on page 1.

Uniform Appraisal Dataset (UAD) Formatting

The appraiser used the UAD condition ratings, quality of construction ratings, and other abbreviations and phrases in this report, to objectively and consistently describe the characteristics of the subject property and comparable sales. A UAD definition page has been added for exact descriptions of each rating.

SALES COMPARISON APPROACH**Search Process for Sales of Comparable Properties**

The research process for this appraisal involved a thorough investigation of the immediate market area to identify properties that align in location, size, condition, shape, and utility. For a comprehensive understanding, the search incorporated transactions over the past twelve months from the effective date. Moreover, to ensure a wide-ranging set of comparables, the search parameters were broadened to encompass areas with similar characteristics.

Selection of Comparable Sales

Sales were selected based on their close alignment with the subject property from available transactions. Sell-to-ask adjustments, grounded in observed market research ratios, have been applied to the listings to reflect current market activity; however, predicting future sale prices is beyond the scope of this appraisal. Listings in the comparable grid, exhibiting reasonable days-on-market, are adjusted based on sell-to-ask ratio estimates derived from actual sales performance. The adjusted prices are in line with trends discussed in this report, and their role in the reconciliation is detailed within.

Adjustments to Comparables

Due to a lack of similar style closed sales within three months, it was necessary to research and analyze comparable sales going back two years from the effective date. However, no time adjustments have been applied due to the overall marketing trends. Infosparks, the Market Conditions Addendum and independent market research were utilized in determining marketing conditions.

Comparable sales 1, 2, 3, and 5 are on busy roads and have similar overall external obsolescence as the subject which is situated next to commercial property. No adjustments were necessary. Comparable sale 4 has a superior residential location that required adjustments.

The subject has an irregular long shape that renders it as unbuildable on its own. Across the board adjustments were required to account for this lack of utility.

The appraiser notes that comparable sales 1, 2, 3, 4, and 5 are residential zoning. This does have an impact on overall marketability. Through the appraiser's research using paired sales analysis it was determined that residential zoned properties sell for more than commercial zoned properties. Proper adjustments have been applied on the zoning line of the sales comparison grid.

The subject is located in North Downers Grove, which has higher median property sales. Proper adjustments have been applied in the neighborhood line.

Adjustments have been applied to comparables due to location, shape, zoning, and neighborhood. The adjustments were based on paired sales analysis, sensitivity adjustments, and current market trends.

Multiple comparable sales used are located over a mile from the subject. They may be located across major dividing streets and roadways. However, they are still within the subject's city and neighborhood boundaries and considered to be located in areas with similar appeal as the subject. They would be considered equally by the typical potential buyer. No adjustments have been applied.

RECONCILIATION

The indicated value of the subject property is based on all comparable sales. However, more weight has been given to comparable sale 3 due to it having the lowest net adjustments and 2 due to it being the closest proximity. Less weight has been given to comparable sale 4 and 5 due to it having the high number of adjustments.

ADDITIONAL COMMENTS

Comments by the licensed real estate appraiser contained within this appraisal report on the condition of the property do not address "standards of practice" as defined in the Home Inspector License Act[225 ILCS 441] and 68 Ill. Adm. Code 1410 and are not to be considered a home inspection or home inspection report.

This appraisal was performed in accordance with the requirements of Title XI of the Financial Institution Reform, Recovery and Enforcement Act of 1989, (12 U.S.C.3331 et seq.), and any implementing regulations.

Intended Use and Intended Users Comments

This report is specifically for the intended uses and users outlined. Its reliance or use by any other purpose or party is not allowed and not intended.

No additional parties, including purchasers, borrowers, sellers, real estate agents, or others, have been identified as intended users of this appraisal. These parties should not use or rely on this appraisal for any purpose. Obtaining an independent appraisal from a chosen appraiser is advised if needed.

Even if this appraisal might inform a borrower's decision in a purchase transaction, it's not meant for the borrower's use or reliance. No liability will be assumed for such use of this appraisal.

Caleb R. Arthur *Neil P...*

Supplemental Addendum

File No. 2408814

| | | | | | |
|------------------|---------------------|--------|--------|-------|-------------------|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
| City | Downers Grove | County | DuPage | State | IL Zip Code 60515 |
| Lender/Client | Brett Paul | | | | |

There is no obligation, liability, or accountability assumed for unauthorized use of this report or its conclusions by the appraisal firm and related parties.

Acceptance and Use

Acceptance and use of this Appraisal Report is direct evidence that the client has exercised reasonable diligence in review and acceptance of the quality, completeness, and accuracy of this entire report including the final opinion of value.

Acceptance and use of this report are explicit and direct evidence establishing the date of the report as the accepted and agreed upon point of discovery for any and all subsequent proceedings.

Communication with the Appraiser

To ensure compliance with the Confidentiality section of the Ethics Rule of USPAP, the appraiser can discuss the appraisal report with the Client. The "Client" is the party that engages the appraiser's services (regardless of who pays for the appraisal and regardless of who any additional Intended User/s are). The Client is named within the appraisal report. If a party other than the Client has questions regarding the appraisal report, those questions can be directed to the Client named in the appraisal report. If the Client is unable to answer the question, the Client can forward the question to the appraiser, who can respond in writing to the Client. Regarding the distribution of the appraisal report by the Client to other parties (such as to banks, lenders, GSEs, investors or other entities not named as a Client, such as distribution that might occur in lending-related procedures by the Client), the appraiser-Client relationship is NOT changed, expanded or otherwise altered to include those parties.

Privacy Notice

The appraiser understands, in compliance with the Gramm-Leach-Bliley Act of 1999, that privacy of information is important.

Types of Nonpublic personal information we collect

In the course of performing appraisals, the appraiser may collect what is known as "nonpublic personal information". This information is used to facilitate the appraisal services and may include the information provided to the appraiser by a homeowner and/or borrower directly or by other parties.

Parties to whom we disclose information

The appraiser does not disclose any nonpublic personal information obtained in the course of the engagement with the Client to non-affiliated third parties, except as necessary or as required by law. By way of example, a necessary disclosure would be to employees, and in certain situations to unrelated third parties assisting in work related to the appraisal services. All parties are informed that any information they see is to be maintained in strict confidence. A disclosure required by law would be a disclosure by the appraiser that is ordered by a court of competent jurisdiction with regard to a legal action.

Confidentiality and security

The appraiser will retain records relating to services provided for a reasonable time or as required by law. In order to protect nonpublic personal information from unauthorized access by third parties, the appraiser maintains physical, electronic and procedural safeguards that comply with professional standards to ensure the security and integrity of information.

Uses Allowed Under Current Zoning

Adult Entertainment Establishment. Adult entertainment establishments are defined in the village's adult use licensing ordinance (see Chapter 8 of this Code). See also DGMC Section 28.6.020.

Animal Service. Uses that provide goods and services for care of companion animals.

Grooming. Grooming of dogs, cats and similar companion animals, including dog bathing and clipping salons and pet grooming shops.

Boarding or Shelter/Kennel. Animal shelters, care services and kennel services for dogs, cats and companion animals, including boarding kennels, pet resorts/hotels, pet day care, pet adoption centers, dog training centers and animal rescue shelters. For purposes of this ordinance, the keeping of more than four (4) dogs, cats or similar household companion animals over four (4) months of age or the keeping of more than two (2) such animals for compensation or sale is deemed a boarding or shelter-related animal service use and is allowed only in those zoning districts that allow such uses.

Veterinary Care. Animal hospitals and veterinary clinics.

Assembly and Entertainment. Uses that provide gathering places for participant or spectator recreation, entertainment or other assembly activities. Assembly and entertainment uses may provide incidental food or beverage service. Typical uses include arenas, billiard centers, video game arcades, auditoriums, bowling centers, cinemas and theaters. The following uses are included in the assembly and entertainment use subcategory but are expressly prohibited in the Village, regardless of any underlying or overlay zoning designation:

off-track wagering locations (as defined in 230 ILCS 5/1); and

hookah lounges, which are defined as facilities or locations whose business operation, whether as a principal use or as an accessory use, includes the smoking of tobacco or other substances through one or more hookah pipes (also commonly referred to as a hookah, waterpipe, shisha or narghile), including but not limited to establishments known variously as hookah bars, hookah parlors or hookah cafés.

Broadcast or Recording Studio. Uses that provide for audio or video production, recording or broadcasting.

Commercial Service. Uses that provide for consumer or business services and for the repair and maintenance of a wide variety of products.

Building Service. Uses that provide maintenance and repair services for all structural and mechanical elements of structures, as well as the exterior spaces of a premise. Typical uses

Calab R. Arthur 

Supplemental Addendum

File No. 2408814

| | | | | | |
|------------------|---------------------|--------|--------|-------|-------------------|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
| City | Downers Grove | County | DuPage | State | IL Zip Code 60515 |
| Lender/Client | Brett Paul | | | | |

include contractor offices, janitorial, landscape maintenance, extermination, plumbing, electrical, HVAC, window cleaning and similar services.

Business Support Service. Uses that provide personnel services, printing, copying, photographic services or communication services to businesses or consumers. Typical uses include employment agencies, copy and print shops, caterers, telephone answering services and photo developing labs.

Consumer Maintenance and Repair Service. Uses that provide maintenance, cleaning and repair services for consumer goods on a site other than that of the customer (i.e., customers bring goods to the site of the repair/maintenance business). Typical uses include laundry and dry cleaning pick-up shops, tailors, taxidermists, dressmakers, shoe repair, picture framing shops, locksmiths, vacuum repair shops, electronics repair shops and similar establishments. Business that offer repair and maintenance service technicians who visit customers' homes or places of business are classified as a "building service."

Personal Improvement Service. Uses that provide a variety of non-medical services associated with frequent, recurrent, and instructional needs.

General Personal Improvement Services. Uses serving individual necessities, such as personal grooming and general well-being. Typical uses include barbers, beauty and nail salons, day spas, microblading and businesses purporting to offer fortune-telling or psychic services.

Health and Fitness Services. Uses that provide physical fitness services and leisure time activities. Typical uses include health clubs, yoga studios, martial arts studios, dance studios, and gymnastics studios

Studio or Instructional Services. Uses in an enclosed building that focus on providing education, individual or group instruction or training in music, drama, fine arts, arts studios, language or similar activities. Also includes artist studios and photography studios.

Massage Therapy Services. Establishments whose primary business is that of providing massage – defined as any method of pressure on or friction against, or stroking, kneading, rubbing, tapping, pounding, vibrating or stimulating of the external soft parts of the body with the hands or with aid of any mechanical electrical apparatus or appliances with or without rubbing alcohol, liniments, antiseptics, oils, powder, creams, lotions, ointments or other similar preparations used in this practice, under such circumstances that it is reasonably expected that the person to whom treatment is provided, or some third party on such persons behalf, will pay money or give other consideration or any gratuity therefor. See also DGMC Section 28.6.070.

Tattoo and body piercing establishments as defined in 410 ILCS 54/1.

Research Service. Uses engaged in scientific research and testing services leading to the development of new products and processes. Such uses resemble office buildings or campuses and do not involve the mass production, distribution or sale of products. Research services do not produce odors, dust, noise, vibration or other external impacts that are detectable beyond the property lines of the subject property.

Day Care. Uses providing care, protection and supervision for children or adults on a regular basis away from their primary residence for less than twenty-four (24) hours per day. Examples include state-licensed child care centers, preschools, nursery schools, head start programs, after-school programs and adult day care facilities. Day care expressly includes state-accredited adult day care facilities and facilities for child care, as defined in the Illinois Child Care Act.

Day Care Center. A facility licensed by the State of Illinois that provides day care for more than eight (8) children or any number of adults. See also Sec. 6.030.

Day Care Home. A dwelling unit licensed by the State of Illinois in which day care is provided for a maximum of eight (8) children, excluding all natural, adopted and foster children of the residents of the dwelling unit. See also DGMC Section 28.6.030.

Eating and Drinking Establishments

Restaurant. Uses that prepare and serve food and beverages for on- or off-premise consumption as their principal business. Typical uses include cafés, restaurants, cafeterias, ice cream/yogurt shops, coffee shops and similar establishments, which may include a bar area that is customarily incidental and subordinate to the principal use as an eating establishment and that complies with Chapter 3 of this Code.

Wine and/or Beer Boutique. An establishment where the retail sale of wine and/or beer, wine and/or beer tastings and wine and/or beer education seminars/classes are conducted on a regular basis and on-site consumption of wine and beer is allowed subject to provisions of the wine and/or beer boutique license classification (see Chapter 3 of this Code).

Financial Service. Uses related to the exchange, lending, borrowing and safekeeping of money. Typical examples are banks, credit unions and consumer loan establishments. All of the following are also included in the financial service use subcategory but are expressly prohibited in the Village, regardless of any underlying or overlay zoning designation:

pawnshops and pawn brokers (as defined in 205 ILCS 510 and in Chapter 8 of this Code);
establishments that provide (vehicle) title-secured loans or payday loans (as defined in 815 ILCS

Calab R. Arthur



Supplemental Addendum

File No. 2408814

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| Lender/Client | Brett Paul | | | | |

122) and similar services; and

establishments primarily engaged in buying gold or other precious metals (e.g., cash-for-gold businesses).

Funeral or Mortuary Service. Uses that provide services related to the death of humans or companion animals, including funeral homes, mortuaries, crematoriums and similar uses.

Lodging. Uses that provide temporary lodging for less than thirty (30) days where rents are charged by the day or by the week. Lodging uses may provide food or entertainment on premises.

Bed and Breakfast. An owner-occupied private residence that offers sleeping accommodations to guests for rent, in the owner's principal residence. Food may only be served to overnight guests of the bed and breakfast establishment.

Office. Uses in an enclosed building, customarily performed in an office, that focus on providing executive, management, administrative, professional or medical services. Specific use types include:

Business and Professional Office. Office uses for companies and non-governmental organizations. Examples include corporate office, law offices, architectural firms, therapists, counselors, insurance companies and other executive, management or administrative offices for businesses and corporations. See also DGMC Section 28.6.090.

Medical, Dental and Health Practitioner. Office uses related to diagnosis and treatment of human patients' illnesses, injuries and physical maladies that can be performed in an office setting with no overnight care. Surgical, rehabilitation and other medical centers that do not involve overnight patient stays are included in this subcategory, as are medical and dental laboratories.

Parking, Non-Accessory. Parking that is not provided to comply with minimum off-street parking requirements and that is not provided exclusively to serve occupants of or visitors to a particular use, but rather is available to the public at-large. A parking facility that provides both accessory and non-accessory parking will be classified as non-accessory parking if it leases twenty-five percent (25%) or more of its spaces to non-occupants of or persons other than visitors to a particular use.

Retail Sales. Uses involving the sale, lease or rental of new or used goods to the ultimate consumer within an enclosed structure, unless otherwise specified.

Convenience Goods. Retail sales uses that sell or otherwise provide: (1) sundry goods; (2) products for personal grooming and for the day-to-day maintenance of personal health or (3) food or beverages for off-premise consumption, including grocery stores and similar uses that provide incidental and accessory food and beverage service as part of their primary retail sales business. Typical uses include drug stores, grocery and specialty food stores, wine or liquor stores, gift shops, newsstands and florists.

Consumer Shopping Goods. Retail sales uses that sell or otherwise provide wearing apparel, fashion accessories, furniture, household appliances and similar consumer goods, large and small, functional and decorative, for use, entertainment, comfort or aesthetics. Typical uses include clothing stores, department stores, appliance stores, TV and electronics stores, bike shops, book stores, costume rental stores, uniform supply stores, stationery stores, art galleries, hobby shops, furniture stores, pet stores and pet supply stores, shoe stores, antique shops, second-hand stores, record stores, toy stores, sporting goods stores, variety stores, video stores, musical instrument stores, office supplies and office furnishing stores and wig shops. Stores whose primary business is the sale of guns and/or firearm supplies are expressly prohibited in the Village.

Building Supplies and Equipment. Retail sales uses that sell or otherwise provide goods to repair, maintain or visually enhance a structure or premises. Typical uses include hardware stores, home improvement stores, paint and wallpaper supply stores and garden supply stores.

Self-service Storage Facility. An enclosed use that provides separate, small-scale, self-service storage facilities leased or rented to individuals or small businesses. Facilities are designated to accommodate only interior access to storage lockers or drive-up access only from regular size passenger vehicles and two-axle non-commercial vehicles. See also DGMC Section 28.6.130.

Trade School. Uses in an enclosed building that focus on teaching the skills needed to perform a particular job. Examples include schools of cosmetology, modeling academies, computer training facilities, vocational schools, administrative business training facilities and similar uses. Truck driving schools are classified as "trucking and transportation terminals" (wholesale, distribution and storage use category).

Vehicle Sales and Service. Uses that provide for the sale, rental, maintenance or repair of new or used vehicles and vehicular equipment. The vehicle sales and service subcategory includes the following specific use types:

Commercial Vehicle Repair and Maintenance. Uses, excluding vehicle paint finishing shops, that repair, install or maintain the mechanical components or the bodies of large trucks, mass transit vehicles, large construction or agricultural equipment, aircraft or similar large vehicles and vehicular equipment. Includes truck stops and truck fueling facilities.

Commercial Vehicle Sales and Rentals. Uses that provide for the sale or rental of large trucks, large construction or agricultural equipment, aircraft, or similar large vehicles and vehicular

Calab R. Arthur


Supplemental Addendum

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equipment.

Fueling Station. Uses engaged in retail sales of personal or commercial vehicle fuels, including natural gas fueling stations and rapid vehicle charging stations and battery exchange facilities for electric vehicles. See also DGMC Section 28.6.040.

Personal Vehicle Repair and Maintenance. Uses engaged in repairing, installing or maintaining the mechanical components of autos, small trucks or vans, motorcycles, motor homes or recreational vehicles including recreational boats. Also includes uses that wash, clean or otherwise protect the exterior or interior surfaces of these vehicles. Does not include vehicle body or paint finishing shops. See also DGMC Section 28.6.100.

Personal Vehicle Sales and Rentals. Uses that provide for the sale or rental of new or used autos, small trucks or vans, trailers, motorcycles, motor homes or recreational vehicles including recreational watercraft. Typical examples include automobile dealers, auto malls, car rental agencies and moving equipment rental establishments (e.g., U-haul).

Vehicle Body and Paint Finishing Shop. Uses that primarily conduct vehicle body work and repairs or that apply paint to the exterior or interior surfaces of vehicles by spraying, dipping, flow-coating or other similar means.

Automobile Dealership Off-Site Storage. A use that provides for the storage of for sale personal vehicles that are parked on a separate parcel that is not contiguous to the principal business location. See also DGMC Section 28.6.190.

