

**VILLAGE OF DOWNERS GROVE**  
**Report for the Village**  
**9/9/2025**

| <b>SUBJECT:</b>                                                                                                                                       | <b>SUBMITTED BY:</b>                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| 100 39th Street - Talon Preserve – Annexation, Planned Unit Development, Zoning Map Amendment, Plat of Subdivision, Subdivision Improvement Agreement | Stan Popovich, AICP<br>Director of Community Development |

### **SYNOPSIS**

The petitioner is seeking approvals of the following items related to the property at 100 39th Street:

1. A Plat of Annexation
2. A Planned Unit Development
3. A Zoning Map Amendment (upon annexation) to rezone the subject property from R-1, Residential Detached House 1 to R-3/PUD, Residential Detached House 3/Planned Unit Development
4. A Final Plat of Subdivision
5. A Subdivision Improvement Agreement

### **STRATEGIC PLAN ALIGNMENT**

The goals for 2023-2025 include *Exceptional Municipal Services*.

### **FISCAL IMPACT**

N/A

### **RECOMMENDATION**

Approval on the September 16, 2025 active agenda per the Planning and Zoning Commission's 6:1 recommendation. The dissenting Planning and Zoning Commission (PZC) member felt that the petitioner did not provide sufficient rationale for the requested deviations associated with the operational items (Temporary Real Estate Office, Temporary Development Signs, and Temporary Construction Trailers) listed in Table 1 of the PZC report.

The PZC discussed this petition at its August 25, 2025 meeting and found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets all standards for approval of a Zoning Map Amendment, associated Planned Unit Development, and Plat of Subdivision, found respectively in Section 28.12.030, Section 28.12.040 and Section 20.301 and 20.305 of the Municipal Code. Staff also finds that the annexation meets all standards for approval per the Boundaries and Annexation of Property to the Village of Downers Grove Policy (Resolution #1996-40).

## **BACKGROUND**

### Property Information and Zoning Request

The subject property is located on the north side of 39<sup>th</sup> Street between Cumnor Road and Williams Street. It is currently unincorporated and is classified as R-4, Single Family (DuPage County). Currently the 18.57 acre property is vacant and was previously improved with three radio broadcast towers and two supporting operation and maintenance buildings that were demolished earlier this summer.

The owner of the subject property has petitioned the Village for a voluntary annexation as the subject property is contiguous to the Village's municipal boundary. If approved, the newly annexed property will be assigned the default zoning classification of R-1, Residential Detached House 1. As such, the petitioners are requesting Planned Unit Development approval in addition to a zoning map amendment to rezone the property to R-3/PUD, Residential Detached House 3/Planned Unit Development. The petitioner is also requesting approval of a Final Plat of Subdivision to subdivide the subject property into thirty-five residential lots with three outlots and a new road, Pierce Drive. Lastly, a subdivision improvement agreement has been drafted and agreed upon by the petitioner that provides the terms for development of the subdivision. Approval of the entitlements would allow the construction of thirty-five single family detached homes on the new lots.

### Compliance with the Comprehensive Plan

The petitioner's application was submitted before the recently adopted Guiding DG Comprehensive Plan and was reviewed in accordance with the 2017 Comprehensive Plan recommendations. The Plan notes residential areas should provide a variety of housing and dwelling unit types and densities, generally organized by dwelling types and lot sizes. Redevelopment should be sensitive to and consistent with existing neighborhood character. The proposed lot sizes are consistent in width and area with other single-family residential lots in the neighborhood. With respect to stormwater management, the Comprehensive Plan calls for improvement in all residential areas. The proposed stormwater basins will add to the existing stormwater management of the area. The proposed subdivision is consistent with the Comprehensive Plan. In the 2017 Comprehensive Plan the future land use designation for the subject property was Institutional/Public because of the radio broadcast towers that were previously located on the site. It should be noted with the Guiding DG Comprehensive Plan the subject property is designated as Single-Family Detached Residential.

### Compliance with the Zoning Ordinance

The property is zoned R-4, Single Family in DuPage County. If approved, the newly annexed property will be assigned the default zoning classification of R-1, Residential Detached House 1. The petitioners are requesting a zoning map amendment to rezone the property to R-3/PUD, Residential Detached House 3/Planned Unit Development. The subdivision of the subject property into thirty-five lots with the proposed zoning classification allows for the construction of thirty-five single family homes. The proposal includes an interim use for up to four model homes and one sales office with one associated parking lot. A list of proposed improvements that require relief from the Zoning Ordinance regulations is outlined in Table 1 of the PZC report.

### Compliance with the Subdivision Ordinance

The majority of the thirty-five new residential lots comply with the minimum lot area, lot width, and lot depth as noted in Table 2 of the PZC report. Two of the lots include requests to deviate from these standards. Outlots A and B, will be used to contain the common stormwater management area, while Outlot C will serve as a landscape buffer. The required park and school donations for the new single family homes will be paid prior to the Village executing the Final Plat of Subdivision.



### Engineering and Public Improvements

The petitioner is proposing to construct a new road, Pierce Drive, through the center of the site connecting to 39<sup>th</sup> Street and Williams Street. The petitioner will be dedicating land for the improvement of Williams Street and Cumnor Road. With the additional right-of-way, both Cumnor Road and Williams Street will be widened by the petitioner. The following is a summary of public improvements that will be constructed as part of the proposed subdivision:

- All public improvements (street pavement, curb and gutter, public sidewalks, Village water system extensions, sanitary sewer line connections, stormwater management facilities, street lighting, and payment for public area vegetation) as required by the Subdivision Ordinance will be completed.
- A new watermain will be installed within the north side of the 39<sup>th</sup> Street right-of-way. The existing water main on the south side of 39<sup>th</sup> Street will be abandoned in place.
- The petitioner will provide new water service lines from the new 39<sup>th</sup> Street watermain to each homes' new buffalo box for the following properties: 11-161 39<sup>th</sup> Street and 3900 Williams Street.
- A new water main will be installed along Pierce Drive and Williams Street.
- A new ten foot wide shared-use path will be installed on the north side of 39<sup>th</sup> Street and connect north on the west side of Pierce Drive connecting to the 10' wide shared-use path proposed through Outlot A.
- Stormwater management will be provided in the form of three natively planted surface basins within Outlots A and B.
- A new storm structure, at the northwest corner of the site, is proposed to connect to the Village of Oak Brook's storm sewer system within the 38<sup>th</sup> Street right-of-way. This connection is made possible via an executed Agreement and Covenant between the Village of Oak Brook and M/I Homes of Chicago, LLC.

If the Final Plat of Subdivision is approved, the petitioner will create a homeowners association which will be responsible for maintenance of all common areas including the three outlots. The Village will establish a Special Service Area (SSA) for the subdivision. In case of default by the homeowners association, the Village will maintain the stormwater detention facility and the SSA will enable the Village to impose a tax on the property owners within the subdivision for the cost of the maintenance. Lastly, a subdivision improvement agreement has been drafted and agreed upon with the petitioner that provides the terms for development of the subdivision.

### Public Comments

During the PZC meeting, 17 members of the public spoke at the meeting. Seven members indicated support for the project. A summary of the comments is as follows:

| <b>Public Comment/Concern</b>                                                                                                                                                                                                                                                                      | <b>Response</b>                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Water Quality Testing - A board member of the Saddle Brook subdivision in neighboring Oak Brook, requested the petitioner agree to water quality testing by the Saddle Brook Community Association.                                                                                                | The petitioner offered to discuss this request in more detail with the Association.                                                                                                               |
| Grade Changes (Northeast Corner) - Another member of the Saddle Brook Subdivision expressed concern over the grade change between Oakbrook and the northeast corner of the site and suggested that the commission consider prohibiting the construction of two level decks and above ground pools. | The petitioner noted that two level decks and above ground pool was not an option.                                                                                                                |
| Phasing and Access - Several members of the public had questions regarding construction phasing and access to existing homes and mailboxes.                                                                                                                                                        | The petitioner shared that if approved, the plan would be to start land development the Fall of 2025 and this would include mass earthwork including installation of stormwater improvements. The |

|                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                            | petitioner added that they would be starting construction on 39 <sup>th</sup> Street and they would move on to widening Cumnor Road and Williams Street before starting construction on the homes. The petitioner shared that during the widening of Cumnor Road and Williams Street one open lane of traffic would be maintained to ensure residents have access to their driveways. Additionally, with the approval from the Postmaster General, the petitioner would cover the cost to relocate existing mailboxes on the east side of Cumnor Road over to the west side of Cumnor Road. |
| Marketing Signage - Another member of the public shared that the large marketing banners placed on the site did not meet the Zoning Ordinance requirements and that relief should not be granted for this. | Staff explained that the subject property is currently unincorporated and that the signs fall under the jurisdiction of the DuPage County. If annexed, all marketing signage will meet the Zoning Ordinance requirements. Staff further clarified that the deviation requests did not include the existing signs and instead made reference to the timing of future marketing signs that would need to meet the Village Zoning Ordinance requirements. The petitioner added that they previously received the public's comments regarding the banners and had those banner removed.         |
| Flooding - Multiple members of the public expressed concerns over the existing wetland and tendency for the area to flood.                                                                                 | Staff explained that there were two storm sewer connections proposed leading from the stormwater detention areas over to 38 <sup>th</sup> Street and to 39 <sup>th</sup> Street. The petitioner confirmed the proposed storm structure connections and explained in detail how the stormwater detention areas would function.                                                                                                                                                                                                                                                               |
| Permeable Pavers - One member asked if permeable pavers were proposed for the driveways or the right of way.                                                                                               | The petitioner shared that permeable pavers were not a part of the proposed design.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Traffic - Members of the public also communicated their concerns over increased traffic associated with three car garages.                                                                                 | The petitioner noted that single family detached housing is one of the lowest trip generators in terms of land use categories. Furthermore, they highlighted that the majority of the homes would have access outward on to the existing street system helping distribute traffic throughout the development versus if everything was flipped internally and all of the traffic would then come out of one point.                                                                                                                                                                           |

## ATTACHMENTS

Aerial Map

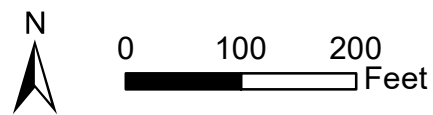
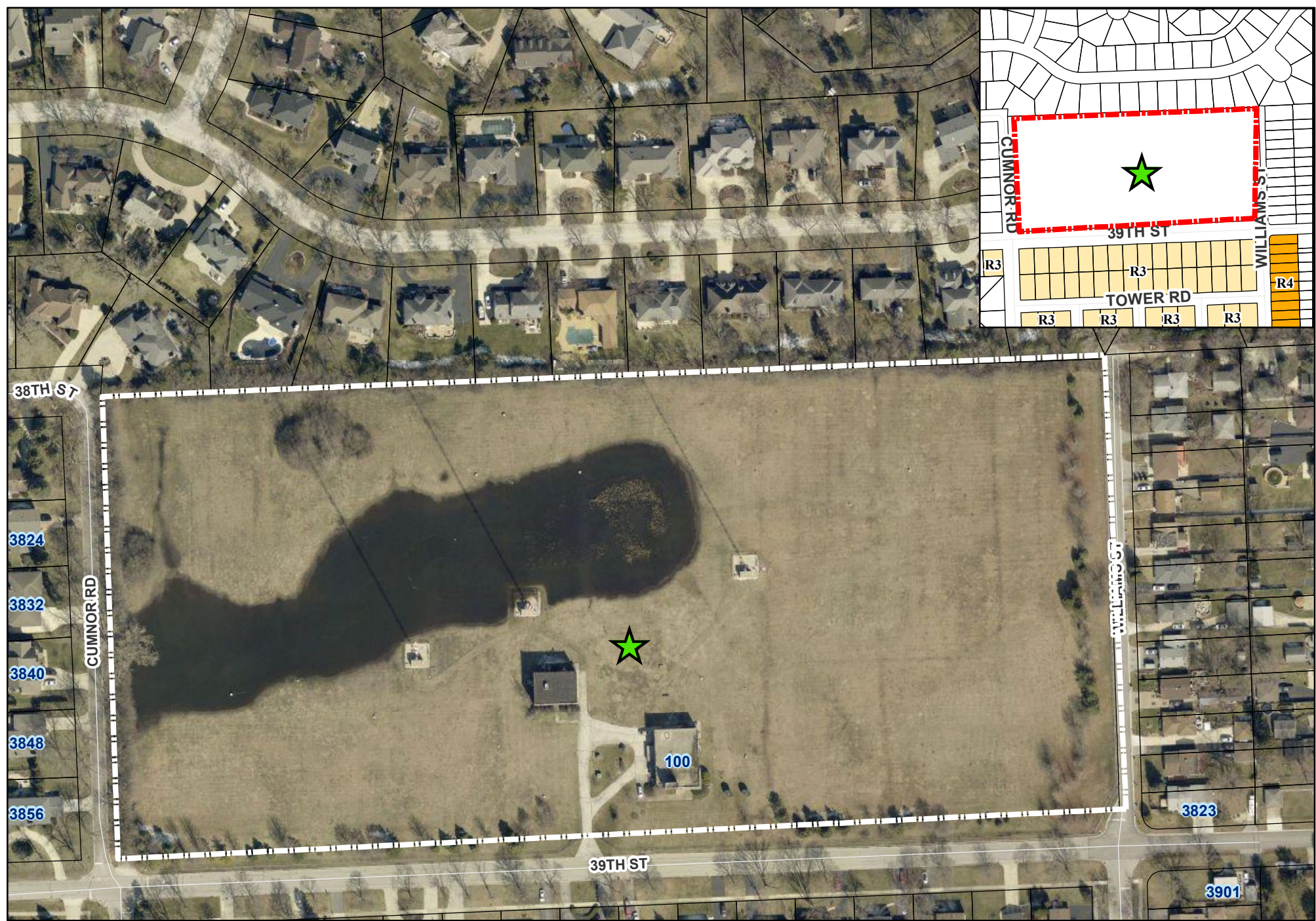
Resolution

Staff Report with Attachments dated August 25, 2025

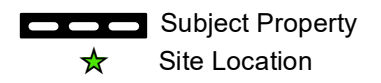
Draft Minutes of the Planning and Zoning Commission Hearing dated August 25, 2025

Petition for Annexation

Plat of Annexation



100 39th Street - Location Map





ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE ANNEXING  
100 39<sup>TH</sup> STREET TO THE  
VILLAGE OF DOWNERS GROVE, ILLINOIS  
(TALON PRESERVE)**

WHEREAS, there has been filed with the Clerk of the Village of Downers Grove, in DuPage County, Illinois, a verified petition requesting annexation to said Village parcels of land commonly known as 100 39<sup>th</sup> Street, Downers Grove, IL, as hereinafter described and hereafter referred to as the "Territory"; and

WHEREAS, it appears to be in the best interests of the Village of Downers Grove to annex the Territory; and

WHEREAS, all required submittals, fees and payments have been submitted to the Village prior to the approval of this Ordinance.

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

SECTION 1. The following described real estate, together with any public streets or highways adjacent to or within the Territory described that have not been previously annexed to any municipality, is hereby annexed to the Village of Downers Grove, to wit:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DU PAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECONDS WEST, ALONG THE EAST OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMNOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, AS MONUMENTED AND OCCUPIED; THENCE NORTH 87

DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1325.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33; THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECONDS EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 100 39<sup>th</sup> Street, Downers Grove, IL 60515  
PIN: 06-33-300-006

SECTION 2. A certified copy of this ordinance, together with a plat of annexation of the Territory hereby annexed shall be recorded in the office of the Recorder of DuPage County and shall be filed with the County Clerk of DuPage County by the Clerk of the Village.

SECTION 3. All ordinances or resolutions, or parts thereof, in conflict with the provisions of this ordinance be and are hereby repealed.

SECTION 4. This ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

\_\_\_\_\_  
Mayor

Passed:  
Published:  
Attest: \_\_\_\_\_  
Village Clerk

I:\mw\ord.25\100 39th Anx-25-PZC-0012



**VILLAGE OF DOWNERS GROVE**  
**REPORT FOR THE PLANNING AND ZONING COMMISSION**  
**AUGUST 25TH, 2025 AGENDA**

| <b>SUBJECT:</b>                            | <b>TYPE:</b>                                                                                                | <b>SUBMITTED BY:</b>               |
|--------------------------------------------|-------------------------------------------------------------------------------------------------------------|------------------------------------|
| 25-PZC-0012<br>100 39 <sup>th</sup> Street | Annexation, Planned Unit Development, Zoning Map Amendment (Upon Annexation), and Final Plat of Subdivision | Flora León, AICP<br>Senior Planner |

**REQUEST**

The petitioner is requesting approval of the following items to construct a new residential subdivision, consisting of 35 single family homes, located north of 39<sup>th</sup> Street between Cumnor Road and Williams Street, commonly known as 100 39<sup>th</sup> Street:

1. A Plat of Annexation
2. A Planned Unit Development
3. A Map Amendment (upon annexation) to rezone the subject property from R-1, Residential Detached House 1 to R-3/PUD, Residential Detached House 3/Planned Unit Development
4. A Final Plat of Subdivision

**NOTICE**

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

**GENERAL INFORMATION**

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**OWNERS:** M/I Homes of Chicago LLC  
2135 City Gate Lane, Suite 620  
Naperville, IL 60563

**PETITIONERS:** Vincent M. Rosanova  
445 Jackson Avenue, Suite 200  
Naperville, IL 60540

**PROPERTY INFORMATION**

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**EXISTING ZONING:** R-4, Single Family (DuPage County)  
R-1, Residential Detached House 1 (upon annexation)  
**EXISTING LAND USE:** Vacant (Previous Radio Tower Site)  
**PROPERTY SIZE:** 18.57 acres (809,020 square feet)  
**PINS:** 06-33-300-006

**SURROUNDING ZONING AND LAND USES**

|               |                                                      |                                          |
|---------------|------------------------------------------------------|------------------------------------------|
|               | <b>ZONING</b>                                        | <b>FUTURE LAND USE</b>                   |
| <b>NORTH:</b> | R-4, Single-Family Detached Residence<br>(Oak Brook) | Single Family Residential<br>(Oak Brook) |

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|              |                                   |                                      |
|--------------|-----------------------------------|--------------------------------------|
| <b>SOUTH</b> | R-3, Residential Detached House 3 | Single Family Detached               |
| <b>EAST:</b> | R-4 Single Family (DuPage County) | Single Family 0-5<br>(DuPage County) |
| <b>WEST:</b> | R-4 Single Family (DuPage County) | Single Family 0-5<br>(DuPage County) |

## ANALYSIS

### SUBMITTALS

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

1. Petition for Public Hearing
2. Petition for Annexation
3. Project Narrative
4. Location Map
5. Plat of Survey
6. Plat of Annexation
7. Plat of Subdivision
8. Planned Unit Development Site Plan
9. Preliminary Site Engineering Plans
10. Stormwater Report
11. Architectural Plans
12. Landscape Plans
13. Approval Criteria
14. Summary of Neighborhood Meeting
15. Traffic Impact Study

### PROJECT DESCRIPTION

The subject property is located on the north side of 39<sup>th</sup> Street between Cumnor Road and Williams Street. It is currently unincorporated and is classified as R-4, Single Family (DuPage County). Currently the 18.57 acre property is vacant and was previously improved with three radio broadcast towers and two supporting operation and maintenance buildings. The buildings and towers were demolished earlier this summer.

The owner of the subject property has petitioned the Village for a voluntary annexation as the subject property is contiguous to the Village's municipal boundary. If approved, the newly annexed property will be assigned the default zoning classification of R-1, Residential Detached House 1. As such, the petitioners are requesting Planned Unit Development approval in addition to a zoning map amendment to rezone the property to R-3/PUD, Residential Detached House 3/Planned Unit Development. The R-3 zoning is consistent with the zoning classification of the neighboring properties to the south.

The petitioner is also requesting approval of a Final Plat of Subdivision to subdivide the subject property into thirty-five residential lots with three outlots and a new road, Pierce Drive. Approval of the subdivision would allow the construction of thirty-five single family detached homes on the new lots.

The petitioner will provide stormwater detention via three ponds in the proposed Outlots A and B for the subdivision. The project will also include a 10 foot shared use path that will connect the subdivision to planned connections as recommended in the recently approved Guiding DG Active Transportation Plan.

### COMPLIANCE WITH THE COMPREHENSIVE PLAN

The existing neighborhood is composed of single family residential properties. The proposed subdivision

will allow for an additional thirty-five new single family homes to be constructed. The proposed construction meets the Comprehensive Plans' goal to ensure quality housing stock remains a staple of the community.

Per the Comprehensive Plan, residential areas should provide a variety of housing and dwelling unit types and densities, generally organized by dwelling types and lot sizes. Additionally, when redevelopment occurs, it should be sensitive to and consistent with existing neighborhood character. The proposed lot sizes are consistent in width and area with other single-family residential lots in the neighborhood. With respect to stormwater management, the Comprehensive Plan calls for improvement in all residential areas. The proposed stormwater basins will add to the existing stormwater management of the area. The proposed subdivision is consistent with the Comprehensive Plan.

The petitioner's application was submitted before the recently adopted Guiding DG Comprehensive Plan and was reviewed in accordance with the 2017 Comprehensive Plan recommendations, as provided above. In the 2017 Comprehensive Plan the future land use designation for the subject property was Institutional/Public because of the radio broadcast towers that were previously located on the site. It should be noted with the Guiding DG Comprehensive Plan the subject property is designated as Single-Family Detached Residential.