Caleb R. Arthur



Assumptions, Limiting Conditions & Scope of Work

File No.: 2408814

Property Address: 814 Ogden Ave # 818

City: Downers Grove

State: IL

Zip Code: 60515

Client: Brett Paul

Address: N/A

Appraiser: Caleb Arthur

Address: 125 S Wacker Dr, Suite 300, Chicago, IL 60606

STATEMENT OF ASSUMPTIONS & LIMITING CONDITIONS

- The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it. The appraiser assumes that the title is good and marketable and, therefore, will not render any opinions about the title. The property is appraised on the basis of it being under responsible ownership.
- The appraiser may have provided a plat and/or parcel map in the appraisal report to assist the reader in visualizing the lot size, shape, and/or orientation. The appraiser has not made a survey of the subject property.
- If so indicated, the appraiser has examined the available flood maps that are provided by the Federal Emergency Management Agency (or other data sources) and has noted in the appraisal report whether the subject site is located in an identified Special Flood Hazard Area. Because the appraiser is not a surveyor, he or she makes no guarantees, express or implied, regarding this determination.
- The appraiser will not give testimony or appear in court because he or she made an appraisal of the property in question, unless specific arrangements to do so have been made beforehand.
- The appraiser has noted in the appraisal report any adverse conditions (including, but not limited to, the presence of hazardous wastes, toxic substances, etc.) observed during the inspection of the subject property, or that he or she became aware of during the normal research involved in performing the appraisal. Unless otherwise stated in the appraisal report, the appraiser has no knowledge of any hidden or unapparent conditions of the property, or adverse environmental conditions (including, but not limited to, the presence of hazardous wastes, toxic substances, etc.) that would make the property more or less valuable, and has assumed that there are no such conditions and makes no guarantees or warranties, express or implied, regarding the condition of the property. The appraiser will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the appraiser is not an expert in the field of environmental hazards, the appraisal report must not be considered as an environmental assessment of the property.
- The appraiser obtained the information, estimates, and opinions that were expressed in the appraisal report from sources that he or she considers to be reliable and believes them to be true and correct. The appraiser does not assume responsibility for the accuracy of such items that were furnished by other parties.
- The appraiser will not disclose the contents of the appraisal report except as provided for in the Uniform Standards of Professional Appraisal Practice, and any applicable federal, state or local laws.
- An appraiser's client is the party (or parties) who engage an appraiser in a specific assignment. Any other party acquiring this report from the client does not become a party to the appraiser-client relationship. Any persons receiving this appraisal report because of disclosure requirements applicable to the appraiser's client do not become intended users of this report unless specifically identified by the client at the time of the assignment.
- The appraiser's written consent and approval must be obtained before this appraisal report can be conveyed by anyone to the public, through advertising, public relations, news, sales, or by means of any other media, or by its inclusion in a private or public database. Possession of this report or any copy thereof does not carry with it the right of publication.
- Forecasts of effective demand for the highest and best use or the best fitting and most appropriate use were based on the best available data concerning the market and are subject to conditions of economic uncertainty about the future.

The Scope of Work is the type and extent of research and analyses performed in an appraisal assignment that is required to produce credible assignment results, given the nature of the appraisal problem, the specific requirements of the intended user(s) and the intended use of the appraisal report. Reliance upon this report, regardless of how acquired, by any party or for any use, other than those specified in this report by the Appraiser, is prohibited. The Opinion of Value that is the conclusion of this report is credible only within the context of the Scope of Work, Effective Date, the Date of Report, the Intended User(s), the Intended Use, the stated Assumptions and Limiting Conditions, any Hypothetical Conditions and/or Extraordinary Assumptions, and the Type of Value, as defined herein. The appraiser, appraisal firm, and related parties assume no obligation, liability, or accountability, and will not be responsible for any unauthorized use of this report or its conclusions.

Caleb R. Arthur

[Signature]

Certifications & Definitions

File No.: 2408814

Property Address: 814 Ogden Ave # 818 City: Downers Grove State: IL Zip Code: 60515
 Client: Brett Paul Address: N/A
 Appraiser: Caleb Arthur Address: 125 S Wacker Dr, Suite 300, Chicago, IL 60606

APPRAISER'S CERTIFICATION

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The credibility of this report, for the stated use by the stated user(s), of the reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- Unless otherwise indicated, I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice that were in effect at the time this report was prepared.
- I did not base, either partially or completely, my analysis and/or the opinion of value in the appraisal report on the race, color, religion, sex, handicap, familial status, or national origin of either the prospective owners or occupants of the subject property, or of the present owners or occupants of the properties in the vicinity of the subject property.
- Unless otherwise indicated, I have made a personal inspection of the property that is the subject of this report.
- Unless otherwise indicated, no one provided significant real property appraisal assistance to the person(s) signing this certification.

DEFINITION OF MARKET VALUE *:

Market value means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. Buyer and seller are typically motivated;
2. Both parties are well informed or well advised and acting in what they consider their own best interests;
3. A reasonable time is allowed for exposure in the open market;
4. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

* This definition is from regulations published by federal regulatory agencies pursuant to Title XI of the Financial Institutions Reform, Recovery, and Enforcement Act (FIRREA) of 1989 between July 5, 1990, and August 24, 1990, by the Federal Reserve System (FRS), National Credit Union Administration (NCUA), Federal Deposit Insurance Corporation (FDIC), the Office of Thrift Supervision (OTS), and the Office of Comptroller of the Currency (OCC). This definition is also referenced in regulations jointly published by the OCC, OTS, FRS, and FDIC on June 7, 1994, and in the Interagency Appraisal and Evaluation Guidelines, dated October 27, 1994.

Client Contact: Brett Paul Client Name: Brett Paul
 E-Mail: brettspaul@xsiterealestate.com Address: N/A

APPRAISER esign.alamode.com/verify Serial:F6E899B0

SUPERVISOR esign.alamode.com/verify Serial:A2569BC4
 or CO-APPRAISER (if applicable)

Caleb R Arthur

Matthew F Nieman

SIGNATURES

Appraiser Name: Caleb Arthur
 Company: Banks Appraisal Group
 Phone: (312) 868-0200 Fax: _____
 E-Mail: caleb1@banksag.com
 Date Report Signed: 09/09/2024
 License or Certification #: 556.005283 State: IL
 Designation: Certified Residential
 Expiration Date of License or Certification: 09/30/2025
 Inspection of Subject: Did Inspect Did Not Inspect (Desktop)
 Date of Inspection: 08/19/2024

Supervisory or
 Co-Appraiser Name: Matthew F. Nieman
 Company: Banks Appraisal Group
 Phone: (312) 868-0200 Fax: _____
 E-Mail: mattn1@banksag.com
 Date Report Signed: 09/09/2024
 License or Certification #: 556.005119 State: IL
 Designation: Certified Residential
 Expiration Date of License or Certification: 09/30/2025
 Inspection of Subject: Did Inspect Did Not Inspect
 Date of Inspection: N/A
Caleb R Arthur *Matthew F Nieman*



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|------------------|---------------------|----------|---------|
| Borrower | N/A | File No. | 2408814 |
| Property Address | 814 Ogden Ave # 818 | | |
| City | Downers Grove | County | DuPage |
| | | State | IL |
| | | Zip Code | 60515 |
| Lender/Client | Brett Paul | | |

APPRAISAL AND REPORT IDENTIFICATION

This Report is one of the following types:

- Appraisal Report (A written report prepared under Standards Rule 2-2(a), pursuant to the Scope of Work, as disclosed elsewhere in this report.)
- Restricted Appraisal Report (A written report prepared under Standards Rule 2-2(b), pursuant to the Scope of Work, as disclosed elsewhere in this report, restricted to the stated intended use by the specified client or intended user.)

Comments on Standards Rule 2-3

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- Unless otherwise indicated, I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- Unless otherwise indicated, I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice that were in effect at the time this report was prepared.
- Unless otherwise indicated, I have made a personal inspection of the property that is the subject of this report.
- Unless otherwise indicated, no one provided significant real property appraisal assistance to the person(s) signing this certification (if there are exceptions, the name of each individual providing significant real property appraisal assistance is stated elsewhere in this report).

Reasonable Exposure Time

(USPAP defines Exposure Time as the estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal.)

My Opinion of Reasonable Exposure Time for the subject property at the market value stated in this report is: 30 - 60 Days

Comments on Appraisal and Report Identification

Note any USPAP related issues requiring disclosure and any State mandated requirements:

esign.alamode.com/verify Serial:F6E899B0

esign.alamode.com/verify Serial:A2569BC4

APPRAISER:

Caleb R Arthur

Signature: _____
 Name: Caleb Arthur
Certified Residential
 State Certification #: 556.005283
 or State License #: _____
 State: IL Expiration Date of Certification or License: 09/30/2025
 Date of Signature and Report: 09/09/2024
 Effective Date of Appraisal: 08/19/2024
 Inspection of Subject: None Interior and Exterior Exterior-Only
 Date of Inspection (if applicable): 08/19/2024

SUPERVISORY or CO-APPRAISER (if applicable):

Matthew F Nieman

Signature: _____
 Name: Matthew F. Nieman
Certified Residential
 State Certification #: 556.005119
 or State License #: _____
 State: IL Expiration Date of Certification or License: 09/30/2025
 Date of Signature: 09/09/2024
 Inspection of Subject: None Interior Exterior
 Date of Inspection (if applicable): N/A

Caleb R Arthur *Matthew F Nieman*

File No. 2408814

UNIFORM APPRAISAL DATASET (UAD) DEFINITIONS ADDENDUM

(Source: Fannie Mae UAD Appendix D: UAD Field-Specific Standardization Requirements)

Condition Ratings and Definitions

C1

The improvements have been recently constructed and have not been previously occupied. The entire structure and all components are new and the dwelling features no physical depreciation.

Note: Newly constructed improvements that feature recycled or previously used materials and/or components can be considered new dwellings provided that the dwelling is placed on a 100 percent new foundation and the recycled materials and the recycled components have been rehabilitated/remanufactured into like-new condition. Improvements that have not been previously occupied are not considered "new" if they have any significant physical depreciation (that is, newly constructed dwellings that have been vacant for an extended period of time without adequate maintenance or upkeep).

C2

The improvements feature no deferred maintenance, little or no physical depreciation, and require no repairs. Virtually all building components are new or have been recently repaired, refinished, or rehabilitated. All outdated components and finishes have been updated and/or replaced with components that meet current standards. Dwellings in this category are either almost new or have been recently completely renovated and are similar in condition to new construction.

Note: The improvements represent a relatively new property that is well maintained with no deferred maintenance and little or no physical depreciation, or an older property that has been recently completely renovated.

C3

The improvements are well maintained and feature limited physical depreciation due to normal wear and tear. Some components, but not every major building component, may be updated or recently rehabilitated. The structure has been well maintained.

Note: The improvement is in its first-cycle of replacing short-lived building components (appliances, floor coverings, HVAC, etc.) and is being well maintained. Its estimated effective age is less than its actual age. It also may reflect a property in which the majority of short-lived building components have been replaced but not to the level of a complete renovation.

C4

The improvements feature some minor deferred maintenance and physical deterioration due to normal wear and tear. The dwelling has been adequately maintained and requires only minimal repairs to building components/mechanical systems and cosmetic repairs. All major building components have been adequately maintained and are functionally adequate.

Note: The estimated effective age may be close to or equal to its actual age. It reflects a property in which some of the short-lived building components have been replaced, and some short-lived building components are at or near the end of their physical life expectancy; however, they still function adequately. Most minor repairs have been addressed on an ongoing basis resulting in an adequately maintained property.

C5

The improvements feature obvious deferred maintenance and are in need of some significant repairs. Some building components need repairs, rehabilitation, or updating. The functional utility and overall livability is somewhat diminished due to condition, but the dwelling remains useable and functional as a residence.

Note: Some significant repairs are needed to the improvements due to the lack of adequate maintenance. It reflects a property in which many of its short-lived building components are at the end of or have exceeded their physical life expectancy but remain functional.

C6

The improvements have substantial damage or deferred maintenance with deficiencies or defects that are severe enough to affect the safety, soundness, or structural integrity of the improvements. The improvements are in need of substantial repairs and rehabilitation, including many or most major components.

Note: Substantial repairs are needed to the improvements due to the lack of adequate maintenance or property damage. It reflects a property with conditions severe enough to affect the safety, soundness, or structural integrity of the improvements.

Quality Ratings and Definitions

Q1

Dwellings with this quality rating are usually unique structures that are individually designed by an architect for a specified user. Such residences typically are constructed from detailed architectural plans and specifications and feature an exceptionally high level of workmanship and exceptionally high-grade materials throughout the interior and exterior of the structure. The design features exceptionally high-quality exterior refinements and ornamentation, and exceptionally high-quality interior refinements. The workmanship, materials, and finishes throughout the dwelling are of exceptionally high quality.

Q2

Dwellings with this quality rating are often custom designed for construction on an individual property owner's site. However, dwellings in this quality grade are also found in high-quality tract developments featuring residence constructed from individual plans or from highly modified or upgraded plans. The design features detailed, high quality exterior ornamentation, high-quality interior refinements, and detail. The workmanship, materials, and finishes throughout the dwelling are generally of high or very high quality.

UNIFORM APPRAISAL DATASET (UAD) DEFINITIONS ADDENDUM

(Source: Fannie Mae UAD Appendix D: UAD Field-Specific Standardization Requirements)

Quality Ratings and Definitions (continued)

Q3

Dwellings with this quality rating are residences of higher quality built from individual or readily available designer plans in above-standard residential tract developments or on an individual property owner's site. The design includes significant exterior ornamentation and interiors that are well finished. The workmanship exceeds acceptable standards and many materials and finishes throughout the dwelling have been upgraded from "stock" standards.

Q4

Dwellings with this quality rating meet or exceed the requirements of applicable building codes. Standard or modified standard building plans are utilized and the design includes adequate fenestration and some exterior ornamentation and interior refinements. Materials, workmanship, finish, and equipment are of stock or builder grade and may feature some upgrades.

Q5

Dwellings with this quality rating feature economy of construction and basic functionality as main considerations. Such dwellings feature a plain design using readily available or basic floor plans featuring minimal fenestration and basic finishes with minimal exterior ornamentation and limited interior detail. These dwellings meet minimum building codes and are constructed with inexpensive, stock materials with limited refinements and upgrades.

Q6

Dwellings with this quality rating are of basic quality and lower cost; some may not be suitable for year-round occupancy. Such dwellings are often built with simple plans or without plans, often utilizing the lowest quality building materials. Such dwellings are often built or expanded by persons who are professionally unskilled or possess only minimal construction skills. Electrical, plumbing, and other mechanical systems and equipment may be minimal or non-existent. Older dwellings may feature one or more substandard or non-conforming additions to the original structure

Definitions of Not Updated, Updated, and Remodeled

Not Updated

Little or no updating or modernization. This description includes, but is not limited to, new homes.

Residential properties of fifteen years of age or less often reflect an original condition with no updating, if no major components have been replaced or updated. Those over fifteen years of age are also considered not updated if the appliances, fixtures, and finishes are predominantly dated. An area that is 'Not Updated' may still be well maintained and fully functional, and this rating does not necessarily imply deferred maintenance or physical/functional deterioration.

Updated

The area of the home has been modified to meet current market expectations. These modifications are limited in terms of both scope and cost.

An updated area of the home should have an improved look and feel, or functional utility. Changes that constitute updates include refurbishment and/or replacing components to meet existing market expectations. Updates do not include significant alterations to the existing structure.

Remodeled

Significant finish and/or structural changes have been made that increase utility and appeal through complete replacement and/or expansion.

A remodeled area reflects fundamental changes that include multiple alterations. These alterations may include some or all of the following: replacement of a major component (cabinet(s), bathtub, or bathroom tile), relocation of plumbing/gas fixtures/appliances, significant structural alterations (relocating walls, and/or the addition of) square footage). This would include a complete gutting and rebuild.

Explanation of Bathroom Count

Three-quarter baths are counted as a full bath in all cases. Quarter baths (baths that feature only a toilet) are not included in the bathroom count. The number of full and half baths is reported by separating the two values using a period, where the full bath count is represented to the left of the period and the half bath count is represented to the right of the period.

Example:

3.2 indicates three full baths and two half baths.

Subject Photo Page

| | | | | | |
|------------------|---------------------|--------|--------|-------|-------------------|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
| City | Downers Grove | County | DuPage | State | IL Zip Code 60515 |
| Lender/Client | Brett Paul | | | | |



Subject Front

814 Ogden Ave # 818



Subject Street View 1



Subject Street View 2

Caleb R. Arthur *Neil P...*

Photograph Addendum

| | | | | | |
|------------------|---------------------|--------|--------|-------|-------------------|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
| City | Downers Grove | County | DuPage | State | IL Zip Code 60515 |
| Lender/Client | Brett Paul | | | | |



Side View 1



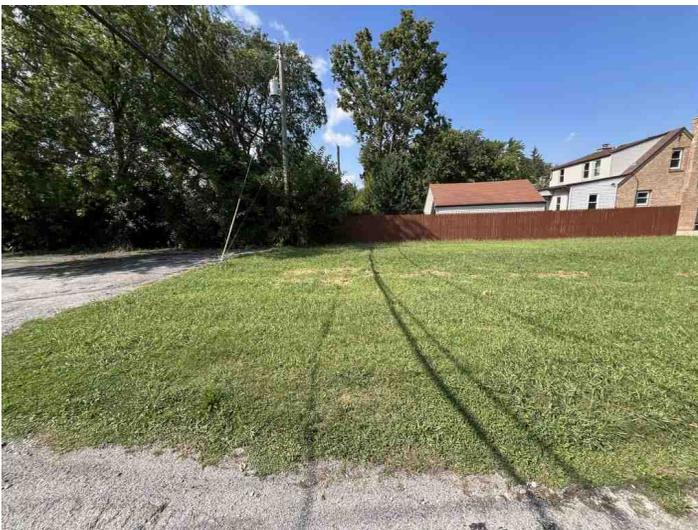
Side View 2



Street View 2



Rear View



View 2



Alley View 1

Caleb R. Arthur *Mark P. ...*

Photograph Addendum

| | | | | | |
|------------------|---------------------|--------|--------|-------|-------------------|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
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| Lender/Client | Brett Paul | | | | |



Alley View 2



Alley View 3



Alley View 4



Alley View 5



Alley View 6



Alley View 7

Calab R. Arthur *Mark P...*

Photograph Addendum

| | | | | | |
|------------------|---------------------|--------|--------|-------|-------------------|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
| City | Downers Grove | County | DuPage | State | IL Zip Code 60515 |
| Lender/Client | Brett Paul | | | | |



Alley View 8



Alley View 9



Alley View 10

Caleb R. Arthur *[Signature]*

Comparable Photo Page

| | | | | | |
|------------------|---------------------|--------|--------|-------|-------------------|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
| City | Downers Grove | County | DuPage | State | IL Zip Code 60515 |
| Lender/Client | Brett Paul | | | | |