#### COMPLIANCE WITH THE ZONING ORDINANCE

The property is zoned R-4, Single Family in DuPage County. If approved, the newly annexed property will be assigned the default zoning classification of R-1, Residential Detached House 1. The petitioners are requesting a zoning map amendment to rezone the property to R-3/PUD, Residential Detached House 3/Planned Unit Development. The subdivision of the subject property into thirty-five lots with the proposed zoning classification allows for the construction of thirty-five single family homes. A detached house is an allowable use in the R-3/PUD zoning district. The petitioner will be required to comply with all zoning bulk regulations (e.g. height, setbacks, lot coverage) for each home being built. Village staff will confirm compliance with these regulations at time of permit application.

The proposal includes an interim use for up to four (4) model homes and one sales office with one associated parking lot. The sales office will be located in the model home on Lot 31. The model home parking lot will be located on Lot 30. The following improvements require relief from the Zoning Ordinance regulations:

Table 1: Deviation Requests and Petitioner's Rationale

| Improvement     | Relief Request                                                                                                | Petitioner's Rationale                                                                                                                                                                                                                                                                                   |
|-----------------|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lot Width       | Requirement:<br>Lot Width: 75 ft.<br><br><i>Proposed Lot Width):<br/>61 ft. (Lot 18) and 73 ft. (Lot 19).</i> | The objective was to provide a low density residential community, preserved open space wetland areas, provide path connectivity, provide buffering along the north property line, and create a complimentary streetscape. As a result Lots 18 and 19 have a slight curvature as they front Pierce Drive. |
| Street Frontage | Requirement:<br>Street Frontage: 40 ft.<br><br><i>Proposed Street Frontage:<br/>27 ft. (Lot 19)</i>           | The objective was to provide a low density residential community, preserved open space wetland areas, provide path connectivity, provide buffering along the north property line, and create a complimentary streetscape. As a result Lot 19 has a                                                       |



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| Improvement                                       | Relief Request                                                                                                                                                                                                                                                                                                                                                                                                                    | Petitioner's Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                   | slight curvature as it fronts Pierce Drive.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Street Setback                                    | <p>Requirement:<br/>Street Setback: 30 ft.</p> <p><i>Proposed Street Frontage:<br/>25 ft. (Lot 24)</i></p>                                                                                                                                                                                                                                                                                                                        | The deviation has been requested to maximize and increase the separation and landscape buffer between the proposed subdivision and the homes to the north. Lots 23 & 24 were originally oriented facing east on Williams Street without deviations. The Village of Oak Brook requested the lots be oriented facing south. In order to accommodate their request without reducing lot count, the deviation is proposed. Without reducing the required street setback from 30' to 25', the buildable width of Lot 24 would be 45' and the narrowest proposed home width is 50' |
| Lot Area                                          | <p>Requirement:<br/>Lot Area: 10,500 sq. ft.</p> <p><i>Proposed Lot Area:<br/>10, 325 sq. ft. (Lot 19)</i></p>                                                                                                                                                                                                                                                                                                                    | The objective was to provide a low density residential community, preserved open space wetland areas, provide path connectivity, provide buffering along the north property line, and create a complimentary streetscape. As a result Lot 19 has a slight curvature as it fronts Pierce Drive.                                                                                                                                                                                                                                                                               |
| Street Right-of-Way Width                         | <p>Requirement:<br/>Right-of-Way Width: 66 ft.</p> <p><i>Proposed Right-of-Way Width: 46 ft.</i></p>                                                                                                                                                                                                                                                                                                                              | As part of the overall development plans, the petitioner will be improving Williams Drive to a 28' wide pavement section north of Pierce Drive and dedicating land to create a 46' wide right-of-way which is sufficient to provide for said 28' wide pavement section. There are five (5) homes on the east side of Williams Drive that will use and benefit from this improvement pavement section. South of Pierce Drive connecting to 39 <sup>th</sup> Street, there will be a 66' wide right-of-way and a 31' wide pavement sections.                                   |
| Temporary Real Estate Offices: Permit Termination | <p>Requirement:</p> <p>Permit Termination: Permits for temporary sales offices cease and terminate automatically with no further action on behalf of the Village, when: (i) building permits for eighty-five percent (85%) or more of the total number of lots in the subject subdivision have been issued by the Village, or (ii) fewer than six (6) lots remain in the subdivision for which building permits have not been</p> | This will allow M/ Homes to continue to effectively market the Talon Preserve during the building out of the majority of homes on site. Effective marketing through the duration of the build-out of Talon Preserve will benefit all parties. Only permitting model homes until 85% of the homes are issued a build permit, will leave M/I homes without a model home to showcase the homes and will hinder                                                                                                                                                                  |

| Improvement                             | Relief Request                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Petitioner's Rationale                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                         | <p>issued or applied for, whichever occurs later.</p> <p><i>Proposed Permit Termination: Model homes and sales office to remain until occupancy permits have been issued for thirty-two (32) homes (90% of certificates of occupancy) to be constructed on the Subject Property without any required annual extension of this permitted right.</i></p>                                                                                                                                                                                                                                                                                        | <p>completion of Talon Preserve.</p>                                                                                                                                                                                                                                                                                                                                                                                                             |
| Temporary Development Signs             | <p>Requirement:</p> <p>Temporary Real Estate Office Permit Termination: Development signs must be removed when at least seventy-five percent (75%) of the final certificates of occupancy have been issued.</p> <p><i>Proposed Temporary Real Estate Permit Termination: Permit all temporary marketing signs to remain until occupancy permits have been issued for thirty-two (32) homes (90% of the certificates of occupancy) to be constructed on the subject property without any required annual extensions.</i></p>                                                                                                                   | <p>This will allow M/ Homes to continue to effectively market the Talon Preserve during the building out of the majority of homes on site. Effective marketing through the duration of the build-out of Talon Preserve will benefit all parties. Only permitting model homes until 85% of the homes are issued a build permit, will leave M/I homes without a model home to showcase the homes and will hinder completion of Talon Preserve.</p> |
| Temporary Construction Storage Trailers | <p>Temporary Storage Period Requirement: Containers may be temporarily stored for a period not exceeding an aggregate of ninety (90) days (which may or may not be consecutive) within any period of twelve (12) consecutive months. At the sole discretion of the Community Development Director, an additional maximum of ninety (90) days may be granted.</p> <p><i>Proposed Temporary Storage Period Requirement: To permit construction storage trailers to remain until 100% of certificates of occupancy have been issued for the homes on the Subject Property without any required annual extension of this permitted right.</i></p> | <p>This will allow M/I Homes to continue to effectively manage construction activities and material within Talon Preserve during the entire buildout of all homes on the Subject Property. Effective construction management through the duration of the build-out of Talon Preserve will benefit all parties.</p>                                                                                                                               |

**COMPLIANCE WITH SUBDIVISION ORDINANCE**

The majority of the thirty-five new residential lots comply with the minimum lot area, lot width, and lot depth as noted in Table 2. Two of the lots include requests to deviate from these standards. Outlots A and

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B, will be used to contain the common stormwater management area, while Outlot C will serve as a landscape buffer.

Table 2: Subdivision Regulations

| <b>Talon Preserve<br/>Subdivision</b> | <b>Lot Width<br/>(Req. 75 ft.)</b> | <b>Lot Depth<br/>(Req. 140 ft.)</b> | <b>Lot Area<br/>(Req. 10,500 sq. ft.)</b> |
|---------------------------------------|------------------------------------|-------------------------------------|-------------------------------------------|
| Lot 1                                 | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 2                                 | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 3                                 | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 4                                 | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 5                                 | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 6                                 | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 7                                 | 100.48 ft.                         | 140 ft.                             | 13,875 sq. ft.                            |
| Lot 8                                 | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 9                                 | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 10                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 11                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 12                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 13                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 14                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 15                                | 90 ft.                             | 140 ft.                             | 12,600 sq. ft.                            |
| Lot 16                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 17                                | 88.63 ft.                          | 140 ft.                             | 11,180 sq. ft.                            |
| Lot 18                                | <b>61.6 ft. *</b>                  | 155.47 ft.                          | 11,429 sq. ft.                            |
| Lot 19                                | <b>73.4 ft. *</b>                  | 140.67 ft.                          | <b>10,325 sq. ft.*</b>                    |
| Lot 20                                | 75 ft.                             | 141 ft.                             | 10,563 sq. ft.                            |
| Lot 21                                | 75 ft.                             | 141.33 ft.                          | 10,588 sq. ft.                            |
| Lot 22                                | 75 ft.                             | 141.67 ft.                          | 10,613 sq. ft.                            |
| Lot 23                                | 75 ft.                             | 142 ft.                             | 10,638 sq. ft.                            |
| Lot 24                                | 85 ft.                             | 142.38 ft.                          | 12,086 sq. ft.                            |
| Lot 25                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 26                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 27                                | 75 ft.                             | 168.28 ft.                          | 12,557 sq. ft.                            |
| Lot 28                                | 82 ft.                             | 165.52 ft.                          | 14,872 sq. ft.                            |
| Lot 29                                | 75 ft.                             | 165 ft.                             | 12,375 sq. ft.                            |
| Lot 30                                | 90 ft.                             | 140 ft.                             | 12,600 sq. ft.                            |
| Lot 31                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 32                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 33                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 34                                | 75 ft.                             | 140 ft.                             | 10,500 sq. ft.                            |
| Lot 35                                | 100 ft.                            | 140 ft.                             | 14,000 sq. ft.                            |
| Outlot A                              | 59.33 ft.                          | 629.5 ft.                           | 280,101 sq. ft.                           |
| Outlot B                              | 56.66 ft.                          | 292.72 ft.                          | 46,106 sq. ft.                            |
| Outlot C                              | 20 ft.                             | 535.09 ft.                          | 10,695 sq. ft.                            |

\*The asterisks denotes a deviation from the regulations outlined in the Zoning Ordinance. See Table 1 for the petitioner's rationale for lot dimension deviations.

The petitioner is providing the required five-foot wide public utility and drainage easements along the side lot lines and the ten-foot wide public utility and drainage easements along the rear lot lines, as applicable. Park and school donations are required for the new single family homes. The total donation

amount of \$843,550.40 (\$394,890.65 for the Park District, \$305,348.40 for School District 58 and \$143,311.35 for School District 99) is required to be paid to the Village prior to executing the final plat of subdivision.

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

As noted above, the property is located on the north side of 39<sup>th</sup> Street between Williams Street and Cumnor Road. The petitioner is proposing to construct a new road, Pierce Drive, through the center of the site connecting to 39<sup>th</sup> Street and Williams Street. The petitioner will be dedicating land for the improvement of Williams Street and Cumnor Road. To create a 66-foot wide Cumnor Road right-of-way, the petitioner will dedicate 14-feet. Similarly, on Williams Street, the petitioner will dedicate 33-feet from 39<sup>th</sup> Street to Pierce Drive to provide a 66-foot right-of-way. The petitioner will dedicate 13 feet of land along Williams Street north of Pierce Drive to provide a 46-foot wide right-of-way. With the additional right-of-way, both Cumnor Road and Williams Street will be widened by the petitioner.

Twenty-one homes will have direct access off of Cumnor Road, 39<sup>th</sup> Street, and Williams Street. Pierce Drive will provide access to 14 homes. A traffic impact study for the proposed development was completed by KLOA. The study examined the existing and future traffic conditions based on the impact of proposed development. The petitioner's traffic study indicates that the proposed residential development will contain 35 single-family homes and will be a low traffic generator. The traffic impact study found that the traffic generated by the development can be accommodated by the existing area roadway system.