Comparable 1

2440 63rd St



Comparable 2

3916 Fairview Ave



Comparable 3

7940 Lemont Rd

Caleb R. Arthur *Mark Paul*

Comparable Photo Page

| | | | | | |
|------------------|---------------------|---------------|----------|----------------|--|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
| City | Downers Grove | County DuPage | State IL | Zip Code 60515 | |
| Lender/Client | Brett Paul | | | | |



Comparable 4

LOT 1 Main St



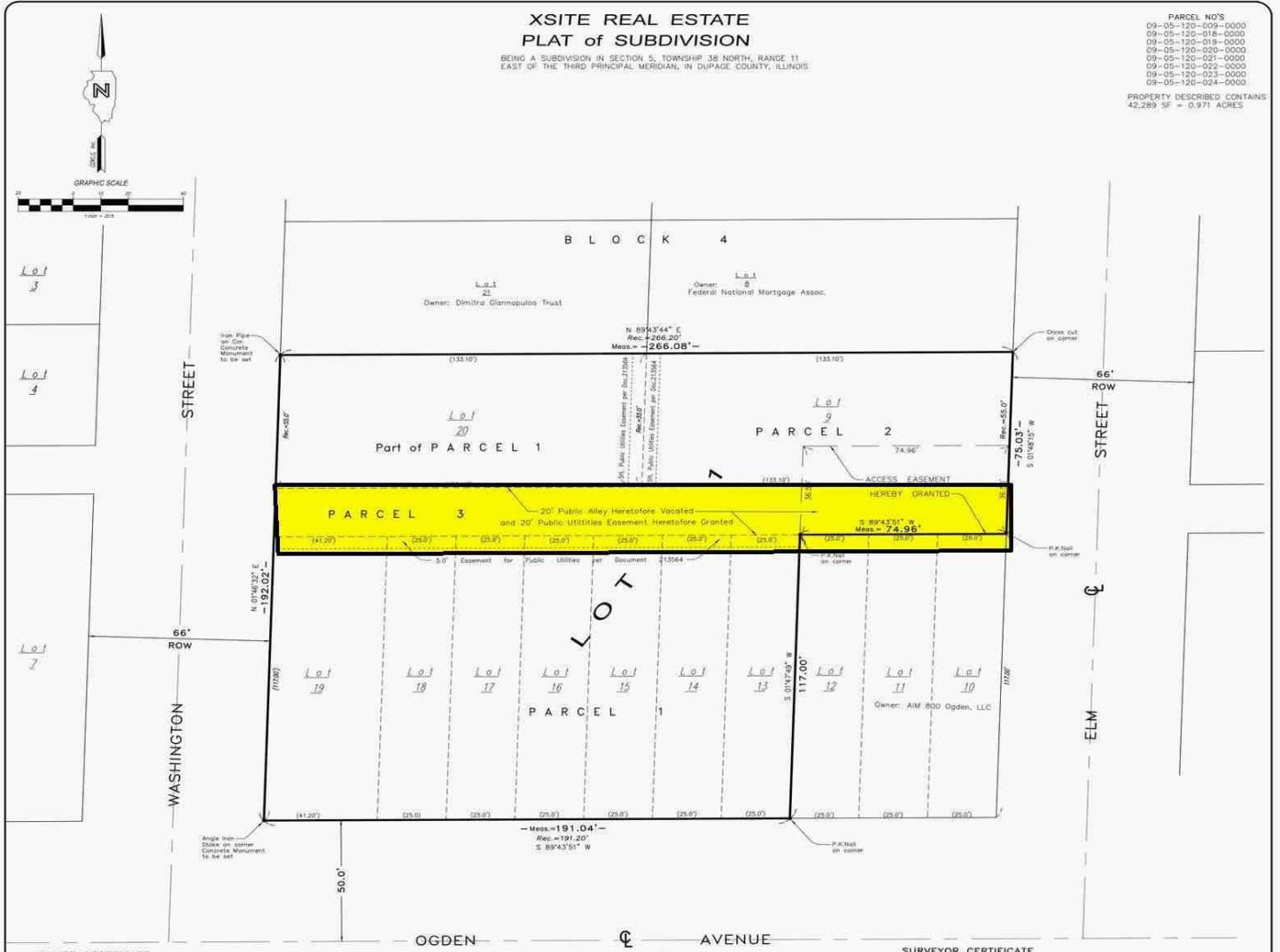
Comparable 5

5744 Main St

Comparable 6

Calab R. Arthur

Plat of Survey



**XSITE REAL ESTATE
PLAT of SUBDIVISION**
BEING A SUBDIVISION IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11
EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

PARCEL NO'S
09-05-120-009-0000
09-05-120-016-0000
09-05-120-019-0000
09-05-120-020-0000
09-05-120-021-0000
09-05-120-022-0000
09-05-120-023-0000
09-05-120-024-0000
PROPERTY DESCRIBED CONTAINS
42,289 SF = 0.971 ACRES

OWNER CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF)
THIS IS TO CERTIFY THAT THE GALENA DEVELOPMENT IS THE OWNER OF THE LAND HEREON, AND HAS CAUSED THE SAME TO BE SURVEYED AND PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AS ALLOWED AND PROVIDED BY STATE AND HEREBY ACKNOWLEDGES AND ADOPTS THE SAME UNDER THE STYLE AND TITLE AFORESAID.
DATED THIS ____ DAY OF _____, A.D. 2024:
By: _____ TITLE _____ BY: _____ TITLE _____

NOTARY CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF)
I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ AND _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE FOREGOING INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF GALENA DEVELOPMENT.
DATED THIS ____ DAY OF _____, A.D. 20____
NOTARY PUBLIC
MY COMMISSION EXPIRES _____

COMMUNITY DEVELOPMENT CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)
APPROVED BY THE VILLAGE OF DOWNERS GROVE DIRECTOR OF COMMUNITY DEVELOPMENT, THIS ____ DAY OF _____, A.D. 20____
DIRECTOR OF COMMUNITY DEVELOPMENT
VILLAGE CLERK

PLAN COMMISSION CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)
APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS
THIS ____ DAY OF _____, A.D. 20____
BY: _____ CHAIRMAN

VILLAGE COUNCIL'S CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)
APPROVED AND ACCEPTED THIS ____ DAY OF _____, 20____
BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS.
BY: _____ MAYOR
ATTEST: _____ VILLAGE CLERK

VILLAGE COLLECTOR CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)
I, _____, COLLECTOR FOR THE VILLAGE OF DOWNERS GROVE, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORGOTTEN SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS THEREOF, THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT.
THIS ____ DAY OF _____, 20____
BY: _____ VILLAGE COLLECTOR

COUNTY CLERK CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)
I, _____, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORGOTTEN 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 THIS ____ DAY OF _____, A.D. 20____
COUNTY CLERK AND SEAL

RECORDER OF DEEDS CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)
THIS INSTRUMENT NO. _____ WAS FILED FOR RECORDING IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, AFORESAID ON THIS ____ DAY OF _____, A.D. _____ AT _____ O'CLOCK.
RECORDER OF DEEDS

SCHOOL DISTRICT CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)
THE UNDERSIGNED DO HEREBY CERTIFY THAT, AS OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND KNOWN AS XSITE REAL ESTATE SUBDIVISION, TO THE BEST OF THEIR KNOWLEDGE, IS LOCATED WITHIN THE BOUNDARIES OF ELEMENTARY SCHOOL DISTRICT NO. 58 AND DOWNERS GROVE HIGH SCHOOL DISTRICT NO. 99, IN DUPAGE COUNTY, ILLINOIS.
DATED AT _____ ILLINOIS THIS ____ DAY OF _____, A.D. 20____
OWNER: _____
OWNER: _____

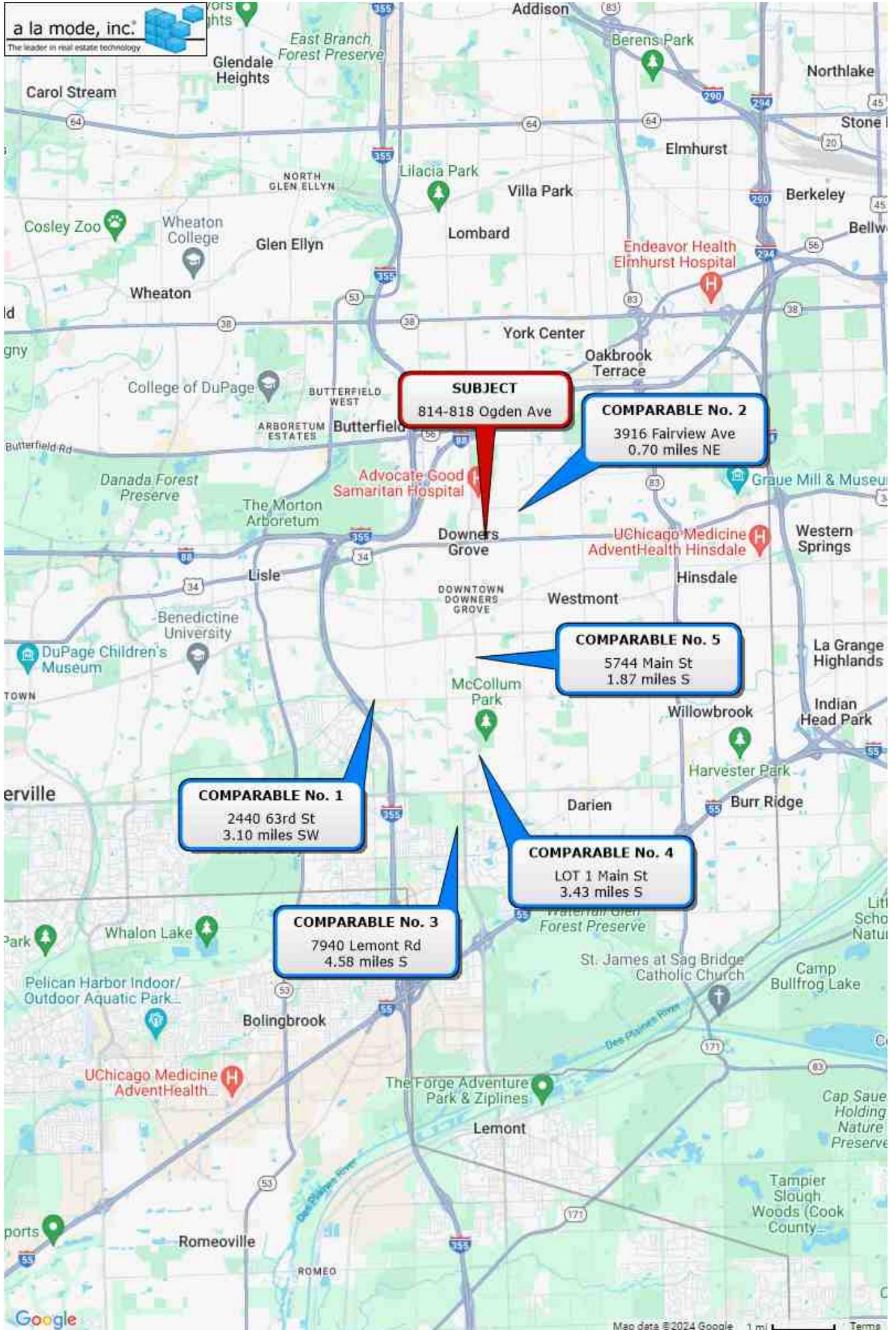
DOWNERS GROVE SANITARY DISTRICT
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)
I, _____, COLLECTOR FOR THE DOWNERS GROVE SANITARY DISTRICT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORGOTTEN SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS THEREOF, THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT.
DATED AT _____ ILLINOIS, THIS ____ DAY OF _____, A.D. 20____
COLLECTOR

SURVEYOR CERTIFICATE
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)
THIS IS TO CERTIFY THAT I, MICHAEL L. KRISCH, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 39-2501 HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:
PARCEL 1:
LOTS 13, 14, 15, 16, 17, 18, 19 AND 20 OF BLOCK 4 IN LYMAN PARK SUBDIVISION OF THE EAST 281.7 FEET OF LOT 2 AND ALL OF LOT 4 OF THE PLAT OF CIRCUIT COURT PARTITION OF HENRY M. LYMAN'S ESTATES, IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF LYMAN PARK SUBDIVISION, AFORESAID, RECORDED ON MAY 15, 1926 AS DOCUMENT 213564, MODIFIED BY DECESS ENTERED MARCH 8, 1940 IN CASE NUMBER 39-938 CIRCUIT COURT OF DUPAGE COUNTY, ILLINOIS AND AMENDED BY INSTRUMENT DATED FEBRUARY 27, 1941 AND RECORDED MARCH 31, 1941 AS DOCUMENT 421692, IN DUPAGE COUNTY, ILLINOIS.
PARCEL 2:
LOT 9 OF BLOCK 4 IN LYMAN PARK SUBDIVISION OF THE EAST 281.7 FEET OF LOT 2 AND ALL OF LOT 4 OF THE PLAT OF CIRCUIT COURT PARTITION OF HENRY M. LYMAN'S ESTATES, IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF LYMAN PARK SUBDIVISION, AFORESAID, RECORDED ON MAY 15, 1926 AS DOCUMENT 213564, MODIFIED BY DECESS ENTERED MARCH 8, 1940 IN CASE NUMBER 39-938 CIRCUIT COURT OF DUPAGE COUNTY, ILLINOIS AND AMENDED BY INSTRUMENT DATED FEBRUARY 27, 1941 AND RECORDED MARCH 31, 1941 AS DOCUMENT 421692, IN DUPAGE COUNTY, ILLINOIS.
PARCEL 3:
ALL THAT PART OF THE 20 FOOT WIDE VACATED ALLEY LYING BETWEEN WASHINGTON STREET AND ELM STREET, NORTH OF AND ADJOINING LOTS 10 TO 19 IN BLOCK 4 IN LYMAN PARK SUBDIVISION OF THE EAST 281.7 FEET OF LOT 2 AND ALL OF LOT 4 OF THE PLAT OF CIRCUIT COURT PARTITION OF HENRY M. LYMAN'S ESTATES, IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF LYMAN PARK SUBDIVISION, AFORESAID, RECORDED ON MAY 15, 1926 AS DOCUMENT 213564, MODIFIED BY DECESS ENTERED MARCH 8, 1940 IN CASE NUMBER 39-938 CIRCUIT COURT OF DUPAGE COUNTY, ILLINOIS AND AMENDED BY INSTRUMENT DATED FEBRUARY 27, 1941 AND RECORDED MARCH 31, 1941 AS DOCUMENT 421692, IN DUPAGE COUNTY, ILLINOIS.
AS SHOWN ON THIS PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION:
I FURTHER CERTIFY THAT THE SUBDIVISION LIES WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, WHICH HAS ADOPTED A MUNICIPAL PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HERETEAFTER AMENDED AND THAT ALL REGULATIONS ENACTED BY THE VILLAGE OF DOWNERS GROVE RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN THE PREPARATION OF THIS PLAT.
I FURTHER CERTIFY THAT 1" X 24" IRON PIPES WILL BE SET AT ALL LOT CORNERS, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED UPON COMPLETION OF THE FINAL GRADING, AND THAT THE PLAT HEREON DRAWN CORRECTLY REPRESENTS SAID SURVEY AND SUBDIVISION.
I FURTHER CERTIFY THAT THE SUBJECT PROPERTY LIES WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DETERMINED BY FEDERAL EMERGENCY MANAGEMENT AGENCY ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 17043C0167A, EFFECTIVE DATE AUGUST 1, 2009.
GIVEN UNDER MY HAND AND SEAL
THIS 1ST DAY OF AUGUST, A.D. 2024.
MICHAEL L. KRISCH
LICENSE EXPIRES NOVEMBER 30, 2024

| | | | | |
|-------------------|--|--|--|--|
| PROJECT 02-023 | PROJECT PLAT of SUBDIVISION 814 - 818 OGDEN AVENUE DOWNERS GROVE, IL 60515 | PREPARED FOR: XSITE REAL ESTATE 745 McCLINTOCK DR. SUITE 305 BURR RIDGE, IL 60527 | KRISCH LAND SURVEYING LLC P.O. Box 929 PLAINFIELD, IL 60544-0929 PHONE (630) 627-5589 / FAX (630) 627-5594 www.krischlandsurveying.com IL PROFESSIONAL DESIGN FIRM LICENSE NO. 184-008866 COPYRIGHT © 2017. ALL RIGHTS RESERVED. | |
|-------------------|--|--|--|--|

Location Map

| | | | | | |
|------------------|---------------------|--------|--------|-------|-------------------|
| Borrower | N/A | | | | |
| Property Address | 814 Ogden Ave # 818 | | | | |
| City | Downers Grove | County | DuPage | State | IL Zip Code 60515 |
| Lender/Client | Brett Paul | | | | |

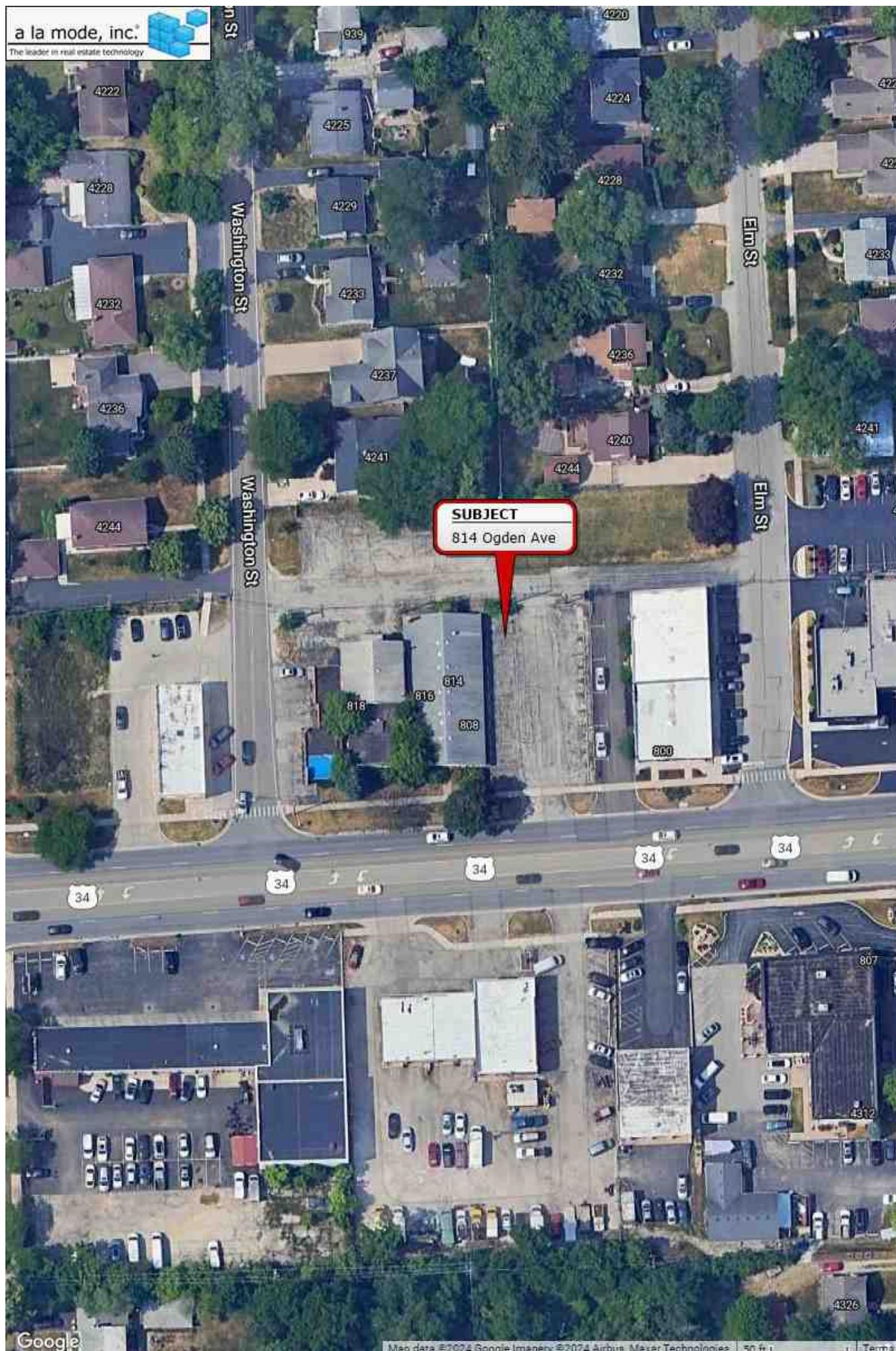


Calab R. Arthur

[Signature]

Aerial Map

| | | | |
|------------------|---------------------|---------------|-------------------------|
| Borrower | N/A | | |
| Property Address | 814 Ogden Ave # 818 | | |
| City | Downers Grove | County DuPage | State IL Zip Code 60515 |
| Lender/Client | Brett Paul | | |



Calab R. Arthur

[Signature]

License



Caleb R Arthur

Mark...

License



Caleb R. Arthur

Matthew Nieman

E&O - Page 1

| | | |
|--|--|---|
| Prior Policy Number: N/A Policy Number: 83 OH 0595376-23 | HARTFORD FIRE INSURANCE CO., HARTFORD PLAZA, HARTFORD, CT 06115 A stock insurance company, herein called the Insurer |  |
| THE HARTFORD PREMIER CHOICE PROFESSIONAL LIABILITY INSURANCE POLICYSM Real Estate Appraiser Professional Liability Coverage | | |
| THIS IS A CLAIMS MADE AND REPORTED POLICY. PLEASE READ IT CAREFULLY. | | |
| NOTICE: COVERAGE APPLIES ONLY TO CLAIMS FIRST MADE AGAINST THE INSURED DURING THE POLICY PERIOD OR APPLICABLE EXTENDED REPORTING PERIOD AND WHICH HAVE BEEN REPORTED TO THE INSURER IN ACCORDANCE WITH THE APPLICABLE NOTICE PROVISIONS. THE LIMITS OF LIABILITY AVAILABLE TO PAY DAMAGES SHALL BE REDUCED BY AMOUNTS INCURRED AS DEFENSE COSTS. THE RETENTION IS APPLICABLE TO DEFENSE COSTS AND DAMAGES. PLEASE READ THE POLICY CAREFULLY AND DISCUSS THE COVERAGE WITH YOUR INSURANCE AGENT OR BROKER. | | |
| DECLARATIONS | | |
| ITEM 1. | NAMED ENTITY: ADDRESS: | BANKS APPRAISAL GROUP, LLC 125 S WACKER DR CHICAGO, IL 60606-4424 |
| ITEM 2. | PRODUCER: | 83859389 TROXELL 214 SOUTH GRAND AVE WEST SPRINGFIELD, IL 62704 |
| ITEM 3. | POLICY PERIOD EFFECTIVE FROM (Inception Date): <u>12/14/2023</u> TO (Expiration Date): <u>12/14/2024</u> (AT 12:01 A.M. STANDARD TIME AT ADDRESS OF THE NAMED INSURED AS STATED HEREIN.) | |
| ITEM 4. | LIMITS OF LIABILITY (A) Professional Liability per claim \$1,000,000 (B) Personal Injury Liability per claim \$1,000,000 (C) Personally Identifiable Information Liability per claim \$1,000,000 Aggregate Limit All Liability Claims \$1,000,000 Is Defense outside of the Limit of Liability provided <input type="checkbox"/> yes <input checked="" type="checkbox"/> no Extensions Disciplinary Proceeding Extension \$25,000 Supplementary payments Extension \$25,000 Subpoena Assistance extension \$25,000 | |
| ITEM 5. | RETENTION: \$1,000 per Claim, including Damages and Defense Costs. | |
| ITEM 6. | PREMIUM: | |
| ITEM 7. | RETROACTIVE DATE: <u>12/14/2016</u> | |

Caleb R. Arthur *Neil P...*

E&O - Page 2**ITEM 8.** PRIOR or PENDING DATE: **12/14/2023****ITEM 9. EXTENDED REPORTING PERIOD**

Number of Years

Percentage of Annual Premium

1

100%

3

165%

5

200%

ITEM 10. ADDRESS FOR NOTICES TO THE INSURER:

FOR CLAIMS:

FOR ALL NOTICES OTHER THAN CLAIMS:

The Hartford
 Hartford Financial Lines
 One Hartford Plaza
 Hartford, CT 06115

The Hartford
 Hartford Financial Lines
 One Hartford Plaza
 Hartford, CT 06115

HFPClaims@thehartford.com

Fax: (917) 464-6000

HFPEXpress@thehartford.com

Fax: (866) 586-4550

ITEM 11: ENDORSEMENTS ATTACHED AT EFFECTIVE DATE:

SEE FORM GU207 (SCHEDULE OF ENDORSEMENTS)

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

September 16, 2024, 7:00 P.M.

FILE 24-PCE-0026: A PETITION SEEKING APPROVAL FOR A ZONING MAP AMENDMENT FROM R-4, RESIDENTIAL DETACHED HOUSE 4 TO B-3, GENERAL SERVICES AND HIGHWAY BUSINESS, A SPECIAL USE TO ALLOW FOR A DRIVE-THROUGH AND A RIGHT-OF-WAY VACATION. THE PROPERTY IS CURRENTLY ZONED B-3, GENERAL SERVICES AND HIGHWAY BUSINESS AND R-4, RESIDENTIAL DETACHED HOUSE 4. THE PROPERTY IS LOCATED DIRECTLY NORTH OF OGDEN AVENUE AND 4244 ELM STREET, DOWNERS GROVE, IL (PIN: 09-05-120-009, -018 AND 09-05-120-019, -20, -021, -022, -023, AND -024). BRETT PAUL, PETITIONER AND K&M CORPORATION OF ARIZONA, OWNER

Brett Paul, Petitioner and President of XSITE Real Estate, discussed the proposal for an Andy's Frozen Custard at 818 Ogden Avenue. He gave an overview of their development team. He said they are requesting three different approvals, a zoning map amendment to zone two parcels from R-4 to B-3, a special use permit for the side-by-side drive-through for Andy's Frozen Custard, and right-of-way vacation for the alley behind the property. He noted the property has been vacant for over 15 years. He discussed the site plan that includes a patio area and double drive-through. The existing alley will be repaved and providing easement to the adjacent property to the east. Mr. Paul talked about the landscape plan, elevations of the building, and the alley vacation. He went over the questions and concerns they received. He said they would be doing a dimmed down version of Andy's lighting, bringing the existing fence up to standards and which will have a height of 8 feet on the northern boundary, in addition to landscaping on the northwest portion corner of the building to block lights. The development will also have security cameras inside and out of the property that will be monitored. The project will provide 25 to 35 part and full-time employment opportunities for students and managerial positions. They noted they will only be taking manual orders with no speaker box to keep noise volumes down. He noted that traffic seemed to be the biggest concern.

Michael Worthman, Traffic Engineer from KLOA, gave a brief summary of the traffic impact study. He talked about characteristics that will help reduce traffic, including the peak hours being in the evening when traffic volumes are much slower and the traffic for this property is a drop in a bucket compared to traffic on Ogden Avenue. He said access will be provided via the three existing access drives at the site and explained it will have two lanes, where they can accommodate 17 vehicles. He felt the impact on the neighborhood will be limited. He also stated that they agreed to place turning restriction signage on the site to prevent northbound movements from Andy's.

Brett Paul discussed the standards related to the special use of a drive-through, the zoning map amendment to rezone the two north parcels from R-4 to B-3, and alley vacation.

Robert De La Fuente, Andy's representative, gave a background of Andy's and stated he would love to have his business here. He expressed they made all the changes that were requested to meet code. He said Andy's is a great place to work that allows good jobs for people in the community and a lot of promotion within.

Chairman Rickard asked the commissioners for any questions for the petitioner.

Commissioner Boyle asked if this is the typical configuration with the store facing the street front edge and the drive-through coming around towards that frontage. He also asked about the configuration of exiting on and off a side street and the intent there. Mr. La Fuente responded that they usually do not do a double stack drive, but they will have two people on iPads walking to the cars and showing the menu and once they hit the window they have their food within 90 seconds. The middle entrance off Ogden will be the main entrance and exit.

Commissioner Boyle asked if there will be a screening there to block headlights facing Ogden. Mr. Paul said that looking at the landscape plan; he noted that the bushes and trees around the perimeter that will help with screening.

Commissioner Boyle asked if the alley would be a private drive maintained by Andy's. Mr. Paul answered that is correct.

Commissioner Boyle inquired about how many cars typically travel north and southbound on the side streets. Mr. Worthman shared they do not have daily volume, but there was a neighborhood traffic study done in 2018 for that and a number of traffic calming techniques have been done there.

Chairman Rickard asked for public input.

Brian Gay, with the Downers Grove Economic Development Corporation, commented that this property was identified as a key strategic area in the 2021 Comprehensive Economic Development Strategic Plan and he has been working with the petitioner and the property owner over the last 18 months to work through this process. He found the site to be a great addition to positive economic impact and a great way to continue positive growth on Ogden Avenue.

Brandon Thiele, resident, said he was the one who filed the traffic-calming petition for Elm Street north of Ogden due to safety concerns. He stated that Elm Street is a residential street with many families and small children, and there are already multiple high traffic volume businesses in this area. He said Elm Street is used to bypass Ogden traffic during busy times and people are speeding through there. He stated that he has dumpsters within 200 feet of his house and they deal with illegal dumping constantly and their front yards are currently used as overflow parking and the empty lots of the proposed development are being used as parking areas for residents and patrons of nearby businesses, and removing those lots will only increase parking pressures on Elm Street and Washington Street. Mr. Thiele demonstrated several photos from different times of cars parked on Elm and Washington. He voiced that pedestrian safety in this area is horrible and there is no safe way to cross Ogden here. He discussed environmental impacts, including cars idling in the drive-through, lights, noise from cars, water runoff due to total disrepair of the parking lot, and trash is already an issue. He noted that while he is all for the rundown buildings there to be improved upon, he thinks the use of the alley does not make sense.

Chad Walz discussed light pollution. He said the proposed location is supposed to have lighting under the canopy 24 hours a day and would like that addressed. He said the trees they want to remove gives them privacy and now they will see and hear everything. He added the no right hand or left hand turns do not work. Mr. Walz expressed he did his own traffic study and was told that putting in stop signs makes people drive faster.

Melodee Miller, resident, stated she lives 50 feet from this property and would like Downers Grove to step up and protect them from the increase in traffic and the corner of 41st and Washington is a nightmare and a major accident waiting to happen. She stated that she and her neighbors are tired of picking up dead bodies and taking their lives in their hands just to cross the streets. She shared that speed bumps would really help the residents of Elm and Washington, but she is told Downers Grove does not believe in speed bumps. She asked for the Commission to let her know if it was possible to get those. Ms. Miller suggested lighting at the corners of the street to help with safety in that area.

Chairman Rickard said it is becoming clear there a lot of concern about traffic throughout the neighborhood, but tonight they are tasked with reviewing an application for this project on this site and deal with impacts that it would create. He stated there have been efforts in the past to mitigate safety with lights at corners and other safety improvements, but that is not anything they are dealing with here today. He suggested approaching the Village Council with those issues or calling staff.

Mark Dziejic stated that vacating an alleyway on the property and not restricting the traffic flow back onto the residential streets did not make sense to him, and they were not addressing the property configuration in that respect. He noted that there is signage in front of the site saying it is restricting turns from Ogden Ave during 6 a.m. and 9 a.m., and that has not been addressed in the proposal. He wanted to know how they will address that, because it is a traffic turn concern he had put in 30 years ago to protect his children. He expressed he is all for economic development in Downers Grove, but more concern should be given to the site and how it is configured to protect the residents.

Adam Carr commented that the configuration of the property makes no sense with an exit on both sides, and they need to reconfigure that. He added CVS is vacating their property on Ogden and Fairview and that would be an excellent location for Andy's instead.

Another resident approached the podium and said it was mentioned in the presentation that there was a curb cut in at Elm and Washington for the current alleyway, and he has never seen a car drive down that alley ever, so turning that into a drive-through is going to add traffic there. He recognized they proposed to have signs that say no left turn, but those do not stop anybody.

Tim Nash stressed that the way the drive-through is configured is a U, so to make it an exit back out onto Ogden, you would have to do a 180 degree turn right there to come back out, so all traffic will be exiting on residential streets.

Paul Quillia stated that if they have anybody coming in off of Ogden Avenue, the proposal is showing them making a left and turning directly into the traffic as you exit out of the drive-through, and that will delude the people that want to come in from Ogden and will be come from either Washington or Elm Street. He pointed out that Washington is supposed to be the Village's secondary route for any sort of emergency traffic. He said he also had not seen any other business in Downers Grove with three different entrances and exits, and recommended that if this is going to go through as proposed, they should look at closing off Elm and make it a dead-end street.

Alyssa Szponder expressed concerns on the traffic situation they currently have and the increasing problem she can see happening with this development. She said you often get a backup three to five cars waiting to turn onto Ogden Avenue and if she was coming out of Andy's and saw that backup, she would ignore the no turn sign and go through residential streets to find an alternate route out to

Ogden Avenue. She said the other concern is the site will be open at late hours. She added that they see a lot of trash in their front yards from the businesses and foot traffic, and wants to know what they are going to ensure that is cleaned up. Ms. Szponder expressed she was also concerned about sewage and wants to see mitigation for that.

Ethan Roesch stated he has been battling flooding in his basement for 24 years, and so that is a big concern of his. He said there is not a sidewalk on the correct side of Washington Street, which is a huge safety concern. He added the street they are proposing people will pull in off of Washington Street is a hospital route that does not need to get backed up.

Jessica Quillia appreciates Andy's wanting to do things for the community and schools, but is concerned about school safety. She said the amount of traffic they get down their street is concerning and feels like they are giving up their emergency exit and entrance to the hospital. She has recently seen ambulances struggle to get past Downers North with all the construction going on. She agreed that at least Elm should be cut off, but there needs to be more things in place to protect residents of Washington Street as the secondary emergency exit. Ms. Quillia said the trash needed to be screened for rodents. Mrs. Quillia gave a suggestion to the Commission on things to change, including the entrance off of Ogden and parking. She is concerned why the establishment is staying open until 11 when the curfew is at 10. She suggested a brick wall to block out lights and noise.

Bill Miller, commercial owner on Washington and Ogden, stated it seems like all the traffic is going to be coming north on Washington to take a right. He said traffic is going to be backed up on Ogden and it does make sense to run everything in on Washington. At his store he can normally never get out of the lot without two people in front of him any time of the day and taking a left turn out of it is going to be a wait. Mr. Miller expressed his surprise that Downers Grove will give away property when normally they would be paying taxes if it is not being used as a thorough way.

Tarik Tahini said he has three kids and supports having an additional ice cream place, and it would be nice to be able to walk to get it instead of driving downtown.

Another resident approached the podium and shared his main concern is the Planning Commission giving up residential space to commercial business that impacts the neighborhood.

Peter Cervanka explained that his property borders the proposed property behind the fence line and he is concerned about reduction in his property value. He said he likes it the way it is right now without people and cars near his house. He noted that in the proposal it shows cars facing his house and anticipates an issue with lights coming into the house. He shared his number one concern is the removal of the trees that gives all the shade in his yard right now and currently blocks out any noise from Ogden, because without the trees they will have no privacy. He said it sounded like the Village Council has already made up their mind on this issue, and asked the Plan Commission to review that, because a Village Council should not be getting involved in issues before it comes to them.

Another resident approached the podium and commented that as a parent it would be nice to have a local ice cream place.

Rob Johnson discussed people trying to turn left out of the UPS Store on Ogden. He said the entrance off Ogden into Andy's will back up cars and they will not be able to get out and will be a complete

mess. He supports businesses coming in, but does not know how they can do it with three entrances. He added that there is no way for anybody south of Ogden to walk to Andy's safely.

Rob Roe talked about the inaccuracies with the petition, which does not accurately portray the traffic on Washington and Elm. He noted that the traffic study disregarded that Washington is an ambulance route. He talked about Andy's being open late with congestion until 11:30 in a residential neighborhood. He expressed the most important part is the congestion danger at an already hazardous intersection.

Jason Shirk stated he can see the store will benefit the community a little bit for people to take their kids out for ice cream, but it is a very disproportionate hit to the immediate neighborhood and not fair to them. He suggested asking Andy's what percent of their stores have three entrances and what does the dimming of the lights mean.

Pam Bianco commented that the existing Andy's property is loud, fun, happy, and it does not belong where it is going to be. She is concerned about the hospital and safety. She added the quality of life of the neighborhood is very important. She talked about her grandson being hit by a car on the way to school in this area when he was younger because there was so much traffic, the car did not see the pedestrians walking down.

Nicole Davis voiced that the big concerns for her is there is not a safe sidewalk to get into the Andy's property, especially for the residents living on Washington and Elm Street, and removal of the trees on the north side, and light exposure. She suggested putting in full size landscaping to replace what is being taken down. She added there should be some reconsideration about moving to a different part of Downers Grove.

Ronald Jalovec stated he has been driving and dealing with Washington and Ogden since 1967, but many people get scared about making the left turn there and will do anything to avoid the Washington intersection and take alternate routes whenever they can.

Mary Puccini respectfully requested that the Commission think of all the commentary they have heard. It is not necessary to have them spill out onto Elm and Washington.

Chairman Rickard then asked for the staff report.