The following is a summary of public improvements that will be constructed as part of the proposed subdivision:

- All public improvements (street pavement, curb and gutter, public sidewalks, Village water system extensions, sanitary sewer line connections, stormwater management facilities, street lighting, and payment for public area vegetation) as required by the Subdivision Ordinance will be completed.
- A new watermain will be installed within the north side of the 39<sup>th</sup> Street right-of-way. The existing water main on the south side of 39<sup>th</sup> Street will be abandoned in place.
- The petitioner will provide new water service lines from the new 39<sup>th</sup> Street watermain to each homes' new buffalo box for the following properties: 11-161 39<sup>th</sup> Street and 3900 Williams Street.
- A new water main will be installed along Pierce Drive and Williams Street.
- A new ten foot wide shared-use path will be installed on the north side of 39<sup>th</sup> Street and connect north on the west side of Pierce Drive connecting to the 10' wide shared-use path proposed through Outlot A.
- A new storm structure, at the northwest corner of the site, is proposed to connect to the Village of Oak Brook's storm sewer system within the 38<sup>th</sup> Street right-of-way. This connection is made possible via an executed Agreement and Covenant between the Village of Oak Brook and M/I Homes of Chicago, LLC.

The petitioner will also be required to obtain a stormwater permit for overall site grading and stormwater management, including the detention basins and stormwater infrastructure which is required to be fully functioning before any building permits will be issued. All required detention storage is proposed to be provided on-site. Because the storage is provided in native planted basins no additional Best Management Practices (BMPs) are required for the residential development. The additional required residential stormwater storage (300 cubic feet per lot) is also provided in the basins. The following is a summary of the stormwater improvements proposed for the site:

- Stormwater management is provided in the form of three natively planted surface basins within Outlots A and B.
- On Outlot A, two stormwater basins will be constructed. The southern basin, Basin 2, is restricted to fill and discharge into the existing wetland. From here the wetland is restricted to fill and will then discharge into Basin 1. Basin 1 is restricted to an allowable release rate and will outlet at the northwest corner of the property via a newly proposed storm structure to an existing storm sewer on 38<sup>th</sup> Street in the Village of Oakbrook.
- On Outlot B, at the southeast corner of the site, Basin 3 is restricted to an allowable release rate and will outlet to the existing storm sewer on 39<sup>th</sup> Street.

If the Final Plat of Subdivision is approved, the petitioner will create a homeowners association which will be responsible for maintenance of all common areas including the three outlots. The Village will establish a Special Service Area (SSA) for the subdivision. In case of default by the homeowners association, the Village will maintain the stormwater detention facility and the SSA will enable the Village to impose a tax on the property owners within the subdivision for the cost of the maintenance.

Lastly, Outlot C is dedicated as a twenty foot wide landscape easement along the northeast section of the subject property. As proposed, Outlot C would serve as a landscape buffer between the new development and the neighboring Oak Brook residents to the north.

#### **PUBLIC SAFETY REQUIREMENTS**

The Fire Prevention division reviewed the proposal and had no comments.

#### **NEIGHBORHOOD COMMENT**

Notice was provided to all property owners 250 feet or less from the subject property in addition to posting three (3) public hearing signs and publishing a legal notice in the *Daily Herald*. Staff received four calls from the public. The questions were general in nature and staff shared the proposed scope of work. There was concern over the size of the existing temporary marketing signage. Staff shared that the property is currently unincorporated and as such the signage is regulated DuPage County.

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on April 30<sup>th</sup>, 2025. A total of forty residents attended with various comments and questions. A summary of the meeting and the petitioner's responses from that meeting are attached.

#### **STANDARDS OF APPROVAL**

The petitioner is requesting approval of a Plat of Annexation, a Planned Unit Development, a Zoning Map Amendment to rezone the subject property from R-1, Residential Detached House 1 to R-3/PUD, Residential Detached House 3/Planned Unit Development upon annexation and a Plat of Subdivision. The review and approval criteria for the Zoning Map Amendment and Planned Unit Development are listed below.

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

#### ***Final Plat of Subdivision Request***

Section 20.301(c) of the Subdivision Ordinance provides for the minimum lot dimension standards.

#### ***Zoning Map Amendment Request***

#### ***Section 28.12.030(i) Review and Approval Criteria***

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.*

### ***Planned Unit Development***

#### ***Section 28.12.040.C.5 Review and Approval Criteria***

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

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

### **DRAFT MOTION**

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Staff will provide a recommendation at the August 25<sup>th</sup>, 2025 meeting. Should the Planning and Zoning Commission find that the request is consistent with the Comprehensive Plan and meets the requirements of the Zoning and Subdivision Ordinances, staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommended approval of 25-PZC-0012:

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 Final Plat of Subdivision as required by the Village of Downers Grove Zoning and Subdivision Ordinances and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 25-PCE-0012, subject to the following conditions:

1. The final plat of subdivision shall substantially conform to the Final Plat of Subdivision for the Talon Preserve Subdivision and PUD Site Plan as prepared by Thomson Surveying Ltd., dated March 19<sup>th</sup>, 2025, last revised on July 14<sup>th</sup>, 2025 except as such plans may be modified to conform to Village Codes and Ordinances.
2. The petitioner shall develop the subdivision in accordance with the Site Improvement Plans prepared by SPACECO, Inc., dated March 24, 2025, last revised August 11<sup>th</sup>, 2025, the Final Landscape Plan prepared by Gary R. Weber Associates, Inc., dated March 21, 2025, last revised August 11<sup>th</sup>, 2025, the Site Plan prepared by Gary R. Weber Associates, Inc., dated March 26,



25-PZC-0012, 100 39<sup>th</sup> Street  
August 25<sup>th</sup>, 2025

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2025, last revised August 11<sup>th</sup>, 2025, and deviations depicted thereon incorporated into the Entitlements by reference except as such plans may be modified to conform to Village Codes and Ordinances.

3. A Special Service Area shall be established and recorded to ensure adequate maintenance of the stormwater detention area prior to issuance of any single family home occupancy permits.
4. The Homeowners Association Declaration of Covenants, Conditions and Restrictions document for the subdivision shall be recorded with the plat of subdivision.
5. The petitioner shall pay \$843,550.40 (\$394,890.65 for the Park District, \$305,348.40 for School District 58 and \$143,311.35 for School District 99) to the Village prior to executing the final plat of subdivision.
6. A permit will be required from IEPA for the new water main. A copy of the permit must be provided to the Village prior to the Village issuing a permit for water main work.
7. The petitioner shall pay the Village \$42,815 for all existing trees in the Village right-of-way that are proposed to be removed. The petitioner shall pay this amount for parkway trees prior to the issuance of any permits.

Staff Report Approved By:



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Stan Popovich, AICP  
Director of Community Development



STATE OF ILLINOIS )  
 )  
COUNTY OF DUPAGE )  
 )  
VILLAGE OF DOWNERS GROVE )



**PETITION TO THE VILLAGE OF DOWNERS GROVE FOR DEVELOPMENT**  
**APPROVAL – TALON PRESERVE**

THE UNDERSIGNED Petitioner, M/I Homes of Chicago, LLC, a Delaware limited liability company (“**Petitioner**”), as the owner of the property legally described on **Exhibit A** (“**Subject Property**”), respectfully petitions the Village of Downers Grove (“**Village**”) to, upon annexation of the Property pursuant to a separate petition submitted by the Petitioner, grant the following entitlements pursuant to the appropriate provisions of the Village Code of Downers Grove (“**Village Code**”):

- i) Approve a planned unit development (“**PUD**”) and PUD site plan for the Subject Property to facilitate development of thirty-five (35) single-family homes with associated deviations as detailed below and as depicted on the final PUD site plan attached hereto as **Exhibit B** (“**PUD Plan**”);
- ii) Approve a map amendment to zone the Subject Property R-3/PUD “Residential Detached House 3” in the Village of Downers Grove;
- iii) Approve a final plat of subdivision, attached hereto as **Exhibit C** (“**Subdivision Plat**”); and
- iv) Approve such other relief from the Village Code as may be deemed necessary and appropriate to develop the Subject Property consistent with the plans submitted herewith.

In support of this Petition, the Petitioner states to the Village as follows:

1. Petitioner, M/I Homes of Chicago, LLC, a Delaware limited liability company with offices located at 2135 City Gate Lane, Suite 620, Naperville, IL 60563, is owner of the Subject Property.

2. Petitioner separately filed a petition for annexation to annex the Subject Property to the Village (“**Annexation Petition**”).

3. The Subject Property consists of approximately 18.57 acres of land located at the northeast corner of 39th Street and Cumnor Road in unincorporated DuPage County.

4. Petitioner seeks to develop a residential subdivision in the Village comprised of thirty-five (35) single-family detached homes to be known as Talon Preserve (“**Talon Preserve**” or “**Development**”).

5. The existing land uses surrounding the Subject Property are as follows:

- a. North: R-4 “Single-Family Detached Residence” (Saddle Brook Subdivision) in the Village of Oak Brook;
- b. East: R-4 “Single-Family Residence District” (Liberty Park Subdivision) in unincorporated DuPage County;
- c. South: R-3 “Residential Detached House 3” (Long Meadow Subdivision) in the Village of Downers Grove;
- d. West: R-4 “Single-Family Residence District” (Sunny Hills Estates Subdivision) in unincorporated DuPage County;

6. The Subject Property is currently zoned R-4 “Single-Family Residence District” in unincorporated DuPage County and is contiguous to the Village.

7. Pursuant to Section Sec 28.1.110 of Village Code, when land is annexed into the zoning jurisdiction of the Village, it may be assigned a zoning classification based on the



comprehensive plan, existing land uses, approved development agreements or other relevant land use planning criteria.

8. Consistent with the aforementioned criteria, Petitioner seeks approval of a PUD, PUD Plan, and a map amendment to zone the Subject Property R-3/PUD “Residential Detached House 3” upon its annexation to the Village to facilitate development of the Subject Property with thirty-five (35) single-family detached homes.

9. The proposed entitlement requests meet all Village and State requirements for the development of property and will facilitate the beneficial use of the Subject Property as stated below.

### **SUMMARY OF DEVELOPMENT**

The Petitioner and builder is M/I Homes of Chicago, LLC (“M/I”). M/I has been building homes since 1976 and has become a top homebuilder in Illinois, with many active communities throughout the Chicagoland area including Naperville, Woodridge, Hawthorn Woods, Plainfield, and Aurora, among others. M/I brings decades of construction and development experience to each project and has found success building communities that offer quality housing options in infill locations like Downers Grove. M/I looks forward to providing a new upscale single-family community for existing Downers Grove residents looking for new homes as well as those that would like to move to a well-regarded municipality with excellent schools, a robust downtown, and easy access to transportation and employment.