[Recess was called at 8:59 and the hearing resumed at 9:05PM]

Flora Leon, Senior Planner, explained the petition requesting a zoning map amendment, special use, and right-of-way vacation and provided a location map for the Commission to review. She stated they sent out public hearing signs, sent out mailers to all neighbors within 200 feet, and the notice was placed in the newspaper. They received two separate calls wanting additional information, and after it was posted online, they received additional inquiries regarding the project and that was placed on the dias. She noted the petitioner held a separate neighborhood meeting. She provided the existing plat of survey, plat of vacation, and plat of consolidation. She said the petitioner included an access easement with their plat of consolidation. They are asking two residential properties on the proposed development be changed from R-4 to B-3. Ms. Leon discussed the map amendment request, right-of-way vacation of the alley, and the special use for the side by side drive-through. She walked through some of the proposed improvements, including access points, proposed footprint, canopy for

outdoor seating, drive-through, pedestrian connections, removal of the Washington Street parking and additional landscaping, and moving trash enclosure. Ms. Leon said it does meet the regulations of the zoning ordinance. She discussed the landscape plan and signage. She provided key goals from the comprehensive plan, including a parking lot screening, properly screened dumpsters, providing buffer to nearby residential areas, consolidating multiple lots, beautification, ensuring materials and design are architecturally attractive, and enhance sales tax and improved pedestrian connectivity. Staff finds the standards have been met, special use criteria has been met, and map amendment criteria has been met, and staff recommends approval of the proposed development.

Chairman Rickard asked for questions for staff.

Commissioner V. Patel asked if fire and police had an opportunity to review these plans and any potential traffic going northbound on Washington. Ms. Leon said the plans were routed to the fire department and they did not express any concerns over the traffic.

Commissioner Frankovic inquired if there has been any discussion any reduction measures for Washington. Jason Zawila, Planning Manager responded that the Village is currently undergoing a set of four plans and one is a pedestrian plan that will offer recommendation on how to improve certain streets throughout the Village.

Commissioner Boyle asked to help him understand more about the compliance with the procedure to vacate the alley. Mr. Zawila stated the vacation is up to the discretion of the Council, and there were two property owners adjacent to the proposed vacation area were aware of the vacation request.

Commissioner Boyle asked if having three points of access is just specific to this site or are there other sites with that in the vicinity. Mr. Zawila said Fresh Thyme Market has three points of access, with two access points that go out to residential neighborhoods. He said they have several businesses with two points of access, one of which and it is almost directly across the street from this property, with access to a residential street.

Commissioner Frankovic inquired if the alleyway has to have two access points even if it is vacated, and if they closed off the access point on Washington would that alleviate some of the issues the neighborhood has. Ms. Flora said her understanding of the right-of-way vacation policy does not speak to that.

Chairman Rickard said there are currently two curb cuts off of Ogden. He asked if there are requirements up and down Ogden for minimal separation between curb cuts and driveways there. Ms. Flora shared that the traffic engineer did not make any note or express any concerns about the separation distance, likely because it is an existing condition they are not making it any wider.

Chairman Rickard brought up that it has been mentioned several times on if people should be able to turn north to either Washington to Elm coming out of the property, and the petitioner mentioned the willingness to put up signage to prohibit that. He asked if that was the petitioner stating they are willing to do that or if it was a requirement from the Village. Ms. Flora answered it was not a requirement from the Village.

Chairman Richard stated he knows firsthand traffic can be crazy there at times, and questioned asking people who live just north of the development to head south on Ogden and loop around and come back into their neighborhood.

Chairman Rickard asked the petitioner for any comments or closing statement.

Mr. Paul said Andy's operates first class real estate and keep the property very clean. He said a sidewalk will be added where the parking is being removed that will be helpful for safety and the parking on the property is enough for Andy's and meets the codes and other parking in the area is not something they can deal with as a property owner. He noted the trash will be inside a trash enclosure and they will clean up the look.

Civil Engineer, Steve Shanholtzer, said the majority of the site drains down to the Ogden Ave right-of-way, and a small portion on the northeast that drains into Elm Street, so they are putting new storm sewer and drains to help promote drainage.

Mr. La Fuente said he appreciates all those that came out and their concerns, but feels a lot of existing conditions that are being attributed to them unfairly. He said they have done and met everything they could within the code. He noted they do not have 24/7 lighting and there are LED canopy lights that face directly down and the lighting fixtures around the building have been taken off to accommodate the code. He stated this should not affect property values, as there are three existing vacant buildings that have been there for 15 to 20 years.

Commissioner Frankovic asked if the access on Washington is something they would considered removing to mitigate concerns for hospital and traffic. She added it would also alleviate left turns coming in close proximity and so close to the intersection. Mr. La Fuente responded they may be able to tweak the entrance off of Ogden, but he would have to go back to see how that affects the entire site. He went over other properties that have three access points. Regarding taking away the left turn, he understands that Elm is a full access to serve the property owner on that corner, and did not know if they could minimize his full access.

Commissioner Frankovic responded she did not think it would affect the corner business there at all. Mr. Worthman asked which two left turns she is worried about. Commissioner Frankovic responded either one, as the point is to alleviate two lanes of left turning that close together.

Mr. Worthman stated they do not see any issue with it and current traffic using that existing access drive to the east is very low. He said they have also been working with IDOT and they have not had an issue with it and neither does staff. He suggested keeping it open and monitor it and decide at a later date if they want additional restrictions. He said they do not have a problem looking at it to see what they can do. He understands what the community is feeling, but it is not a significant volume of traffic, and the amount in the neighborhood should be low. He stated as to the existing issues in the neighborhood, it was examined and a comprehensive study was done in the past. Mr. Worthman expressed their peak times are 7PM to 9PM, when it is slower on Ogden Ave. He said there are two or three cars waiting at a time, but you see that everywhere and you can make left turns onto Ogden. He explained they are providing three drives to maintain the alley that is an existing use and it helps to distribute the traffics over three different locations. He added there are also other restaurants that have access onto residential streets. They pulled accident data from IDOT, and in a five-year period, Elm and Ogden had two accidents, and Washington and Ogden had eight. He said they understand it

is an emergency route, but they do not see it as being blocked or congested. Mr. Worthman discussed pedestrian access; including sidewalks provided on the west side of Washington Street and east side of Elm Street and the high visibility crosswalks there on Ogden.

Commissioner Frankovic asked if there was any possibility to maintain the trees instead of removing them for the homeowner. Mr. La Fuente said as long as there is no utility work or anything that has to happen there he is okay with that.

Chairman Rickard asked the Commission for discussion.

Chairman Rickard commented on the site layout. He feels it is more safe to have additional access off of Washington and Elm than people trying to get on and off of Ogden only. He said it does not make sense to force everybody south and put people on Ogden that do not need to get on Ogden. He said all three standards for approval have been met.

Commissioner Frankovic said it is a great addition potentially for the neighborhood, but the option to close the access point for Washington is mostly for the fact that it needs to stay an emergency access point for the hospital, and there is concern that people trying to turn into the drive-through could cause some potential backup. She added that keeping trees for the neighbors would be nice.

Chairman Rickard commented that no matter what type of business goes on that property, there will be a lot of the same concerns, and the real concern is people and kids on the south side of Ogden Avenue trying to make their way across to get there, but is not this petitioner's problem to solve and is a larger picture that needs to be addressed.

Commissioner Frankovic suggested making it a condition to have the signage to not go northbound on Elm and Washington.

Commissioner Boyle agreed with the sentiment of trying to keep people going into neighborhoods. He said the concerns being voiced here are no different from concerns he has in his own neighborhood with children going to school and people do not pay attention to signs. He agreed that keeping the trees there would be great and ask them to consider putting up a more substantial barrier. He agrees with putting more of the traffic towards Ogden where the noise already is. Commissioner Boyle noted that all standards have been met and they are meeting most of the obligations that are set forth before them. He supports putting signs up and enhancing the landscaping buffer.

Chairman Rickard said he is not opposed for the signs to go up, and not opposed to not turning northbound into the two residential streets, but it will not stop everybody and there are people that will need to go north.

Commissioner Boyle said there is a major update to the comprehensive plan with community meetings and community engagement and that is where people will be able to push for more compliance in terms of bike path, sidewalks, and compliance issues.

Commissioner V. Patel feels the standards for the three components have been met. He said restricting northbound traffic on Washington would be more problematic.

Commissioner K. Patel stated he did not know if there should be restrictions northbound, even though a little bit of thinning is better than none. He agrees with the other commissioners on the standards being met. He said putting speed bumps in is not in their purview here, but it sounds like that needs to be resolved. He urged everyone to continue to go to the meetings and stay engaged.

Chairman Rickard asked if anyone wanted to make a motion.

WITH RESPECT TO FILE 24-PCE-0026 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, IT IS FOUNDED THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR THE ZONING MAP AMENDMENT FROM R-4 RESIDENTIAL DETACHED HOUSE TO BE B-3 GENERAL SERVICES AND HIGHWAY BUISNESS USE, SPECIAL USE TO ALLOW FOR A SIDE BY SIDE DRIVE-THROUGH, AND ALLEY VACATION AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST, AND THEREFORE, COMMISSIONER FRANKOVIC MADE A MOTION THAT THE PLAN COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF FILE 24-PCE-0026, SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. REZONING SPECIAL USE AND ALLEY VACATION TO SUBSEQUENTLY CONFORM TO THE STAFF REPORT, ARCHITECTURAL DRAWINGS PREPARED BY HUFFT DATED AUGUST 9, 2024. LAST READ BY SEPTEMBER 9, 2024, AND LANDSCAPE DRAWINGS PREPARED BY MANHARD CONSULTING DATED AUGUST 9, 2024. LAST TO ADVISE ON SPTEMBER 9, 2024. ACCEPT THAT SUCH CLAIMS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINNACES.**
- 2. RECORDED ACCESS EASEMENT WILL BE REQUIRED PRIOR TO OCCUPANCY WITH APPROVAL.**
- 3. PETITIONER SHALL ADMINSTRATIVELY CONSOLIDATE THE LOTS INTO ONE LOT OF RECORD PRIOR TO ISSUING A BUILDING PERMIT.**
- 4. PRIOR TO THE EXECUTION OF THE VACATION PLAT, THE PEITIONER SHALL PAY THE VILLAGE A TOTAL \$16,000 PER THE PETITIONER'S APPRAISAL.**
- 5. SUBMIT A TREE RISK ASSESSMENT REPORT FROM CERTIFIED ARBORHISTS FOR TWO PARKWAY TREES LOCATED ON THE ELM STREET SIDE NEAREST WHERE THE HYDRANT WILL BE RELOCATED**
- 6. AN 8-FOOT SOLID FENCE WILL BE INSTALLED ALONG THE ENTIRE LENGTH OF THE NORTH PROPRETY LINE.**
- 7. ADDITIONAL SIGNAGE FOR NO NORTHBOUND TURNS ONTO WASHINGTON AND ELM STREET ON THE PROPERTY.**
- 8. ADDITIONAL LANDSCAPE SCREEN ON NORTHERN PROPERTY LINE.**

SECOND BY COMMISSIONER V. PATEL

ROLL CALL:

AYE: CHAIRMAN RICKARD, BOYLE, FRANKOVIC, K. PATEL, V. PATEL

NAY: NONE

MOTION APPROVED. VOTE: 5-0

/s/ Celeste K. Weilandt
Recording Secretary

(As transcribed by Ditto Transcripts)



Flora Leon <fleon@downers.us>

AIM 800 Ogden LLC

AIM Real Estate [REDACTED]@aimrg.com>

Mon, Sep 16, 2024 at 10:19 AM

To: "fleon@downers.us" <fleon@downers.us>

Cc: Terry Lally <[REDACTED]@aimrg.com>, "rjs aimrg.com" [REDACTED]@aimrg.com>, Robert Renfro <[REDACTED]@huckbouma.com>

Good Morning Flora,

Here are our concerns for our property at [800 E Ogden Ave Downers Grove](#).

1. Alley to the North of 800 E. Ogden is imperative to the operation and value of 800 E. Ogden Av., specifically to its ingress/egress and parking. Without this access, the building's value is greatly diminished
 - If Alley is vacated to petitioner, the southern 50% of alley -along the entire property line of 800 E. Ogden- needs to be vacated to Aim 800 Ogden Av. LLC for its exclusive and permanent use.
 - During construction ingress and egress to the subject alley cannot be interrupted without petitioner arranging - at their 100% exclusive expense- alternate parking for the businesses and residents of 800 E. Ogden av.
2. The 800 Ogden Av. dumpster area must remain in its present location or relocated to an area acceptable to AIM 800 Ogden LLC.
3. There should be a greenspace area with a fence (where there is currently one) on the western property line of 800 E. Ogden Av. , immediately adjacent to this property's current parking lot.

Thank you,

Christine

AIM 800 Ogden LLC

600 Enterprise Dr, Suite 120

Oak Brook, IL 60523

[REDACTED]

[REDACTED]@aimrg.com



**Bradford
& Kent**

HOME REMODELING

Community Development Department
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Dear Members of the Community Development Department,

I am writing on behalf of Bradford and Kent Remodeling to express our strong support for the proposed development at 818 Ogden Avenue by Downers Grove Equity Group LLC, specifically the addition of Andy's Frozen Custard. As a business located at 807 Ogden Avenue, just down the street, we understand the importance of revitalizing the Ogden Avenue corridor to enhance both its economic viability and community appeal.

The property at 818 Ogden Avenue has been vacant and blighted for a considerable amount of time, creating an eyesore in an otherwise thriving commercial area. The proposed development will transform this underutilized site into a vibrant and attractive business that will benefit both the local community and neighboring businesses. The addition of Andy's Frozen Custard will not only provide a new, desirable amenity for residents and visitors but will also help breathe new life into this portion of Ogden Avenue.

The project aligns well with the Village's long-term vision for this area, as outlined in the Comprehensive Plan, and will improve the overall appearance and functionality of the site. With landscaping, improved traffic management, and a thoughtful site plan, the development will enhance both the pedestrian experience and the economic vitality of the corridor.

I encourage the Village to approve this project and look forward to seeing it become a valuable part of our community. Thank you for your consideration.

Sincerely,

Joe Pavone
Owner, Bradford and Kent Remodeling
807 Ogden Avenue
Downers Grove, IL 60515



Flora Leon <fleon@downers.us>

Re: Andy's frozen custard

Jason Zawila <jzawila@downers.us>
To: Carl Hirschman <carl1729@gmail.com>
Bcc: fleon@downers.us

Mon, Sep 16, 2024 at 8:32 AM

Carl -

Thank you for your email. We will forward this comment to the Plan Commission for their consideration this evening.

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434 5520 | jzawila@downers.us

Downers Grove | [850 Curtiss Street | Downers Grove, IL 60515](https://www.downers.us) | www.downers.us

Get involved with the Planning Process! Visit guidingdg.com

On Sat, Sep 14, 2024 at 12:20 PM Carl Hirschman <[REDACTED]@gmail.com> wrote:

I had someone drop off a letter at my house asking to sign a petition against the Andy's frozen custard.

I read through the concerns listed and really don't feel they're valid. In fact I'm really excited about this opening and look forward to walking over to it with my kids. I've been wishing there was a neighborhood ice cream place in DG since moving here almost 3 years ago.. There may be challenges that come up after it opens, but I don't see valid ones blocking it at the moment.

--

Carl Hirschman
[REDACTED] Washington Street
Downers Grove
cell: [REDACTED]



Flora Leon <fleon@downers.us>

Fwd: Rezoning for Andy's - Washington and Ogden

Jason Zawila <jzawila@downers.us>

Fri, Sep 13, 2024 at 8:31 AM

To: Flora Leon <fleon@downers.us>

Cc: Joseph Weesner <jweesner@downers.us>, Scott Vasko <svasko@downers.us>, Stanley Popovich <spopovich@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

Downers Grove | [850 Curtiss Street | Downers Grove, IL 60515](https://www.downers.us) | www.downers.us

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----- Forwarded message -----

From: **Melodee Miller** <m[REDACTED]@yahoo.com>

Date: Thu, Sep 12, 2024 at 10:21 PM

Subject: Rezoning for Andy's - Washington and Ogden

To: jzawila@downers.us <jzawila@downers.us>, mayorcouncil@downers.us <mayorcouncil@downers.us>

Attn: Plan Commission

Thursday, September 12, 2024

Once upon a time there were 7 streets north of Ogden that went directly through to 39th Street (Lindley not included). Then one day, the residents of Douglas didn't want a thoroughfare, so they got their street blocked off. Then when Walgreen's was built, the neighbors on Highland got their street blocked off. It's actually blocked off at Ogden and also 39th Street. Washington is a direct route to Good Sam and the hours to turn onto it has been regulated. This means a lot of traffic has even diverted to the four remaining streets – mainly Elm Street.

Most of us are not against a business coming in but would like Downers Grove to step up and protect us from the increase in traffic. The corner of 41st and Washington is a nightmare and we don't understand why a 4 way stop wasn't put in. If you're driving, you practically have to pull out to the middle of the street because so many things block your view; it's a major accident waiting to happen, especially children walking home from school. There have already been accidents but do we need a devastating one before a 4 way is put up? What does it take to get on installed?

And because so much traffic is being diverted to Elm Street, the neighbors would like DG to help us out. Stop signs have finally been put up on all corners but that doesn't even slow down the speed of the drivers. We're getting tired of picking up dead bodies and taking our lives into our hands just to cross the street. It's very dangerous. I am hearing impaired and have been close to being hit by a speeding cars several times. Speed limit signs and the electric signs telling you your speed are of little use. It's not only traffic coming from Ogden; it's also traffic coming from 39th Street.

Speed bumps would greatly help the residents of Elm and Washington. Supposedly Downers Grove doesn't believe in them but since DG is continually rezoning for contractors and businesses, it would be nice if DG would rezone for those of us who live there. If it's not possible, please let us know of a plan or alternative plan to help us residents before the business opens. Seriously, something has to be done to protect us homeowners. There are about 12 children living in the 4200 block of Elm. Public safety should be a priority vs. allowing Elm to be a drag strip at times.

9/16/24, 4:30 PM

The Village of Downers Grove Mail - Fwd: Rezoning for Andy's - Washington and Ogden

Also, I talked to the prospective buyers and they assured me the vacant lot would stay a green space. Will that be in the contract/zone ordinance or will they eventually be able to sell it or build commercial property, which none of us living nearby would want. Also, the present owner never plows the alley. I thought the alley would be Downers Grove's responsibility but you can't walk let alone drive down there when there is any amount of snow.

Melodee Miller

████ Elm Street

Downers Grove

████@yahoo.com

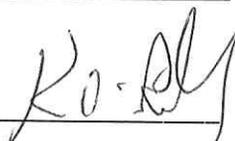
Homeowners of Washington and Elm St Petition

This Petition concerns the building of Andy's Frozen Custard located on the NE Corner of Washington St and Ogden Ave in Downers Grove, IL

Rezoning the property from R-4 to B-3 should be denied for the following issues

1. The Andy's lights that will be on 24/7 and the noise caused by Andy's that does not exist that close to the homes at the end of the street will make those homes untenable reduction in the value of the homes in the surrounding area.
2. Special use for a double drive-thru. This will add a large amount of traffic onto Washington and Elm Street. Washington Street, specifically the intersection with Ogden, is already congested and dangerous to pedestrians and bicyclists with the UPS parking and congestion from Ogden, not to mention the secondary route for the alternate ambulance for Good Samaritan Hospital.
3. Washington Street has a problem with cars speeding and using Washington Street as a cut-through. The Washington Street intersection is a broken intersection that backs up at rush hour. The intersection is already overly congested with the UPS and parking on Washington Street. A traffic light would be needed to control the broken intersection at Washington and Ogden. Wallingford Park (on Elm) is only one block away from the proposed Andy's site. The additional Andy's traffic will undoubtedly create more safety issues.
4. The current Andy's proposal should be denied. Andy's should come back with an updated plan removing entrances on Washington Street and Elm to remove the congestion on Washington and Elm. Address the traffic congestion issue Andy's will create on Washington and Elm and specifically how this will interact with the UPS and Ambulance route. Finally, Andy's needs to address the noise and light pollution and the anticipated reduction in property values for the properties bordering the project.

Address 4224 ELM STREET

Signature 

Please return by 9-15 to 4117 Washington St see the box marked in the yard

The hearing is set for 09-16-2024 at 7.00 pm 850 Curtis St please be there in person to fight this issue

Homeowners of Washington St, Elm St, and others impacted Petition

This Petition concerns the building of Andy's Frozen Custard located on the NE Corner of Washington St and Ogden Ave in Downers Grove, IL.

Rezoning the property from R-4 to B-3 should be **denied** for the following issues:

1. The Andy's lights that will be on 24/7 and the noise caused by Andy's that does not exist that close to the homes at the end of the street will make those homes untenable reduction in the value of the homes in the surrounding area.
2. Special use for a double drive-thru. This will add a large amount of traffic onto Washington and Elm Street. Washington Street, specifically the intersection with Ogden, is already congested and dangerous to pedestrians and bicyclists with the UPS parking and congestion from Ogden, not to mention the secondary route for the alternate ambulance for Good Samaritan Hospital.
3. Washington Street has a problem with cars speeding and using Washington Street as a cut-through. The Washington Street intersection is a broken intersection that backs up at rush hour. The intersection is already overly congested with the UPS and parking on Washington Street. A traffic light would be needed to control the broken intersection at Washington and Ogden.
4. The current Andy's proposal should be denied. Andy's should come back with an updated plan removing entrances on Washington Street and Elm to remove the congestion on Washington and Elm. Address the traffic congestion issue Andy's will create on Washington and Elm and specifically how this will interact with the UPS and Ambulance route. Finally, Andy's needs to address the noise and light pollution and the anticipated reduction in property values for the properties bordering the project.

Address

4241 Elm

Signature



Please return by 9-15 to 4117 Washington St see the box marked in the yard

The hearing is set for 09-16-2024 at 7.00 pm 850 Curtis St please be there in person to fight this issue

Homeowners of Washington and Elm St Petition

This Petition concerns the building of Andy's Frozen Custard located on the NE Corner of Washington St and Ogden Ave in Downers Grove, IL

Rezoning the property from R-4 to B-3 should be denied for the following issues

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Address

4237 ELM

Signature



Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St, Elm St, and others impacted Petition

This Petition concerns the building of Andy's Frozen Custard located on the NE Corner of Washington St and Ogden Ave in Downers Grove, IL.

Rezoning the property from R-4 to B-3 should be **denied** for the following issues:

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Address 4236 Elm
Signature Melodie Miller

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St, Elm St, and others impacted Petition

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Address 4020 Washington St

Signature 

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Homeowners of Washington St, Elm St, and others impacted Petition

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Address 4220 Elm St

Signature Ryan O'Leary

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Homeowners of Washington St Petition

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Address 4100 Washington

Signature 

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Address 4013 Washington St.

Signature Patricia Chigano

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Address

4233 Washington St

Signature

Alyssa Sporell

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Address 4229 Washington St.

Signature Shannon Roush

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Address 4117 Washington St.

Signature 

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Homeowners of Washington and Elm St Petition

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Address 4213 Elm

Signature Matthew Jameson

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Homeowners of Washington St Petition

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Address 4213 Washington Street

Signature Tim McJr

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Homeowners of Washington St Petition

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Address 900 Ogden

Signature 

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Homeowners of Washington St Petition

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Address 4148 ELM

Signature R. Pearson

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Homeowners of Washington St Petition

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Address 4222 Washington St.

Signature  9/13/2024

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St, Elm St, and others impacted Petition

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Address 404 Elm St

Signature [Handwritten Signature]

[Handwritten Signature]

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Address 4148 EARLSTON
Signature Louie J. Studdard

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Homeowners of Washington St Petition

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Address 745 40th Street (40th + Elm corner)

Signature Lisa A Parro Lisa A. Parro

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Address 41225 Washington

Signature [Handwritten Signature]

Please return by 9-15 to 4117 Washington St see the box marked in the yard

The hearing is set for 09-16-2024 at 7.00 pm 850 Curtis St please be there in person to fight this issue

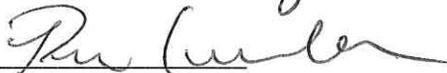
Homeowners of Washington St Petition

This Petition concerns the building of Andy's Frozen Custard located on the NE Corner of Washington St and Ogden Ave in Downers Grove, IL.

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Address 4241 Washington Street

Signature 

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St Petition

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Address 4236 Washington St. Downers Grove, IL

Signature Taylor [Signature]

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St Petition

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Address 3942 WASHINGTON ST. DE7

Signature 

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St Petition

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Address 3945 Washington DB 60515

Signature Katleen Johnson

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St Petition

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Address 4148 Washington

Signature 

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St Petition

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Address 4237 Washington St.

Signature 

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Homeowners of Washington St Petition

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Address 4125 Washington St.

Signature 

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Address 4113 WASHINGTON ST

Signature  ROBERT

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington and Elm St Petition

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Address 4225 Elm St.

Signature  Cara M. Shirk

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Homeowners of Washington St Petition

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Address 4232 Washington

Signature Wendy S Jalovec

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Address 4117 Washington

Signature Pamela Bianco

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Address

4244 Washington

Signature

Mary Super

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Address 4117 WASHINGTON

Signature 

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Address Pi We Holcom - 4116 WASHINGTON D.G.

Signature Brian Swanson

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Address 4142 Washington St. Downers Grove, IL 60515
Signature 

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St, Elm St, and others impacted Petition

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Address 740 40TH ST.

Signature Mary Purina

Frank A. Purina

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington and Elm St Petition

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Address 4136 Elm Street, DG, IL 60515

Signature 

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Homeowners of Washington and Elm St Petition

This Petition concerns the building of Andy's Frozen Custard located on the NE Corner of Washington St and Ogden Ave in Downers Grove, IL

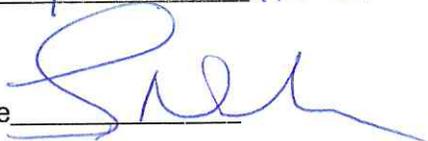
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3. Washington Street has a problem with cars speeding and using Washington Street as a cut-through. The Washington Street intersection is a broken intersection that backs up at rush hour. The intersection is already overly congested with the UPS and parking on Washington Street. A traffic light would be needed to control the broken intersection at Washington and Ogden. Wallingford Park (on Elm) is only one block away from the proposed Andy's site. The additional Andy's traffic will undoubtedly create more safety issues.
4. The current Andy's proposal should be denied. Andy's should come back with an updated plan removing entrances on Washington Street and Elm to remove the congestion on Washington and Elm. Address the traffic congestion issue Andy's will create on Washington and Elm and specifically how this will interact with the UPS and Ambulance route. Finally, Andy's needs to address the noise and light pollution and the anticipated reduction in property values for the properties bordering the project.

Address

4229 Elm St.

Signature



Please return by 9-15 to 4117 Washington St see the box marked in the yard

The hearing is set for 09-16-2024 at 7.00 pm 850 Curtis St please be there in person to fight this issue

Homeowners of Washington St Petition

This Petition concerns the building of Andy's Frozen Custard located on the NE Corner of Washington St and Ogden Ave in Downers Grove, IL.

Rezoning the property from R-4 to B-3 should be **denied** for the following issues:

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Address DZIEDZIC; 4021 Washington St.

Signature 

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Address 4107 Washington St Downers Grove IL 60575

Signature John Stafford John Stafford

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Address 3925 WASHINGTON ST.

Signature Matthew Beck

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Address 3906 Washington Street

Signature [Handwritten Signature]

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Homeowners of Washington St, Elm St, and others impacted Petition

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Address 4224 Earlston

Signature 

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Address 4026 Elm

Signature George M. Schreck

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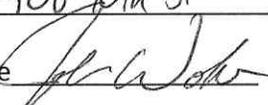
Homeowners of Washington St, Elm St, and others impacted Petition

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Address 908 40th St

Signature 

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Homeowners of Washington St, Elm St, and others impacted Petition

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Address 4030 Washington St

Signature Ryan Wilson

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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Address 4030 Washington St. DG

Signature 

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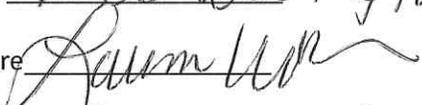
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Address 4030 Washington street

Signature 

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Homeowners of Washington St Petition

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Address 3912 Washington St. D.G.

Signature 

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Address 4146 Washington St

Signature

Rebecca A Redman ; Sean [Signature]

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Address 3919 Washington St.

Signature 

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Address 3919 Washington St.

Signature 

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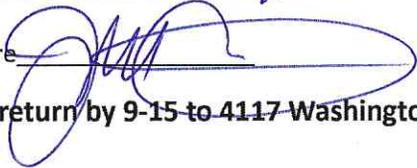
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Address 4130 WASHINGTON STREET

Signature 

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Address 4020 ELM

Signature *Lynne Fisher*

Please return by 9-15 to 4117 Washington St see the box marked in the yard

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They can find a better place.

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Address

4228 WASHINGTON ST.

Signature



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This Petition concerns the building of Andy's Frozen Custard located on the NE Corner of Washington St and Ogden Ave in Downers Grove, IL.

Rezoning the property from R-4 to B-3 should be **denied** for the following issues:

1. The Andy's lights that will be on 24/7 and the noise caused by Andy's that does not exist that close to the homes at the end of the street will make those homes untenable reduction in the value of the homes in the surrounding area.
2. Special use for a double drive-thru. This will add a large amount of traffic onto Washington and Elm Street. Washington Street, specifically the intersection with Ogden, is already congested and dangerous to pedestrians and bicyclists with the UPS parking and congestion from Ogden, not to mention the secondary route for the alternate ambulance for Good Samaritan Hospital.
3. Washington Street has a problem with cars speeding and using Washington Street as a cut-through. The Washington Street intersection is a broken intersection that backs up at rush hour. The intersection is already overly congested with the UPS and parking on Washington Street. A traffic light would be needed to control the broken intersection at Washington and Ogden.
4. The current Andy's proposal should be denied. Andy's should come back with an updated plan removing entrances on Washington Street and Elm to remove the congestion on Washington and Elm. Address the traffic congestion issue Andy's will create on Washington and Elm and specifically how this will interact with the UPS and Ambulance route. Finally, Andy's needs to address the noise and light pollution and the anticipated reduction in property values for the properties bordering the project.

Address 912 40th St Downers Grove IL

Signature Mary & Pete Ogden

Please return by 9-15 to 4117 Washington St see the box marked in the yard

The hearing is set for 09-16-2024 at 7.00 pm 850 Curtis St please be there in person to fight this issue

12.15.2020

**PETITION FOR IMMEDIATE TRAFFIC RESPOSNE ON WASHINGTON ST
BETWEEN OGDEN AVE AND 39TH STREET IN DOWNERS GROVE ILLINOIS**

Petitioner the residence of Washington St., Downers Grove, IL 60515 hereby states the following in support of their petition for immediate action on Washington Street.

- 1) Washington Street is a narrow residential street between Ogden Avenue and 39th Street (hereinafter "Washington") that is too narrow the current traffic, bikes and parking for the residents.
- 2) The volume and speed of vehicles on Washington are far in excess of what is intended on purely residential streets.
- 3) Washington has become a high speed cut through for Good Samaritan Hospital.
- 4) Washington is not safe for children. There have been a number of close calls I have witnessed with cars driving far in excess of the posted speed limit and children on bicycles and crossing streets.
- 5) There is no freedom of movement on Washington due to the congestion caused by many vehicles that park on the street daily and the number of drivers speeding in excess of the posted speed limit.
- 6) Washington is not a quiet place devoid of excessive traffic. Washington constantly has cars driving in excess of the speed.
- 7) Washington is not a place where vehicles travel slowly or share the space with pedestrians and bikes. There have been a number of close calls with pedestrians and bikes and vehicles speeding. It is just a matter of time before a child is killed on Washington due to the excessive speeds.
- 8) The Village has attempted to remedy this problem with speeding drivers on Washington to no avail.
 - a) The Village has posted a no turning sign on Ogden onto Washington between 7 am and 9 am. This has had no positive effect. There are still a number of cars using Washington as a cut-through to the hospital between 7 am and 9 am.
 - b) The Village has posted a stop sign at 40th and Washington. This has done nothing to slow down speeding drivers between Ogden Avenue and 39th Street and should be moved to 41st and Washington.
 - c) The Village has recently resurfaced Washington and striped the street for the first time since I have lived in Downers Grove. This has exasperated the speeding problem. Since the street has been resurfaced and striped the speed of automobiles on the street has increased with no noticeable end.

- 9) Immediate attention is needed to reduce the speed of the drivers on Washington immediately.
- 10) The actions previously taken by Downers Grove to calm the traffic on Washington have done nothing to improve excessive traffic and speed on this residential street.
- 11) Downers Grove must take more than just remedial actions to solve the traffic and excessive speed problem on Washington.
- 12) We request the Village take action to deter non-resident drivers and drivers speeding through Washington as a cut-through by adding at least 2 winter removable speed humps on the south bound of Washington st.
- 13) We would also request that the village install a Pork Chop Traffic Island when exiting south bound from Good Samaritan Hospital at the corner of Washington and 39th St.

SECTION V – RECOMMENDATIONS

Recommendations are categorized by short-, mid- and long-term timeframes, which correspond to the level of effort and cost associated with each improvement.

Short-term Recommendations

The following short-term improvement recommendations generally have lower costs or address immediate concerns.

| Location | Identified Issue | Recommendation |
|--|---|---|
| 39 th Street, immediately east of Glendenning Road (eastbound) | MUTCD compliance & speed limit clarity | Install “School zone ends” signage (MUTCD sign code S5-3) |
| 39 th Street, east of Elm Street (westbound) | Speed limit clarity | Install additional school zone 20 mph sign, indicating the beginning of the westbound school zone corresponding with the location of sidewalk on the north side of 39 th . |
| Washington Street; Elm Street; Earlston Road; Glendenning Road; Cumnor Road (full limits of study area) | Speeding Issues | Install centerline pavement marking, with stop bars at stop signs, clearly defining a northbound and southbound lane, creating a narrower feel to the roadway |
| Intersection: 39 th /Washington | Sidewalk network connectivity | Install new sidewalk ramps and crosswalk across the west leg of the intersection, connecting the sidewalks on the north and south sides of 39 th Street |
| Crosswalks within School Zones | Driver awareness of the crosswalks | Install continental crosswalk pavement markings at all crosswalks within and near the school zones |
| Intersection: Fairview/Ogden | Driver awareness of the crosswalks | Install continental crosswalk pavement markings, since existing (traditional crosswalk) marking are worn away |
| Intersection: Fairview/40 th | Pedestrian network connectivity; Driver awareness of the crosswalks | Install continental crosswalk pavement markings with pedestrian crossing warning signage on the north leg of the intersection, increasing awareness of the crosswalk connecting the community west of Fairview to Whitlock Park |

| Location | Identified Issue | Recommendation |
|--|--------------------|--|
| Full neighborhood, with a focus on school and park zones | Excessive Speeding | Increase police enforcement, especially in the school and park zones |

The following table recommends intersection traffic control modifications:

| Intersection Location | Existing Condition | Recommended Condition |
|--|--------------------------------------|---|
| Earlston Rd / 40 th St | Yield Control (on 40 th) | All-way stop |
| Glendenning Rd / 40 th St | Yield Control (on 40 th) | Stop signs on both Glendenning Rd approaches |
| Sterling Rd / 40 th St | Yield Control (on 40 th) | Stop signs on both 40 th St approaches |
| Douglas Rd / 40 th St | Yield Control (on Douglas) | All-way stop |
| Washington St / 40 th St | Uncontrolled T | All-way stop |
| Elm St / 40 th St | Uncontrolled T | All-way stop |
| Elm St / 41 st St | Uncontrolled T | All-way stop |
| Earlston Rd / 41 st St | Uncontrolled 4-way | All-way stop |
| Douglas Rd / 41 st St | Uncontrolled 4-way | Stop signs on both Douglas Road approaches |
| Biltmore Rd / 39 th St | Uncontrolled T | Stop sign on Biltmore Rd |
| 40 th Pl / 41 st St / Shady Ln | Uncontrolled T | Stop sign on the 40 th Place approach |
| School St / 39 th St | Uncontrolled T | Stop Sign on School St |
| School St / Herbert St | Uncontrolled T | Stop Sign on School St |
| Cumnor Rd / Tower Rd | Uncontrolled T | Stop Sign on Tower Rd |
| Cumnor Rd / 41 st St | Uncontrolled T | Stop sign on 41 st St |
| Cumnor Rd / Foxfire Ct | Uncontrolled T | Stop sign on Foxfire Ct |
| Longmeadow Rd / Tower Rd | Uncontrolled T | Stop sign on Longmeadow Rd |
| Longmeadow Rd / 41 st St | Uncontrolled T | Stop sign on Longmeadow Rd |
| West End Rd / Tower Rd | Uncontrolled T | Stop sign on West End Rd |
| West End Rd / 41 st St | Uncontrolled T | Stop sign on West End Rd |
| Roslyn Rd / Tower Rd | Uncontrolled T | Stop sign on Roslyn Rd |
| Roslyn Rd / 41 st St | Uncontrolled T | Stop sign on Roslyn Rd |
| Williams St / 39 th St | Uncontrolled 4-way | Stop signs on both Williams St approaches |
| Williams St / Tower Rd | Uncontrolled T | Stop sign on Tower Rd |
| Williams St / 40 th St | Uncontrolled T | Stop sign on 40 th St |

reasonable to conclude that Cumnor Road is experiencing some degree of cut-through traffic and would benefit from a traffic volume deterrent.