At the time Petitioner acquired the Subject Property, the Subject Property was occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which were out of character and detracted from the residential nature of the area and have since been removed. The towers and supporting buildings had been inactive since October 2024, when

the previous owner relocated its radio transmission operations to a different site. Petitioner acquired the Subject Property in early 2025, and demolition of the towers and buildings has now occurred. The Subject Property as it exists today remains underutilized and visually unappealing despite significant development in the surrounding area.

The Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions located immediately adjacent to the Subject Property. In addition to the surrounding residential uses, the Subject Property benefits from its close proximity to shopping districts, recreational amenities, and employment centers located in downtown Downers Grove, the Yorktown Center, the Oakbrook Center, and along the IL Route 32 corridor (Ogden Ave). Within a 2-mile radius, there are a large variety of retail establishments, groceries, restaurants, entertainment opportunities, and recreational amenities. Nearby employment corridors will further offer future residents the additional feature of conveniently located employment opportunities.

The proposed development is consistent with the general residential trend of development in the area and direction provided in the Village of Downers Grove Comprehensive Plan adopted October 4, 2011, last updated in 2017 (“**Comprehensive Plan**”), which highlights diversity of housing options in the community and allowing residents to stay in the Village through all stages of life. Since its incorporation in 1873, Downers Grove has developed predominantly as a residential community, nearly 80% of which is single-family and owner-occupied. The Comprehensive Plan recommends that single-family residential continue to be the predominant land use in the Village and that single-family residential neighborhoods continue to be located throughout the Village. While the Village’s Future Land Use Map designates the future use of the Subject Property as “Institutional/Public,” at the time the Comprehensive Plan was last updated in

2017, it was not anticipated the radio broadcast towers previously located on the Subject Property would become inactive. Additionally, the on-going “Guiding Downers Grove” project and discussions with Village Council have suggested support for a revised Future Land Use designation of “Single Family Residential” for the Subject Property. The Village Council is not expected to adopt the new Comprehensive Plan until August 2025, so the 2017 Comprehensive Plan is still in effect as of the date of this Petition.

As noted in the Comprehensive Plan, residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. The proposed redevelopment of the Subject Property will convert otherwise underutilized property to a new, attractive residential use for the Subject Property’s highest and best use, eliminating the existing incompatible use and potential safety hazard. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village’s housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village’s diverse and well-maintained housing stock consistent with the Comprehensive Plan.

The Comprehensive Plan also prioritizes ensuring compatibility between new and existing residential development and maintaining the Village’s character and identity. Historically, as residential development occurred near the Village’s downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more contemporary development features. In keeping consistent with the Comprehensive Plan, the proposed residential development has been strategically designed with a more modern approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact

to the Subject Property's natural features and the surrounding residential subdivisions. The result is a community configuration with ample open space and landscape buffering complementary to the adjacent neighborhoods.

The natural features on the Subject Property guide the layout and design on the proposed Development. Approximately 40% of the proposed development's acreage is dedicated to open space. As depicted on the PUD Plan, the single-family homes have been strategically placed to create an open space area and path network internal to the Subject Property. While the Subject Property is bound by roadways on the east, west and south sides, significant landscape buffering is planned along the Subject Property's north property line where the Development is immediately adjacent to the Saddle Brook Subdivision. Orienting homes facing Cumnor Road, 39<sup>th</sup> Street, and Williams Street will provide a consistent and complementary streetscape and enhance the neighborhood feel.

Petitioner has taken extra care to avoid and minimize impact to the existing wetland located on the Subject Property to minimize ecological disturbance. Three (3) naturalized stormwater basins have been designed throughout the development that will ultimately support the continued function of the wetland area on the Subject Property and continue to improve water quality with modern stormwater management practices. The basins have been designed with native plantings, making them complementary to the wetland area. Post development, the combination of the wetlands and associated native detention basins will improve drainage, water and floristic quality, and create new bird and pollinator habitats for the benefit of the broader community.

An asphalt multi-use path is also planned along 39<sup>th</sup> Street, heading north along Pierce Drive from 39<sup>th</sup> Street, and continues along the northwest portion of the Subject Property, which path will meander between the proposed Development's largest detention basin and the existing



wetland area to provide interconnectivity throughout the Development to provide an integrated, walkable community with recreational opportunities above and beyond applicable regulations. The streetscape and landscape have also been designed to thoughtfully enhance the aesthetic appeal of the proposed Development and surrounding area.

The Development will consist of thirty-five (35) total homes. With regard to home layout and architecture, each home type will offer flexibility and modern design. The proposed two-story traditional single-family homes will offer different floorplans, each with several elevation options to provide for variety and differentiation throughout the community. The typical lot size for the single-family homes will be 75 ft. x 140 ft. (10,500 square feet), in compliance with Village zoning requirements. The homes will range from approximately 3,000 to 4,000 square feet with a variety of floorplan and designer options to meet buyers' individual needs. The homes are anticipated to sell in the \$1.2M to \$1.6M price range.

The proposed homes will offer a rich and full complement of upscale interior fit and finish options and attractive exterior architecture in keeping with current new construction design in the Downers Grove area. In addition to the multitude of floorplans and stylized elevations, different exterior color collections will be offered, with each collection having a variety of trim and metalwork color options. The use of quality materials will ensure lasting value in the community, anchored by a predominance of Hardie siding in various styles and masonry accents. With the varying housing options, the Development will add to the diversity of the Village's housing stock and meet the various needs/desires of a broad buyer pool, including move-up professional homebuyers.

The Development will be subject to a single homeowners' association ("HOA") for the entire community to ensure uniform maintenance of all common areas, pathways, and landscape

buffers. The HOA will be responsible for the stormwater management areas.

In anticipation of annexing to and becoming part of the Downers Grove community, M/I has also worked with the Village of Oak Brook to obtain Oak Brook's support of the proposed single-family development.

### **APPROVAL OF A PLANNED UNIT DEVELOPMENT AND PUD SITE PLAN**

A planned unit development is required to establish a site plan for the development and to approve deviations from the Code as more specifically detailed herein. Per Section 28.12.040.C.6 of the Village Code, in making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

*a. The zoning map amendment review and approval criteria of Sec. 28.12.030.I.*

The zoning map amendment review and approval criteria of Sec. 12.030.I has been satisfied as set forth below.

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

The proposed Development is consistent with the Comprehensive Plan. Since its incorporation in 1873, Downers Grove has developed predominantly as a residential community, nearly 80% of which is single-family and owner-occupied. The Comprehensive Plan recommends that single-family residential continue to be the predominant land use in the Village and that single-family residential neighborhoods continue to be located throughout the Village. While the Village's Future Land Use Map designates the future use of the Subject Property as "Institutional/Public," at the time the Comprehensive Plan was last updated in 2017, it was not

anticipated the radio broadcast towers previously located on the Subject Property would become inactive. Additionally, the on-going “Guiding Downers Grove” project and discussions with Village Council have suggested support for a revised Future Land Use designation of “Single Family Residential” for the Subject Property. The Village Council is not expected to adopt the new Comprehensive Plan until August 2025, so the 2017 Comprehensive Plan is still in effect as of the date of this Petition. As noted in the Comprehensive Plan, residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. The proposed redevelopment will convert an otherwise obsolete and unattractive use of the Subject Property to a new, modern residential use for the Subject Property to promote its highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village’s housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village’s diverse and well-maintained housing stock consistent with the Comprehensive Plan.

The Comprehensive Plan also prioritizes ensuring compatibility between new and existing residential development and maintaining the Village’s character and identity. Historically, as residential development occurred near the Village’s downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more modern development practices. In keeping consistent with the Comprehensive Plan, the proposed residential development has been strategically designed with a more environmentally sensitive approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact to the Subject Property’s natural features and surrounding residential subdivisions.

The result is a community configuration with ample open space, landscape buffering, and shared streetscapes between the Development and adjacent uses.

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

The PUD plan complies with the PUD overlay district provisions of Section 4.030. As noted in Section 4.030, stated objectives of the PUD overlay district include: implementation of and consistency with the Comprehensive Plan; flexibility and creativity in response to changing social, economic and market conditions allowing greater public benefits; furtherance of variety in housing types to accommodate households of different ages, sizes, incomes, and lifestyle choices; the protection of open space amenities and natural resource features; and promotion of attractive, high-quality landscaping, lighting, architecture, and signage. The proposed Development satisfies these objectives in all regards.

Petitioner intends to redevelop the Subject Property with thirty-five (35) single-family detached homes. The Subject Property was formerly occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which were out of character for the residential nature of the neighborhood and have been removed. The towers and supporting buildings had been inactive since October 2024, when the previous owner relocated its radio transmission operations to a different site. The Subject Property was inconsistent with the residential nature of the area and remains underutilized despite significant development in the area.

The Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions located immediately adjacent to the Subject Property. In addition to the surrounding residential uses, the Subject Property benefits from its proximity to shopping districts, recreational amenities, and employment centers located in downtown Downers Grove, the Yorktown Center, the Oakbrook Center, and the IL Route 32

corridor (Ogden Ave). Within a 2-mile radius, there are a large variety of retail establishments, groceries, restaurants, entertainment opportunities, and recreational amenities. Nearby employment corridors will further offer future residents the additional feature of conveniently located employment opportunities.

Redevelopment of the Subject Property is consistent with the Comprehensive Plan, which highlights diversity of housing options in the community and allowing residents to stay in the Village through all stages of life. Each home type will offer flexibility and modern design for a variety of homebuyers. The proposed two-story traditional single-family homes will provide different floorplans, each with several elevation options to provide for variety and differentiation throughout the community. The typical lot size for the single-family homes will be 75 ft. x 140 ft. (10,500 square feet), in compliance with Village zoning requirements. The homes will range from approximately 3,000 to 4,000 square feet with a variety of floorplan and designer options to meet buyers' individual needs. The homes are anticipated to sell in the \$1.2M to \$1.6M price range.

The proposed homes will offer a rich and full complement of upscale interior fit and finish options and attractive exterior architecture in keeping with current new construction design in the Downers Grove area. In addition to the multitude of floorplans and stylized elevations, different exterior color collections will be offered, with each collection having a variety of trim and metalwork color options. The use of quality materials will ensure lasting value in the community, anchored by a predominance of Hardie siding in various styles and masonry accents. With the varying housing options, the Development will add to the diversity of the Village's housing stock and meet the various needs/desires of a broad buyer pool, including move-up professional homebuyers.

The proposed residential development has been strategically and creatively designed with

a more modern approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact to the Subject Property's natural features and the surrounding residential subdivisions. The result is a community configuration with ample open space, landscape buffering, and shared streetscapes between the Development and adjacent uses.

The natural features on the Subject Property guide the layout and design on the proposed Development. Approximately 40% of the proposed development's acreage is dedicated to open space. As depicted on the PUD Plan, the single-family homes have been strategically placed to minimize impact on the wetland area. Areas of consolidated open space and buffering are located throughout the community to transition between the homesites and adjacent subdivisions. The homes along the perimeter of the Development have been oriented towards the street to provide a residential feel, and significant landscape buffering is planned along the Subject Property's north property line where the Development is immediately adjacent to the Saddle Brook Subdivision.

Petitioner has taken extra care to avoid and minimize impact to the existing wetland located on the Subject Property. Through preservation of the wetland area, the development will minimize ecological disturbance. Three (3) naturalized stormwater basins have been designed throughout the development that will ultimately support the continued function of the wetland area on the Subject Property. The basins have been designed with wetland plantings, making them complementary to the wetland area. Post development, the combination of the wetlands and associated native detention basins will improve drainage, water and floristic quality, and create new bird and pollinator habitats for the benefit of the broader community.

An asphalt multi-use path is also planned for the northwest portion of the Subject Property, which path will meander between the proposed Development's largest detention basin and the

existing wetland area to provide interconnectivity throughout the Development and to provide an integrated, walkable community with recreational opportunities above and beyond applicable regulations. Finally, the streetscape and landscape have also been designed to thoughtfully enhance the aesthetic appeal of the proposed Development.

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

The proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations. The proposed PUD will facilitate a Development that will provide significant value to the community. The Subject Property was previously occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which have been removed. The towers and supporting buildings had been inactive since 2024, when the previous owner relocated its radio transmission operations to a different site. Since then, the Subject Property has provided little to no benefit to the Village or surrounding community. The proposed redevelopment of the Subject Property will convert this otherwise underutilized property to a new, attractive residential use for the Subject Property's highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock. In addition to providing the Village with another quality housing option to enhance the Village's housing stock and strategically enhance the residential market, the Development will simultaneously enhance the Village's real estate tax base by infusing the local economy with additional income and thereby supporting the nearby commercial and retail uses.

*e. Whether appropriate terms and conditions have been imposed on the approval to*



*protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

Appropriate terms and conditions have been imposed to protect the interests of surrounding property owners and residents, existing and future residents of the PUD, and the general public. The proposed single-family development is the optimal land use to complement the surrounding homes, preserve property values, and improve the existing condition by eliminating the current incompatible use of the Subject Property. As noted, the Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions located immediately adjacent to the Subject Property. The Development will also be subject to a single HOA for the entire community. The HOA will be responsible for common area and detention area maintenance in the Development to ensure these areas remain upkeep and sightly.

The Subject Property is bound by roadways on its east, west, and south property lines. Significant landscape buffering treatments are planned along the Subject Property's north property line where the Development is immediately adjacent to the Saddle Brook Subdivision to provide these neighbors with privacy and separation between the subdivisions. For future residents of the Development, an asphalt multi-use path is planned for the northwest portion of the Subject Property, which path will meander between the proposed Development's largest detention basin and the existing wetland area to provide interconnectivity throughout the Development and to provide an integrated, walkable community with recreational opportunities above and beyond applicable regulations.

Petitioner also conducted a traffic study dated March 13, 2025 by Kenig, Lindgren, O'Hara, Aboona, Inc. ("**Traffic Study**") to ensure the Development would not have any negative impact

on the surrounding area. Per the Traffic Study, the Development will be a low traffic generator, and the capacity analysis indicates the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the Development. Additionally, the proposed roadway widening and sidewalk improvements on Cumnor Road and Williams Street will significantly improve vehicular and pedestrian circulation along existing streets.

### **APPROVAL OF A MAP AMENDMENT**

A map amendment is required to establish an R-3/PUD zoning designation for the Subject Property upon its annexation to the Village. Per Section 28.12.030.I of the Village Code, in making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:

*a. The existing uses and zoning of nearby property.*

The proposed Development is entirely consistent with the existing uses and zoning of nearby properties. The Subject Property is surrounded completely by single-family detached residential subdivisions – the property to the north is zoned R-4 “Single-Family Detached Residence” in the Village of Oak Brook and comprises the Saddle Brook subdivision, the property to the east is zoned R-4 “Single-Family Residence District” in unincorporated DuPage County and comprises the Liberty Park subdivision, the property to the south is zoned R-3 “Residential Detached House 3” in the Village of Downers Grove and comprises the Long Meadow subdivision, and the property to the west is zoned R-4 “Single-Family Residence District” in unincorporated DuPage County and comprises the Sunny Hills Estates subdivision.

*b. The extent to which the particular zoning restrictions affect property values.*

The current zoning restrictions negatively impact property values. The Subject Property is

currently zoned R-4 “Single-Family Residence District” in unincorporated DuPage County. While the Subject Property could be developed in the County with 10,000 sq. ft. single-family detached lots, annexation to the Village will increase property values for future residents in the Development, the Village, and the surrounding area given the Village’s reputation as a well-respected municipality with excellent schools, a robust downtown, and easy access to transportation and employment. Incorporating and rezoning the Subject Property will not only increase the property values of the future homes in the Development, but will increase the property values of homes in the area through providing the community with a new, contemporary housing option. Further, the Development will also enhance the Village’s real estate tax base by infusing the local economy with additional income and increased land value, thereby supporting the nearby commercial and retail uses.

*c. The extent to which any diminution in property value is offset by an increase in the public health, safety, and welfare.*

The proposed Development will not cause any diminution in property value. To the contrary, the Development will increase public health, safety, and welfare. The Subject Property was formerly occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which have been removed. The towers and supporting buildings had been inactive since October 2024, when the previous owner relocated its radio transmission operations to a different site. The Petitioner acquired the Subject Property in early 2025 and the towers and buildings were removed by M/I to eliminate any potential safety concerns. The Subject Property as it existed was inconsistent with the residential nature of the area and remains underutilized despite significant development in the area. The proposed redevelopment of the Subject Property will convert otherwise underutilized property to a new, attractive residential use for the Subject

Property's highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village's diverse and well-maintained housing stock consistent with the Comprehensive Plan.

The Comprehensive Plan also prioritizes ensuring compatibility between new and existing residential development and maintaining the Village's character and identity. In keeping consistent with the Comprehensive Plan, the proposed residential development has been strategically designed with a more modern approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact to the Subject Property's natural features and the surrounding residential subdivisions. The result is a community configuration with ample open space, landscape buffering, and shared streetscapes between the Development and adjacent uses. Further, Petitioner's demolition of objectionable radio towers and maintenance buildings will serve to bolster surrounding property values.

In context of the surrounding area, the proposed Development is significantly more consistent with land development in the area than the historical use on the Subject Property. The Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions. In addition to the surrounding residential uses, the Subject Property benefits from its close proximity to shopping districts, recreational amenities, and employment centers located in downtown Downers Grove, the Yorktown Center, the Oakbrook Center, and the IL Route 32 corridor (Ogden Ave). Within a 2-mile radius, there are a large variety of retail establishments, groceries, restaurants, entertainment opportunities, and recreational amenities. The Development will enhance the Village's real estate tax base by

infusing the local economy with additional income and thereby supporting these nearby commercial and retail uses.

Finally, per the Traffic Study, the Development will be a low traffic generator, and the capacity analysis indicates the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the Development, not to mention the Petitioner's proposed widening of Cumnor Road and Williams Street to improve vehicular circulation.

*d. The suitability of the subject property for the zoned purposes.*

The Subject Property is suitable for the zoned purposes. The Subject Property is currently zoned R-4 "Single-Family Residence District" in unincorporated DuPage County. However, Petitioner seeks to rezone the Subject Property to R-3/PUD "Residential Detached House 3" in the Village of Downers Grove, which zoning designation is consistent with the surrounding area. Single-family detached homes are a permitted use in the R-3 zoning district. Except as otherwise set forth herein, Petitioner does not request any deviations to the requirements set forth in Village Code.

*e. 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 was formerly occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which have been removed. The towers and supporting buildings had been inactive since October 2024, when the previous owner relocated its radio transmission operations to a different site. In context of the surrounding area, the proposed Development is significantly more consistent with land use in the area than the historical use on the Subject Property. The Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions. The proposed

redevelopment of the Subject Property will convert otherwise underutilized property to a new, modern residential use for the Subject Property's highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village's diverse and well-maintained housing stock consistent with the Comprehensive Plan.

*f. The value to the community of the proposed use.*

The proposed Development will provide significant value to the community. The Comprehensive Plan identifies detached single-family land uses as one of the most important factors that contribute to the Village's character and identity, and redevelopment of the Subject Property in accordance with the proposed plans will not only improve the Village's tax base by adding thirty-five (35) residences, but also eliminate the three radio broadcast towers that blight the Subject Property and Village's skyline. Finally, in addition to providing the Village with another quality housing option to enhance the Village's housing stock and strategically enhance the Village's the residential market, the Development will also enhance the Village's real estate tax base by infusing the local economy with additional income and thereby supporting the nearby commercial and retail uses.

*g. The Comprehensive Plan.*

The proposed Development is consistent with the Village's Comprehensive Plan. The Comprehensive Plan recommends that single-family residential continue to be the predominant land use in the Village and that single-family residential neighborhoods continue to be located throughout the Village. While the Village's Future Land Use Map designates the future use of the Subject Property as "Institutional/Public," at the time the Comprehensive Plan was last updated in

2017, it was not anticipated the radio broadcast towers previously located on the Subject Property would become inactive. Additionally, the on-going “Guiding Downers Grove” project and discussions with Village Council have suggested support for a revised Future Land Use designation of “Single Family Residential” for the Subject Property. The Village Council is not expected to adopt the new Comprehensive Plan until August 2025, so the 2017 Comprehensive Plan is still in effect as of the date of this Petition. As noted in the Comprehensive Plan, residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. The proposed redevelopment of the Subject Property will convert otherwise underutilized property to a new, modern residential use for the Subject Property’s highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village’s housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village’s diverse and well-maintained housing stock consistent with the Comprehensive Plan.

The Comprehensive Plan also prioritizes ensuring compatibility between new and existing residential development and maintaining the Village’s character and identity. Historically, as residential development occurred near the Village’s downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more contemporary development features. In keeping consistent with the Comprehensive Plan, the proposed residential development has been strategically designed with a more modern approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact to the Subject Property’s natural features and the surrounding residential subdivisions. The result

is a community configuration with ample open space, landscape buffering, and shared streetscapes between the Development and surrounding uses.

### **APPROVAL OF A FINAL PLAT OF SUBDIVISION**

Petitioner seeks approval of the Subdivision Plat, a copy of which has been submitted herewith, to subdivide the Subject Property to allow the construction of thirty-five (35) single-family homes and associated outlots that will be maintained by a homeowner's association that will be formed for the subdivision. The proposed Subdivision Plat meets the standards for a subdivision consistent with the standards set forth in the Village Code, such that Petitioner requests approval of the same.