West of Fairview Avenue, the east/west roadway network is discontinuous: 40th Street and 41st Street do not connect Main Street to Fairview Avenue. The measured volume on these roads is near or close to the cutoff of a "very low volume road" of 400 vehicles/day, which is based roughly on a volume when the number of vehicles in the busiest hour of the day is about 1 vehicle per minute. No cut-through traffic has been identified on these east/west streets. In the north/south direction, there are five roadways with local functional classifications that connect Ogden Avenue with 39th Street. Measured daily traffic volumes on these local north/south streets range from 350 to 770 vehicles with the heaviest volume occurring on Washington Street between 40th and 39th and on Elm Street next to Wallingford Park. Cut-through traffic may be occurring on these roadways, but the traffic volumes indicate that the five roadways are sharing the traffic. If a volume deterrent is installed on one or several of these roadways, traffic volume would likely re-balance with the adjacent north/south roadways. Elm Street, with its access to Wallingford Park and relatively daily traffic volume, is a reasonable candidate for a traffic volume deterrent. Glendenning Road, too, may be a reasonable candidate for a volume deterrent or closure based on the natural land use surrounding the intersection of Glendenning and 40th. Note that none of the traffic volumes on these roadways is greater than 1,000 vehicles per day, which is considered a typical cut off for low-volume to high-volume.

Intersection Traffic Control

The study area intersections that are currently uncontrolled, under yield control, or under stop control have been evaluated. Uncontrolled and yield controlled intersections are proposed to be converted to stop controlled intersections, in accordance with the Village's goals to reduce crash potential and clarify right of way assignment. The Manual on Uniform Traffic Control Devices (MUTCD) provides criteria to assist in determining whether side-street stop control and all-way stop control are warranted at a given intersection. The following relevant criteria were considered per MUTCD (*in italics*).

Side street stop control:

MUTCD Section 2B.06: *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

All-way stop control:

Downers Grove - Neighborhood Traffic Study Area 6



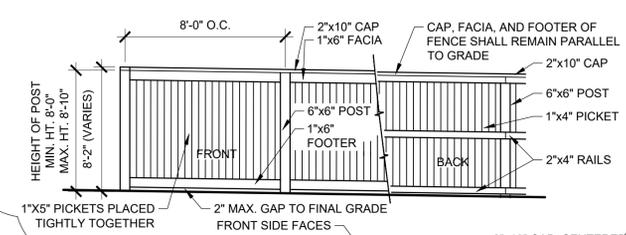
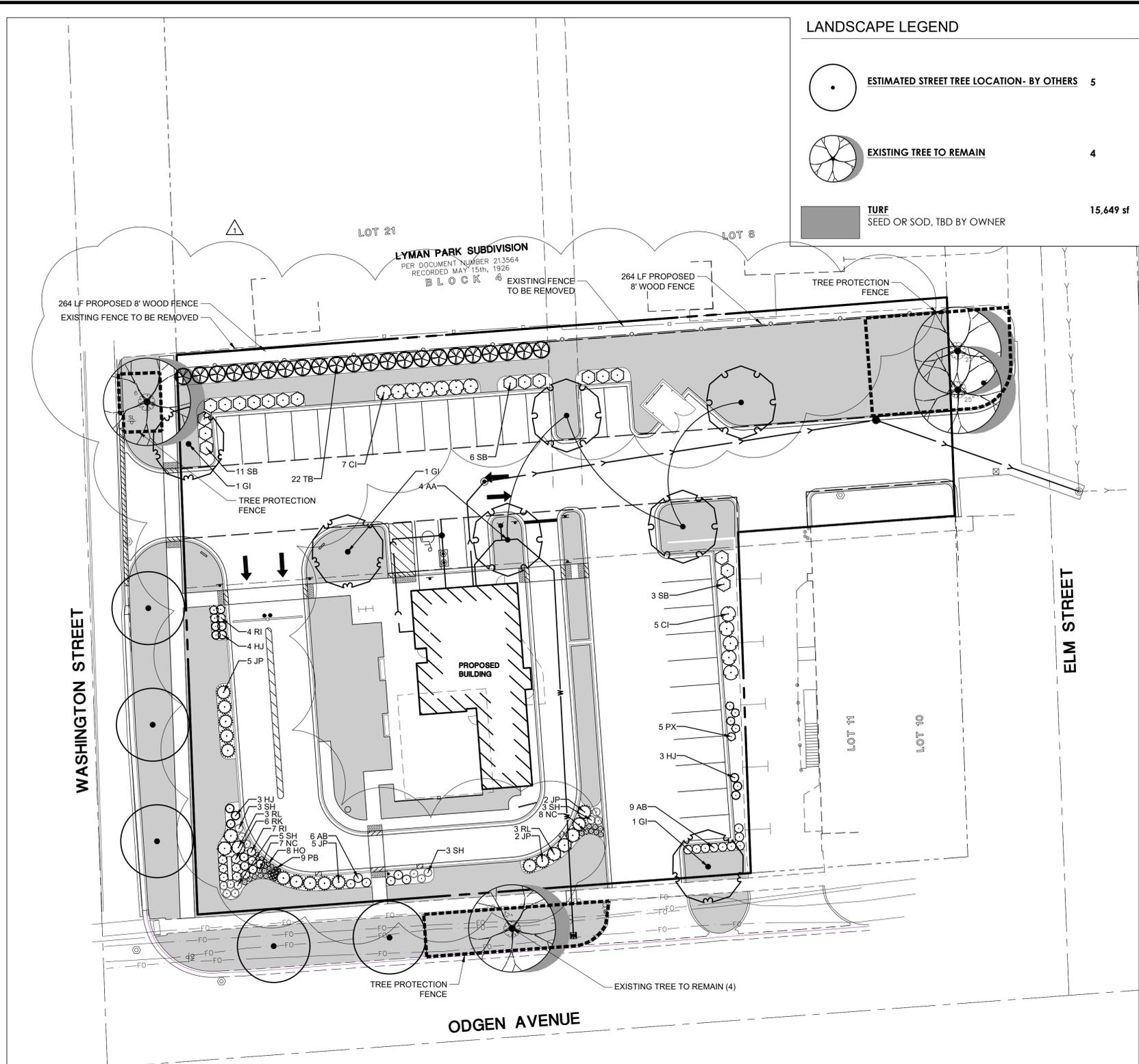
| Location # | On Road | Location | Street Direction | Posted Speed | Count Date | Count Duration | Volume | | | 83th Percentile Speed | | | Differential: (85th Percentile Speed) - (Posted Speed) | Veh Length < 24' | | | Veh Length: 24' - 35' | | | Veh Length > 35' | | |
|------------|----------------|-------------------------|------------------|--------------|------------|----------------|--------|-------|-------|-----------------------|-------|-------|--|------------------|-------|-------|-----------------------|-------|-------|------------------|-------|-------|
| | | | | | | | EB/NB | WB/SB | Total | EB/NB | WB/SB | Total | | EB/NB | WB/SB | Total | EB/NB | WB/SB | Total | EB/NB | WB/SB | Total |
| 001 | 39th St | Washington to Elm | E/W | 30 | 10/3/2017 | 24 hrs | 3303 | 3076 | 6379 | 34 | 32 | 33 | 3 | 3139 | 2973 | 6112 | 121 | 76 | 197 | 43 | 27 | 70 |
| 002 | 39th St | Elm to Earlston | E/W | 30 | 10/3/2017 | 24 hrs | 3297 | 3042 | 6339 | 41 | 37 | 40 | 3 | 3078 | 2930 | 6008 | 180 | 85 | 266 | 39 | 26 | 65 |
| 003 | 39th St | Earlston to Glendenning | E/W | 30 | 10/3/2017 | 24 hrs | 3256 | 2986 | 6242 | 36 | 35 | 35 | 5 | 3182 | 2911 | 6093 | 55 | 49 | 104 | 19 | 26 | 45 |
| 004 | 39th St | Sterling to Douglas | E/W | 30 | 10/3/2017 | 24 hrs | 3136 | 2843 | 5979 | 35 | 37 | 36 | 6 | 3068 | 2761 | 5829 | 51 | 60 | 111 | 17 | 22 | 39 |
| 005 | 39th St | Cumnor to Williams | E/W | 25 | 10/3/2017 | 24 hrs | 637 | 539 | 1176 | 37.3 | 36 | 37 | 12 | 604 | 504 | 1108 | 25 | 25 | 50 | 8 | 10 | 18 |
| 006 | Tower Rd | Williams to Roslyn | E/W | 25 | 10/3/2017 | 24 hrs | 88 | 73 | 161 | 28.65 | 27.9 | 28 | 3 | 75 | 62 | 137 | 9 | 9 | 18 | 4 | 2 | 6 |
| 007 | Tower Rd | Longmeadow to Cumnor | E/W | 25 | 10/3/2017 | 24 hrs | 168 | 179 | 347 | 30 | 30 | 30 | 5 | 143 | 168 | 311 | 16 | 8 | 24 | 9 | 3 | 12 |
| 008 | Cumnor Rd | Tower to 39th | N/S | 25 | 10/3/2017 | 24 hrs | 807 | 666 | 1473 | 31 | 33 | 32 | 7 | 782 | 617 | 1399 | 20 | 40 | 60 | 5 | 9 | 14 |
| 009 | Williams St | 39th to 40th | N/S | 25 | 10/3/2017 | 24 hrs | 331 | 579 | 910 | 38 | 34 | 35 | 10 | 290 | 530 | 820 | 32 | 31 | 63 | 9 | 18 | 27 |
| 010 | Roslyn Rd | Tower to 41st | N/S | 25 | 10/17/2017 | 24 hrs | 94 | 66 | 160 | 29 | 32 | 30 | 5 | 86 | 61 | 147 | 7 | 4 | 11 | 1 | 1 | 2 |
| 011 | W End Rd | Tower to 41st | N/S | 25 | 10/3/2017 | 24 hrs | 39 | 85 | 124 | 28 | 31 | 30 | 5 | 36 | 79 | 115 | 2 | 4 | 6 | 1 | 2 | 3 |
| 012 | Longmeadow Rd | Tower to 41st | N/S | 25 | 10/3/2017 | 24 hrs | 66 | 63 | 129 | 30 | 33.8 | 31.8 | 6.8 | 55 | 50 | 105 | 6 | 11 | 17 | 5 | 2 | 7 |
| 013 | Cumnor Rd | Tower to 41st | N/S | 25 | 10/3/2017 | 24 hrs | 779 | 657 | 1436 | 34 | 34 | 34 | 9 | 752 | 626 | 1378 | 20 | 25 | 45 | 7 | 6 | 13 |
| 014 | 41st St | Cumnor to Longmeadow | E/W | 25 | 10/3/2017 | 24 hrs | 357 | 492 | 849 | 29 | 28.05 | 28 | 3 | 333 | 463 | 796 | 14 | 15 | 29 | 10 | 14 | 24 |
| 015 | 41st St | Roslyn to Williams | E/W | 25 | 10/3/2017 | 24 hrs | 331 | 384 | 715 | 31 | 31 | 31 | 6 | 313 | 370 | 683 | 16 | 8 | 24 | 2 | 6 | 8 |
| 016 | Williams St | 41st to US-34 | N/S | 25 | 10/3/2017 | 24 hrs | 532 | 426 | 958 | 31.05 | 30 | 31 | 6 | 470 | 406 | 876 | 45 | 14 | 59 | 17 | 6 | 23 |
| 017 | Cumnor Rd | 41st to US-34 | N/S | 25 | 10/3/2017 | 24 hrs | 1030 | 941 | 1971 | 33 | 32 | 32.5 | 7.5 | 948 | 863 | 1811 | 61 | 57 | 118 | 21 | 21 | 42 |
| 018 | Fairview Ave | 40th to 41st | N/S | 35 | 10/17/2017 | 24 hrs | 7191 | 7917 | 15108 | 41 | 40 | 41 | 6 | 7016 | 7737 | 14753 | 122 | 112 | 234 | 53 | 68 | 121 |
| 019 | 40th St | Fairview to Douglas | E/W | 25 | 10/3/2017 | 24 hrs | 258 | 102 | 360 | 29 | 36 | 30 | 5 | 242 | 88 | 330 | 10 | 10 | 20 | 6 | 4 | 10 |
| 020 | 40th St | Glendenning to Earlston | E/W | 25 | 10/3/2017 | 24 hrs | 173 | 111 | 284 | 30 | 30 | 30 | 5 | 162 | 103 | 265 | 8 | 3 | 11 | 3 | 5 | 8 |
| 021 | 40th St | Earlston to Elm | E/W | 25 | 10/3/2017 | 24 hrs | 173 | 98 | 271 | 28 | 29 | 28 | 3 | 162 | 92 | 254 | 6 | 5 | 11 | 5 | 1 | 6 |
| 022 | 40th Street | Glendenning to Sterling | E/W | 25 | 10/3/2017 | 24 hrs | 148 | 111 | 259 | 31 | 30 | 30 | 5 | 141 | 95 | 236 | 3 | 12 | 15 | 4 | 4 | 8 |
| 023 | 41st st | Highland to Lindley | E/W | 25 | 10/3/2017 | 24 hrs | 594 | 424 | 1018 | 27 | 31 | 30 | 5 | 582 | 398 | 980 | 8 | 22 | 30 | 4 | 4 | 8 |
| 024 | 41st st | Washington to Elm | E/W | 25 | 10/3/2017 | 24 hrs | 295 | 200 | 495 | 25 | 19 | 25 | 0 | 289 | 189 | 478 | 3 | 4 | 7 | 3 | 7 | 10 |
| 025 | 41st st | Elm to Earlston | E/W | 25 | 10/3/2017 | 24 hrs | 19 | 18 | 37 | 17 | 11 | 10.6 | -14.4 | 18 | 17 | 35 | 0 | 0 | 0 | 1 | 1 | 2 |
| 026 | 41st st | Earlston to Glendenning | E/W | 25 | 10/3/2017 | 24 hrs | 57 | 63 | 120 | 29 | 34.4 | 33 | 8 | 54 | 59 | 113 | 3 | 2 | 5 | 0 | 2 | 2 |
| 027 | 41st st | Glendenning to Sterling | E/W | 25 | 10/3/2017 | 24 hrs | 120 | 138 | 258 | 27 | 28 | 28 | 3 | 112 | 132 | 244 | 5 | 5 | 10 | 3 | 1 | 4 |
| 028 | 41st st | Sterling to Douglas | E/W | 25 | 10/3/2017 | 24 hrs | 237 | 249 | 486 | 33.3 | 36 | 34 | 9 | 220 | 236 | 456 | 16 | 10 | 26 | 1 | 3 | 4 |
| 029 | 41st st | Douglas to Fairview | E/W | 25 | 10/3/2017 | 24 hrs | 197 | 266 | 463 | 29 | 32 | 31 | 6 | 188 | 260 | 448 | 6 | 4 | 10 | 3 | 2 | 5 |
| 030 | Douglas Rd | US-34 to 41st | N/S | 25 | 10/3/2017 | 24 hrs | 56 | 32 | 88 | 16.45 | 20.05 | 18 | -7 | 52 | 31 | 83 | 3 | 1 | 4 | 1 | 0 | 1 |
| 031 | Douglas Rd | 40th to 39th | N/S | 25 | 10/3/2017 | 24 hrs | 206 | 115 | 321 | 31 | 36 | 32 | 7 | 195 | 104 | 299 | 7 | 9 | 16 | 4 | 2 | 6 |
| 032 | Sterling Rd | 39th to 40th | N/S | 25 | 10/3/2017 | 24 hrs | 216 | 187 | 403 | 31 | 32 | 31 | 6 | 196 | 162 | 360 | 11 | 17 | 28 | 7 | 8 | 15 |
| 033 | Sterling Rd | 40th to 41st | N/S | 25 | 10/3/2017 | 24 hrs | 227 | 210 | 437 | 33 | 32 | 33 | 8 | 196 | 198 | 394 | 27 | 9 | 36 | 4 | 3 | 7 |
| 034 | Sterling Rd | 41st to US-34 | N/S | 25 | 10/3/2017 | 24 hrs | 370 | 365 | 735 | 30 | 32 | 31 | 6 | 334 | 339 | 673 | 28 | 19 | 47 | 8 | 7 | 15 |
| 035 | Glendenning Rd | US-34 to 41st | N/S | 25 | 10/3/2017 | 24 hrs | 335 | 371 | 706 | 31 | 35 | 34 | 9 | 312 | 357 | 669 | 15 | 9 | 24 | 8 | 5 | 13 |
| 036 | Glendenning Rd | 40th to 39th | N/S | 25 | 10/3/2017 | 24 hrs | 258 | 274 | 532 | 34.15 | 37 | 36 | 11 | 240 | 249 | 489 | 11 | 16 | 27 | 7 | 9 | 16 |
| 037 | Earlston Rd | 39th to 40th | N/S | 25 | 10/3/2017 | 24 hrs | 186 | 166 | 352 | 32 | 32 | 32 | 7 | 179 | 159 | 338 | 6 | 7 | 13 | 1 | 0 | 1 |
| 038 | Earlston Rd | 40th to 41st | N/S | 25 | 10/3/2017 | 24 hrs | 213 | 212 | 425 | 36 | 40 | 39 | 14 | 198 | 196 | 394 | 12 | 8 | 20 | 3 | 8 | 11 |
| 039 | Earlston Rd | 41st to US-34 | N/S | 25 | 10/3/2017 | 24 hrs | 342 | 265 | 607 | 31 | 32 | 31 | 6 | 235 | 255 | 490 | 6 | 4 | 10 | 1 | 6 | 7 |
| 040 | Elm St | US-34 to 41st | N/S | 25 | 10/3/2017 | 24 hrs | 328 | 190 | 518 | 31 | 34.35 | 32 | 7 | 313 | 174 | 487 | 10 | 13 | 23 | 5 | 3 | 8 |
| 041 | Elm St | 41st to 40th | N/S | 25 | 10/3/2017 | 24 hrs | 433 | 338 | 771 | 36 | 37 | 37 | 12 | 380 | 294 | 674 | 43 | 32 | 75 | 10 | 12 | 22 |
| 042 | Elm St | 40th to 39th | N/S | 25 | 10/3/2017 | 24 hrs | 293 | 217 | 510 | 33 | 34 | 33 | 8 | 281 | 201 | 482 | 10 | 11 | 21 | 2 | 5 | 7 |
| 043 | Washington St | 39th to 40th | N/S | 25 | 10/3/2017 | 24 hrs | 476 | 296 | 772 | 31 | 35 | 32 | 7 | 449 | 270 | 719 | 10 | 16 | 26 | 17 | 10 | 27 |
| 044 | Washington St | 40th to 41st | N/S | 25 | 10/3/2017 | 24 hrs | 366 | 368 | 734 | 32 | 33 | 33 | 8 | 351 | 343 | 694 | 13 | 14 | 27 | 2 | 11 | 13 |
| 045 | Washington St | 41st to US-34 | N/S | 25 | 10/3/2017 | 24 hrs | 270 | 490 | 760 | 33 | 30 | 31 | 6 | 242 | 473 | 715 | 18 | 10 | 28 | 10 | 7 | 17 |