### **DEVIATION REQUESTS**

Per Section 28.4.030(E) and Section 28.4.030(F) of the Village Code, the Village Council is authorized to approve PUDs that deviate from strict compliance with specified zoning regulations and development standards, and the lot and building regulations of the base zoning district may be modified as part of the PUD approval. As such, Petitioner requests approval of the following deviations:

- **A deviation to Section 28.2.030 to permit a minimum lot width for a detached house of sixty-one feet (61') (applied to Lots 18 and 19 only).** The overall objective of the land plan was to provide a low density residential community of less than 2 homes per acre, preserve the open space wetland areas within the Subject Property, provide path connectivity through the open space area, provide additional buffering along the north property line, and create a complimentary streetscape to the surrounding homes along all perimeter roadways. All said objectives have been achieved pursuant to the land plan and site engineering. As a result, Lots 18 & 19 have a slight curvature as they front along Peirce drive. Other than the portion of Lots 18 & 19 that abuts Pierce Drive, the remainder of Lots 18 & 19 meets the Village 75' width requirement, have ample room for a driveway and 3-car garage, and are generally large lots with greater than 10,000 square feet.
- **A deviation to Section 28.2.030 to permit a minimum street frontage of twenty-seven feet (27') (applies to Lot 19 only).** The overall objective of the land plan was to provide a low density residential community of less than 2 homes per acre, preserve the open space wetland areas within the site, provide path connectivity through the open space area, provide additional buffering along the north property line and create a



complimentary streetscape to the surrounding homes along all perimeter roadways. All said objectives have been achieved pursuant to the land plan and site engineering. As a result Lot 19 has a slight curvature at its front along Peirce drive. Other than the portion of Lot 19 that abuts Pierce Drive, the remainder of Lot 19 meets the Village 75' width requirement, has ample room for a driveway and 3-car garage and is generally a large lot with greater than 10,000 square feet.

- **A deviation to Section 28.2.030 to permit a minimum setback from the street of twenty-five feet (25') (applies to the corner side yard of Lot 24 only).** The deviation has been requested to maximize and increase the separation and landscape buffer between the proposed subdivision and the homes to the north. Lots 23 & 24 were originally oriented facing east on Williams Street without deviations. The Village of Oak Brook requested the lots be oriented facing south. In order to accommodate their request without reducing lot count, the deviation was proposed and supported by Village Staff. Without reducing the required street setback from 30' to 25', the buildable width of Lot 24 would be 45' and the narrowest proposed home width is 50'.
- **A deviation to Section 28.2.030 to permit a minimum lot area of ten thousand three hundred twenty-five square feet (10,325 sq. ft.) (applies to Lot 19 only).** The overall objective of the land plan was to provide a low density residential community of less than 2 homes per acre, preserve the open space wetland areas within the site, provide path connectivity through the open space area, provide additional buffering along the north property line, and create a complimentary streetscape to the surrounding homes along all perimeter roadways. All said objectives have been achieved pursuant to the land plan and site engineering. As a result, Lot 19 has a slight curvature at its front along Peirce drive. Other than the portion of Lot 19 that abuts Pierce Drive, the remainder of Lot 19 meets the Village 75' width requirement, has ample room for a driveway and 3-car garage, and is generally a large lot with greater than 10,000 square feet.
- **A deviation to Section 20.303(d)(3) to permit a minimum local street right-of-way of forty-six feet (46') and minimum pavement width of twenty-eight feet (28') from back of curb to back of curb.** The overall objective of the land plan was to provide a low density residential community of less than 2 homes per acre, preserve the open space wetland areas within the site, provide path connectivity through the open space area, provide additional buffering along the north property line and create a complimentary streetscape to the surrounding homes along all perimeter roadways. All said objectives have been achieved pursuant to the land plan and site engineering. Williams Drive current and future condition is a dead-end roadway. As part of the overall development plans, Petitioner will be improving Williams Drive to a 28' wide pavement section north of Pierce Drive and dedicating land to create a 46' wide right-of-way which is sufficient to provide for said 28' wide pavement section. There are five (5) homes on the east side of Williams Drive that will use and benefit from this improved pavement section. South of Pierce Drive connecting to 39<sup>th</sup> Street, there will be a 66' wide right-of-way and a 31' wide pavement section.

- **A deviation to Section 28.6.140(c)(5) to permit model homes and sales office to remain until occupancy permits have been issued for thirty-two (32) homes (90% of certificates of occupancy) to be constructed on the Subject Property without any required annual extensions of this permitted right in lieu of the code requirement that said permits automatically terminate upon the later to occur of 85% of building permits have been issued by the Village, or fewer than 6 lots remain in the subdivision for which building permits have not been issued or applied for.** The deviation request to allow the models to remain until 90% of occupancy permits have been issued, will allow M/I Homes to continue to effectively market the Talon Preserve during the entire buildout of all homes on site. Effective marketing through the duration of the build-out of Talon Preserve will benefit all parties including M/I Homes, the Village and the surrounding neighborhood and reduce the amount of time it takes to complete Talon Preserve. Only permitting model homes until 85% of the homes are issued a building permit will leave M/I Homes without a model home to showcase the homes for the last three (3) homes which will hinder completion of Talon Preserve.
- **A deviation to Section 28.9.040 to permit all temporary marketing signs to remain until occupancy permits have been issued for all thirty-two (32) homes (90% of certificates of occupancy) to be constructed on the Subject Property without any required annual extensions of this permitted right in lieu of the code requirement that said temporary marketing signs be removed when at least 75% of the certificates of occupancy have been issued.** The deviation request to allow the temporary marketing signs to remain until 90% of occupancy permits have been issued will allow M/I Homes to continue to effectively market the Talon Preserve during the entire buildout of all homes on the Subject Property. Effective marketing through the duration of the build-out of Talon Preserve will benefit all parties including M/I Homes, the Village and the surrounding neighborhood and reduce the amount of time it takes to complete Talon Preserve. Only permitting temporary marketing signs until 85% of the homes are issued a building permit will leave M/I Homes without targeted marketing to showcase the homes for the last three (3) homes which will hinder completion of Talon Preserve.
- **A deviation to Section 28.6.150 to permit temporary construction storage trailers to remain until 100% of certificates of occupancy have been issued for the homes on the Subject Property.** The deviation request to allow the temporary construction trailers to remain until 100% of the occupancy permits have been issued will allow M/I Homes to continue to effectively manage construction activities and materials within Talon Preserve during the entire buildout of all homes on the Subject Property. Effective construction management through the duration of the build-out of Talon Preserve will benefit all parties including M/I Homes, the Village and the surrounding neighborhood and reduce the amount of time it takes to complete Talon Preserve.

**WHEREFORE**, by reason of the foregoing, the undersigned Petitioner requests the Village Board and Plan Commission take the necessary steps to:

- i) Approve a PUD and PUD Plan for the Subject Property for development of thirty-five (35) single-family homes with the associated deviations as depicted on the PUD Plan;
- ii) Approve a map amendment to zone the Subject Property R-3/PUD “Residential Detached House 3” in the Village of Downers Grove;
- iii) Approve a Subdivision Plat; and
- iv) Approve such other relief from the Village Code as may be deemed necessary and appropriate to develop the Subject Property consistent with the plans submitted herewith.

RESPECTFULLY SUBMITTED this 18<sup>th</sup> day of August, 2025.

PETITIONER:

**M/I HOMES OF CHICAGO, LLC,**  
**a Delaware limited liability company**

*Vincent M. Rosanova*  
Attorney for the Petitioner

**EXHIBIT A**  
Subject Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DU PAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECONDS WEST, ALONG THE EAST OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMNOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, AS MONUMENTED AND OCCUPIED; THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1325.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33; THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECONDS EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PIN: 06-33-300-006-0000

COMMONLY KNOWN AS: 100 39<sup>TH</sup> STREET, DOWNERS GROVE, IL 60515

**EXHIBIT B**  
PUD Plan

**EXHIBIT C**  
Subdivision Plat



Commercial Real Estate  
Due Diligence Management  
3465 South Arlington Rd Suite E#183  
Akron, OH 44312  
866.290.8121  
www.amnational.net

ALTA/NSPS Land Title Survey

FOR  
DOWNETS GROVE  
100 39th Street  
Downers Grove, IL 60155  
County of DuPage

SURVEYOR'S CERTIFICATION:

To: Chicago Title Insurance Company,  
M/I HOMES OF CHICAGO, LLC, a Delaware limited liability company,  
and American National, LLC.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 6a, 6b, 7a, 7b, 7c, 8, 9, 12, 13, 14, 16, 17, and 18 of Table A thereof. The feedback was completed on 12/19/2024.

BY:  
KEVIN C. LEWIS  
ILLINOIS PROFESSIONAL LAND SURVEYOR #2681  
LICENSE EXPIRES: NOVEMBER 30, 2026  
DATE OF PLAT OR MAP: 12/27/2024  
DATE OF SURVEY: 12/19/2024  
DRAWN BY: K. LEWIS  
NETWORK REFERENCE # 20242520-001  
SURVEY UPDATES: survey@amnational.net

**CONSULTING, INC.**  
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS  
300 MARQUETT DRIVE, WHEELING, ILLINOIS 60090  
PH: (847) 215-1133  
FAX: (847) 215-1177  
1129 MAIN STREET, UNION GROVE, WISCONSIN 53182  
TEL: (262) 836-2000  
E-MAIL: info@consultinginc.net  
JOB #24169  
FIRM NO. 184-001330

Zoning Information

| STATUS                                 |          | ZONING REPORT NOT PROVIDED AT TIME OF SURVEY |               | STATUS |  |
|----------------------------------------|----------|----------------------------------------------|---------------|--------|--|
| ITEM                                   | REQUIRED |                                              | Contact Info: |        |  |
|                                        |          | HM                                           |               |        |  |
| MIN. LOT SIZE                          |          |                                              |               |        |  |
| MIN. LOT WIDTH                         |          |                                              |               |        |  |
| FRONTAGE AND DEPTH                     |          |                                              |               |        |  |
| MAX. DENSITY                           |          |                                              |               |        |  |
|                                        |          |                                              |               |        |  |
| MAX. BUILDING HEIGHT                   |          |                                              |               |        |  |
| FRONT SETBACK                          |          |                                              |               |        |  |
| STREET SIDE SETBACK                    |          |                                              |               |        |  |
| INTERIOR SIDE SETBACK                  |          |                                              |               |        |  |
| REAR SETBACK                           |          |                                              |               |        |  |
| OPEN STORAGE SETBACK                   |          |                                              |               |        |  |
| MIN. NUMBER OF PARKING SPACES REQUIRED |          |                                              |               |        |  |
| MAX. NUMBER OF PARKING SPACES ALLOWED  |          |                                              |               |        |  |
| EXISTING PARKING COUNT                 |          |                                              |               |        |  |

Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATE IN THE VILLAGE OF DOWNETS GROVE, COUNTY OF DUPAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:  
THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS 660.0 FEET OF THE EAST HALF OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS.