LANDSCAPE LEGEND

-  ESTIMATED STREET TREE LOCATION - BY OTHERS 5
-  EXISTING TREE TO REMAIN 4
-  TURF SEED OR SOD, TBD BY OWNER 15,649 sf

PLANT SCHEDULE

| CODE | QTY | BOTANICAL NAME | COMMON NAME | SIZE | CONTAINER |
|---------------------------|-----|---|------------------------------------|-----------|-----------|
| CONIFEROUS TREES | | | | | |
| TB | 22 | Thuja occidentalis 'Brabant' | Brabant Arborvitae | 6' Ht. | B&B |
| DECIDUOUS TREES | | | | | |
| AA | 4 | Acer x freemanii 'Jeffersred' | Autumn Blaze® Freeman Maple | 2.5" Cal. | B&B |
| GI | 3 | Gleditsia triacanthos inermis | Thornless Honey Locust | 2.5" Cal. | B&B |
| DECIDUOUS SHRUBS | | | | | |
| AB | 15 | Aronia melanocarpa 'UCONNAM166' | Low Scape Hedger® Black Chokeberry | 24" | Pot |
| CI | 12 | Cornus sericea 'Isanti' | Isanti Red Twig Dogwood | 24" | Pot |
| PX | 5 | Diervilla x 'G2X885411' | Kodiak® Red Diervilla | 24" | Pot |
| HJ | 10 | Hydrangea paniculata 'Jane' | Little Lime® Panicle Hydrangea | 24" | Pot |
| RL | 6 | Rosa rugosa 'Purple Pavement' | Purple Pavement Rose | 24" | Pot |
| RI | 11 | Rosa x 'Meijococ' | Pink Drift® Groundcover Rose | 5 gal. | Pot |
| SB | 20 | Syringa x 'SMSJBP7' | Bloomerang® Dark Purple Lilac | 24" | Pot |
| EVERGREEN SHRUBS | | | | | |
| JP | 14 | Juniperus chinensis 'Kallays Compact' | Kallay Compact Pfitzer Juniper | 5 gal. | Pot |
| RK | 6 | Rhododendron x 'Karens' | Karens Azalea | 24" | Pot |
| ORNAMENTAL GRASSES | | | | | |
| PB | 9 | Pennisetum alopecuroides 'Little Bunny' | Little Bunny Fountain Grass | 1 gal. | Pot |
| SH | 14 | Sporobolus heterolepis | Prairie Dropseed | 1 gal. | Pot |
| PERENNIALS | | | | | |
| HO | 8 | Hemerocallis x 'Stella de Oro' | Stella de Oro Daylily | 1 gal. | Pot |
| NC | 15 | Nepeta x 'Cat's Pajamas' | Cat's Pajamas Catmint | 1 gal. | Pot |



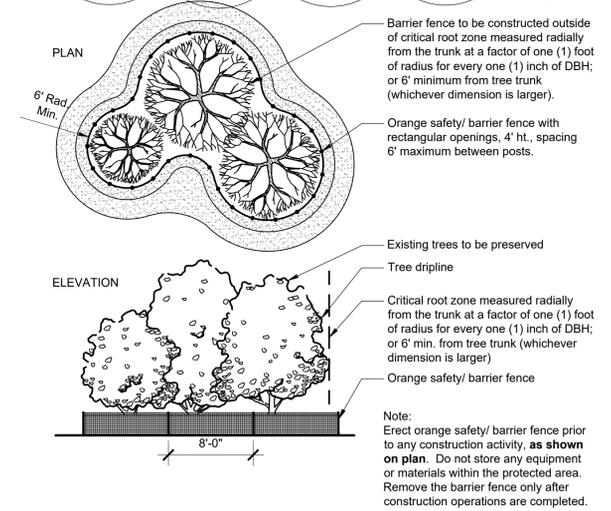
NOTE:

- ALL LUMBER SHALL BE NO. 1 SELECT, ROUGH SAWN CEDAR, AND SHALL BE SOLID, STRAIGHT, FREE FROM KNOTS, SPLITS, SHAKES, & DISCOLORATION. ALL CHAMFERED EDGES & ROUTED AREAS SHALL BE UNIFORM AND FREE FROM SAW MARKS.
- ALL NAILS, FASTENERS AND OTHER HARDWARE SHALL BE HOT DIPPED GALVANIZED. NAILS SHALL BE SHANK.
- POSTS SHALL BE SECURELY BRACED IN THEIR FINAL POSITION A MIN. 24 HOURS BEFORE BOARDS ARE NAILED.
- ALL EXPOSED LUMBER SHALL BE STAINED WITH KWAL-HOWELLS SANDLEWOOD RUSTIC STAIN.

1 8' WOOD PRIVACY FENCE-FINISHED TOP/ FLAT FACE
1/4" = 1'-0"
323129-13-10

Parkway Tree Notes

- A tree protection sign (available from the Village at time of permit pick-up) shall be placed on the fence identifying the Tree Protection Area.
- No trenching or auguring may occur prior to the completion of a water service pre-tap inspection.
- The Public Works Department will inspect the parkway trees as part of the water service pre-tap inspection to make certain that the installation of the water service does not negatively impact the trees.
- For parkway trees 18" in diameter or larger, a Tree Risk Assessment Qualified Report prepared by a Certified Arborist reviewing utility conflicts and other issues shall be submitted for review and approval prior to the issuance of the Building Permit.
- Keep all excavations outside the tree protection fence.



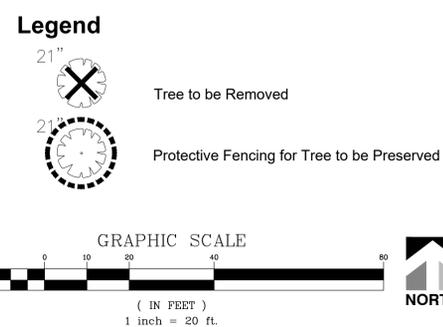
Root Pruning

Existing tree roots greater than one (1) inch in diameter, measured at the edge of excavation, shall be pruned within 24 hours of the time they have been damaged by construction activity. The severed root shall be pruned at the edge of excavation, or one (1) inch beyond the entire damaged portion of the tree root, if damaged root extends beyond the edge of excavation into undisturbed soil.

All cuts shall be cleanly made with sharp tools.

The excavated area around the existing tree roots shall be backfilled as soon as construction activities permit.

Amended existing soil shall be used as backfill material within the disturbed root zone areas not receiving drainage or subbase stone items. Amended existing soil shall be amended with peat or compost in the ratio of one part organic to seven parts existing soil.



Manhard CONSULTING
 555 East Broadway, Suite 200, St. Paul, MN 55101
 612.291.1111
 www.manhardconsulting.com
 Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers • Planners • Construction Managers • Environmental Scientists • Landscape Architects

ANDY'S FROZEN CUSTARD
 VILLAGE OF DOWNERS GROVE, ILLINOIS
 FINAL LANDSCAPE PLAN

| | |
|---------------|----------|
| PROJ. MGR.: | SMS |
| PROJ. ASSOC.: | MN |
| DRAWN BY: | MN |
| DATE: | 07/26/24 |
| SCALE: | 1" = 20' |

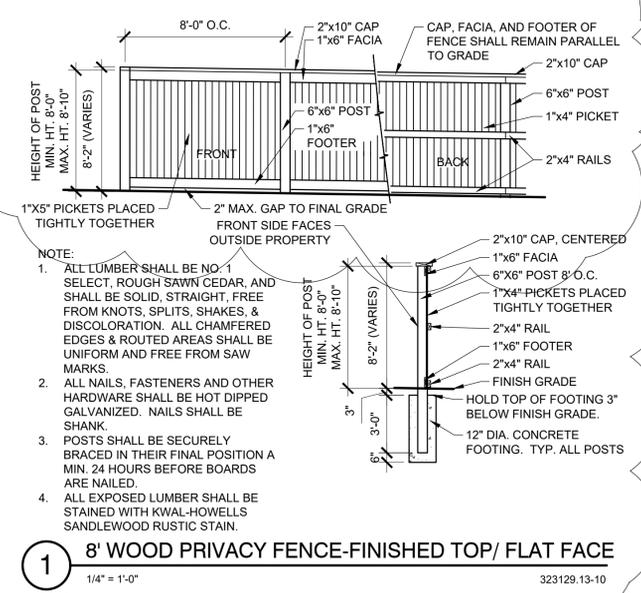
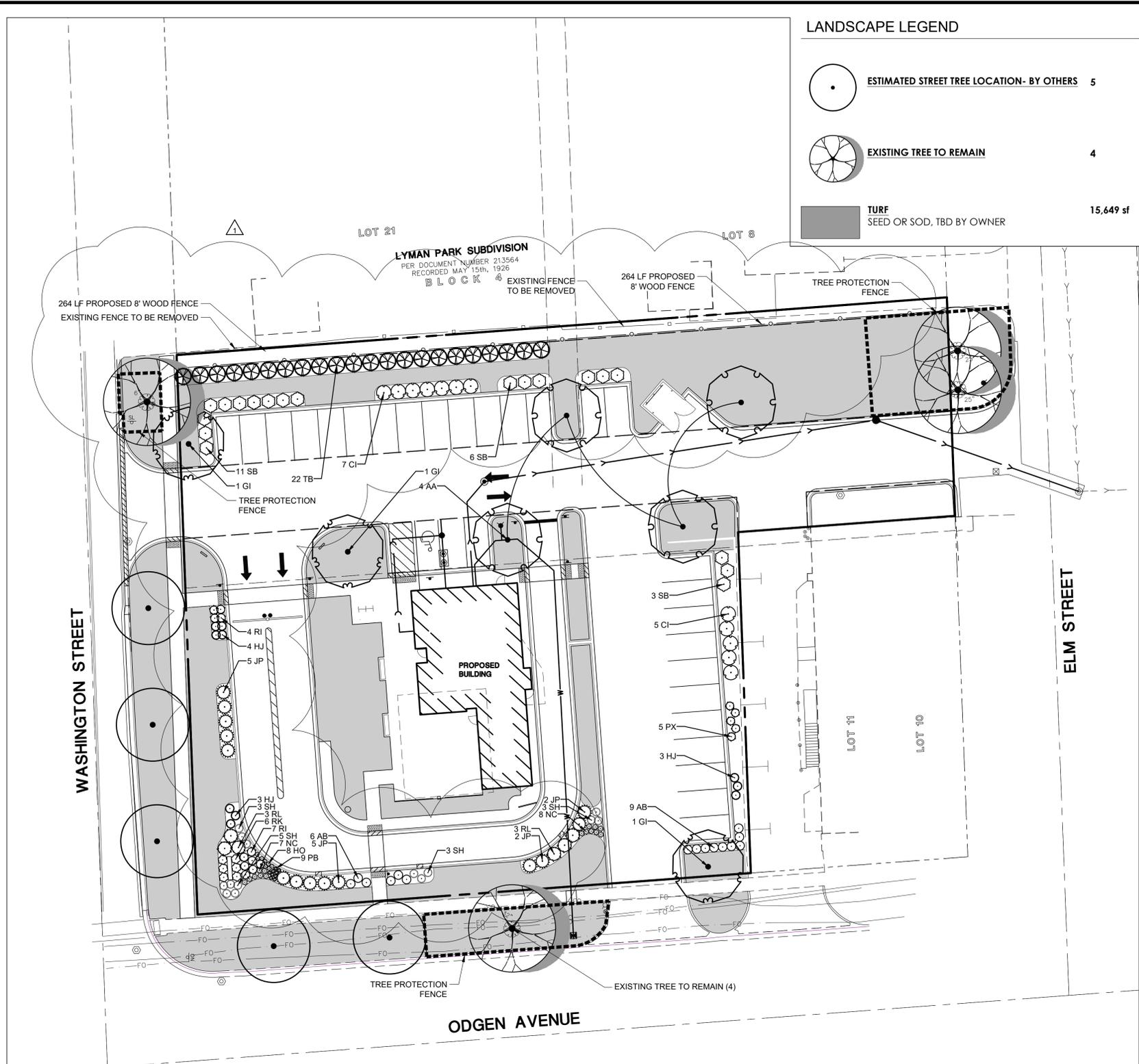
SHEET
L2 OF L4
 AFC.DGL01

LANDSCAPE LEGEND

-  ESTIMATED STREET TREE LOCATION - BY OTHERS 5
-  EXISTING TREE TO REMAIN 4
-  TURF SEED OR SOD, TBD BY OWNER 15,649 sf

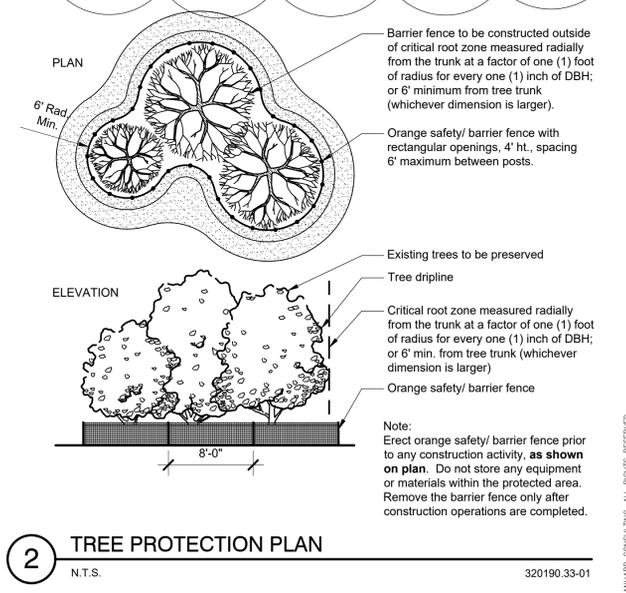
PLANT SCHEDULE

| CODE | QTY | BOTANICAL NAME | COMMON NAME | SIZE | CONTAINER |
|---------------------------|-----|---|------------------------------------|-----------|-----------|
| CONIFEROUS TREES | | | | | |
| TB | 22 | Thuja occidentalis 'Brabant' | Brabant Arborvitae | 6' Ht. | B&B |
| DECIDUOUS TREES | | | | | |
| AA | 4 | Acer x freemanii 'Jeffersred' | Autumn Blaze® Freeman Maple | 2.5" Cal. | B&B |
| GI | 3 | Gleditsia triacanthos inermis | Thornless Honey Locust | 2.5" Cal. | B&B |
| DECIDUOUS SHRUBS | | | | | |
| AB | 15 | Aronia melanocarpa 'UCONNAM166' | Low Scape Hedger® Black Chokeberry | 24" | Pot |
| CI | 12 | Cornus sericea 'Isanti' | Isanti Red Twig Dogwood | 24" | Pot |
| PX | 5 | Diervilla x 'G2X885411' | Kodiak® Red Diervilla | 24" | Pot |
| HJ | 10 | Hydrangea paniculata 'Jane' | Little Lime® Panicle Hydrangea | 24" | Pot |
| RL | 6 | Rosa rugosa 'Purple Pavement' | Purple Pavement Rose | 24" | Pot |
| RI | 11 | Rosa x 'Meijococ' | Pink Drift® Groundcover Rose | 5 gal. | Pot |
| SB | 20 | Syringa x 'SMSJBP7' | Bloomerang® Dark Purple Lilac | 24" | Pot |
| EVERGREEN SHRUBS | | | | | |
| JP | 14 | Juniperus chinensis 'Kallays Compact' | Kallay Compact Pfitzer Juniper | 5 gal. | Pot |
| RK | 6 | Rhododendron x 'Karens' | Karens Azalea | 24" | Pot |
| ORNAMENTAL GRASSES | | | | | |
| PB | 9 | Pennisetum alopecuroides 'Little Bunny' | Little Bunny Fountain Grass | 1 gal. | Pot |
| SH | 14 | Sporobolus heterolepis | Prairie Dropseed | 1 gal. | Pot |
| PERENNIALS | | | | | |
| HO | 8 | Hemerocallis x 'Stella de Oro' | Stella de Oro Daylily | 1 gal. | Pot |
| NC | 15 | Nepeta x 'Cat's Pajamas' | Cat's Pajamas Catmint | 1 gal. | Pot |



Parkway Tree Notes

- A tree protection sign (available from the Village at time of permit pick-up) shall be placed on the fence identifying the Tree Protection Area.
- No trenching or auguring may occur prior to the completion of a water service pre-tap inspection.
- The Public Works Department will inspect the parkway trees as part of the water service pre-tap inspection to make certain that the installation of the water service does not negatively impact the trees.
- For parkway trees 18" in diameter or larger, a Tree Risk Assessment Qualified Report prepared by a Certified Arborist reviewing utility conflicts and other issues shall be submitted for review and approval prior to the issuance of the Building Permit.
- Keep all excavations outside the tree protection fence.



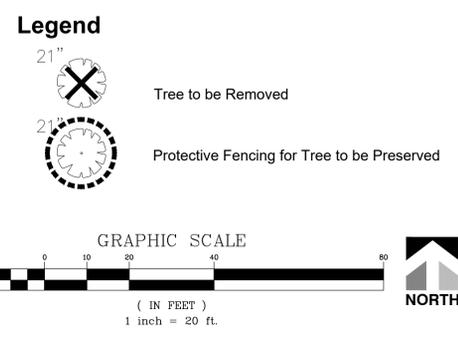
Root Pruning

Existing tree roots greater than one (1) inch in diameter, measured at the edge of excavation, shall be pruned within 24 hours of the time they have been damaged by construction activity. The severed root shall be pruned at the edge of excavation, or one (1) inch beyond the entire damaged portion of the tree root, if damaged root extends beyond the edge of excavation into undisturbed soil.

All cuts shall be cleanly made with sharp tools.

The excavated area around the existing tree roots shall be backfilled as soon as construction activities permit.

Amended existing soil shall be used as backfill material within the disturbed root zone areas not receiving drainage or subbase stone items. Amended existing soil shall be amended with peat or compost in the ratio of one part organic to seven parts existing soil.



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Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers • Planners • Construction Managers • Environmental Scientists • Landscape Architects

ANDY'S FROZEN CUSTARD
VILLAGE OF DOWNERS GROVE, ILLINOIS
FINAL LANDSCAPE PLAN

PROJ. MGR.: SMS
PROJ. ASSOC.: MN
DRAWN BY: MN
DATE: 07/26/24
SCALE: 1" = 20'

SHEET
L2 OF L4
AFC.DGL01

REVISIONS
DATE

08/29/24 REVISED PER VILLAGE COMMENTS

September 24, 2024 - 09:45 Date Name: P:\AFC\021\Land\02 Final Landscape Plan.dwg Updated By: M\Nelson