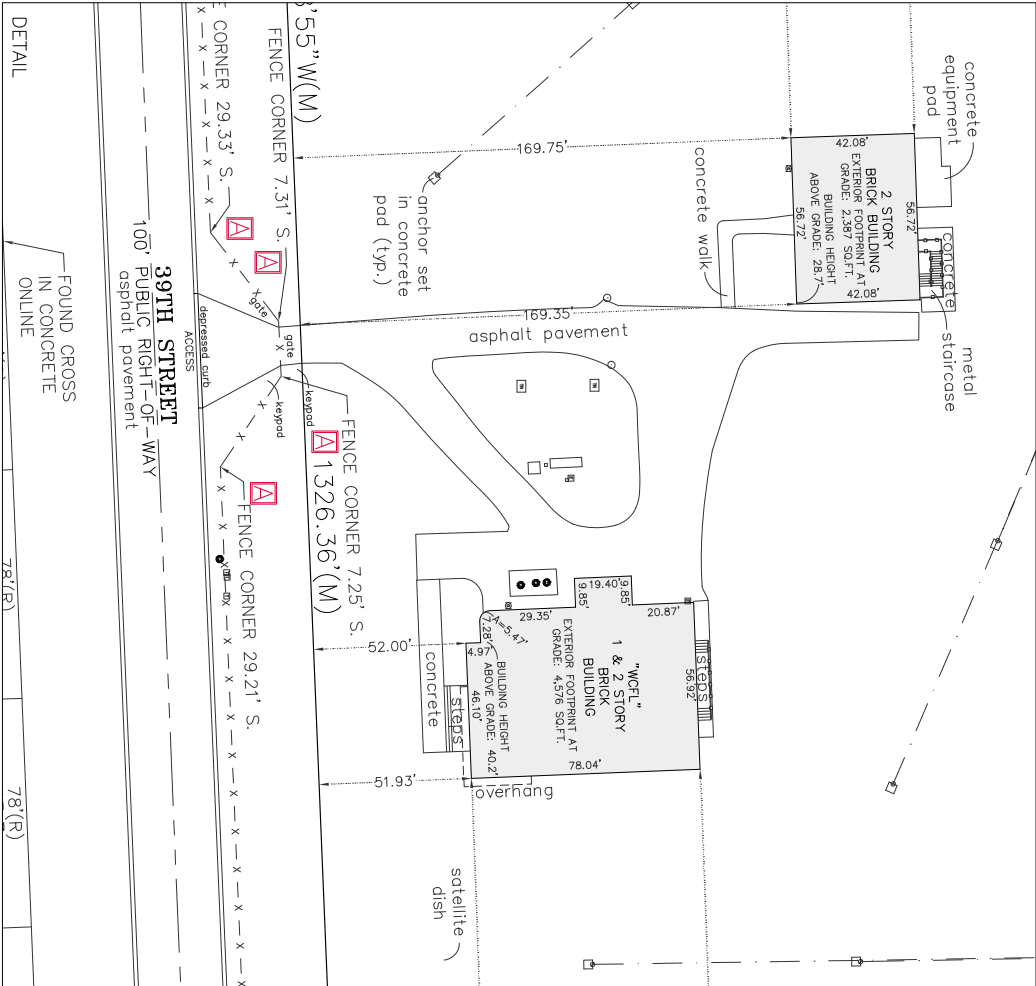
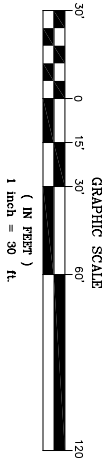
DESCRIBED AS FOLLOWS:  
COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AS ESTABLISHED PER DOCUMENT RECORD-387724, NORTEN WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 60.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 38 MINUTES 54 SECONDS WEST ALONG A LINE 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CHANER ROAD, 602.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS 660.0 FEET OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS 660.0 FEET OF SAID SOUTHWEST QUARTER OF SECTION 33, TO THE INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, TO THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS COUNTY, ILLINOIS.

Notes Corresponding to Schedule B Part II

CONTAINS NO PORTABLE SURVEY MATTERS.

Legend of Symbols & Abbreviations

- (R) MEASURED
- O- SIGN POST
- o BOLLARD / POLE / POST
- o RADIO TOWER ANCHOR
- o LIGHT POLE
- o ELECTRIC BOX / METER
- o COMMUNICATIONS PESTAL
- o GAS METER
- o TRANSCOMER
- o MANHOLE
- o COMMUNICATIONS MANHOLE
- o SANITARY MANHOLE
- o NILET
- o CATCH BASIN
- o OVER HEAD WIRE(S)
- o GUARD RAIL
- o CHAIN-LINK FENCE
- o EASEMENT LINE
- o BUILDING SETBACK LINE
- o PROPERTY LINE



Utility Notes

THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM GROUND SURVEY OR, OR ABOVE GROUND APPEARANCES ONLY. OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEYED PROPERTY.

General Notes

- ONLY THOSE BUILDING LINE RESTRICTIONS OR EASEMENTS SHOWN ON A RECORDED SURVEYED PROPERTY MAP OR PLAT ARE SHOWN ON THIS MAP. ANY OTHER BUILDING LINE OR EASEMENT CONTAINS A PROPER DESCRIPTION OF THE REQUIRED BUILDING LINE OR EASEMENT.
- ALL DISTANCES IN FEET AND DECIMAL PARTS THEREOF, NO DIMENSIONS TO BE ASSUMED FROM SCALE.
- CONVEYANCE DESCRIPTION AND SET MARKINGS WITH THIS PLAT AND AT ONCE REPORT TO THE SURVEYOR, WHICH WILL BE THE BASIS FOR THE SURVEY.
- ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, BASED SOLELY ON ABOVE GROUND, OR BASED ON THE BEST AVAILABLE SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
- NO RECORD EVIDENCE OF CEMETERIES, BURIAL GROUNDS, OR GRAVESITES WAS PROVIDED TO SURVEYOR, NOR WAS EVIDENCE OBSERVED AT THE TIME OF SURVEY.
- THE PROPERTY SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THE PROPERTY RECORDS AND SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THE RECORDS.
- BASED ON RECORDS IS STATE PLANE COORDINATE SYSTEM, ILLINOIS EAST ZONE.
- THE PROPERTY HAS DIRECT VEHICULAR ACCESS TO 39TH STREET, BEING A PUBLIC RIGHT OF WAY.
- THE PROPERTY DESCRIBED AS WEIGHED FORMS A MANUFACTURALLY CLOSED POLYLINE WITH NO GAPS, GORES, OR OVERLAPS.
- TWO TO THREE INCHES OF SNOW COVER AT THE TIME OF SURVEY.
- SUPPLEMENTAL LEGAL DESCRIPTION IS PROVIDED TO CLARIFY THE NORTH PROPERTY LINE AS UNDOCUMENTED AND OCCUPIED SINCE AT LEAST 1989, BASED ON A SURVEY PROVIDED FROM THAT YEAR.
- THE APPARENT INTENT OF THE UNDOCUMENTATION AND OCCUPATION SHOWING THAT THE SOUTH 10 CHAINS 660.0 FEET OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTHWEST QUARTER WERE INTENDED TO BE THE SAME LINE ON THE GROUND, SUBJECT TO A COMPLETE TITLE SEARCH PROVIDING INFORMATION OF THE ORIGINAL DIVISION OF THE LAND, WHICH WAS NOT PROVIDED AT THE TIME OF SURVEY.
- TABLE A ITEMS:  
TABLE A #1: THE ADDRESS OF THE SURVEYED PROPERTY AS OBSERVED AT TIME OF SURVEY, #2: 39TH STREET, DUPAGE COUNTY, ILLINOIS.  
TABLE A #3: GROSS LAND AREA: 808.753 SQ. FT. OR 18.57 ACRES.  
TABLE A #4: EXTERIOR BUILDING DIMENSIONS AT GROUND LEVEL ARE PLOTTED HEREON, #7(O): BUILDING HEIGHTS ABOVE GRADE ARE PLOTTED HEREON WHERE MEASURED.  
TABLE A #8: NO STREPED PARKING SPACES WERE OBSERVED AT THE TIME OF SURVEY.  
TABLE A #9: ADDITIONAL OWNER INFORMATION PER DUPAGE COUNTY WEB SITE: https://gis.dupagegov.gov/ownermap/ AND SHOWN HEREON.  
TABLE A #10: THE SUBJECT PROPERTY LIES AT THE NEAREST STREET INTERSECTION, TABLE A #11: THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, UNCONFINED, CONSTRUCTION OR BUILDING ADDITION WORK WAS OBSERVED AT THE TIME OF SURVEY.  
TABLE A #12: NO RECORD EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES WAS PROVIDED TO THE SURVEYOR, NOR WAS EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR RECENTLY COMPLETED CHANGES IN STREET RIGHT OF WAY LINES OBSERVED AT THE TIME OF SURVEY.  
TABLE A #13: NO PORTABLE OFFSITE EASEMENTS WERE DISCLOSED IN DOCUMENTS PROVIDED TO, OR OBTAINED BY, THE SURVEYOR AT THE TIME OF SURVEY.

FLOOD NOTE:

By graphic plotting only, this property is in ZONE X UNSHOED of the Flood Insurance Rate Map, Community Panel No. 20243-C-07078-J, which bears an effective date of 06/01/2019 and is not in a Special Flood Hazard Area.

Possible Encroachments Statement

- ☒ FENCE LIES UP TO 24.14' SOUTH OF SOUTH LINE.
- ☒ GUARD RAIL LIES UP TO 3.61' WEST OF EAST LINE.
- ☒ CURB LINE LIES UP TO 10.37' WEST OF EAST LINE.

Vicinity Map — NTS



GRAPHIC SCALE

( IN FEET )

1 inch = 50 ft.

FOUND CHISELED GROSS NOTCH AT GUARD RAIL IN SHO 1-BEAM  
58.98' N.M.T.Y OF SECTION CORNER PER DOC. R2012-057773

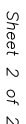
FOUND CHISELED GROSS NOTCH IN CURB  
31.85' N.M.T.Y OF SECTION CORNER PER  
DOC. R2012-057773

7.74' CORNER SECTION 33'  
PER DOC. R2012-057773

DETAIL 4 - N.T.S.

LOT 4

LOT 3





STATE OF ILLINOIS        )  
                                           ) SS.  
 COUNTY OF DUPAGE        )

**PETITION FOR ANNEXATION**

TO:    The Mayor and Village Council of the  
         Village of Downers Grove  
         801 Burlington Avenue  
         Downers Grove, Illinois 60515

THE PETITIONER, M/I Homes of Chicago, LLC, a Delaware limited liability company, as owner of the approximately 18.57 acres located in DuPage County, unincorporated Downers Grove, Illinois, which property is legally described on **Exhibit A**, attached hereto and made a part hereof (the “Property”), hereby requests that the Village of Downers Grove take the necessary and appropriate action, pursuant to state and local law, to annex the Property to the Village of Downers Grove (the “Village”) subject to the terms of a mutually agreeable development agreement.

In support of this Petition for Annexation, the undersigned hereby swears to the following under oath and penalty of perjury:

1. Petitioner is the sole owner of the Property legally described on Exhibit A, attached hereto;
2. The Property is unincorporated and is not presently located in the jurisdiction of any other municipality;
3. The Property is contiguous or will be contiguous to the Village of Downers Grove at the time of annexation; and
4. There are no electors residing on the Property.

WHEREFORE, Petitioner hereby respectfully requests that the Village take such action as is necessary and appropriate to annex the Property to the Village of Downers Grove, which annexation shall be subject to and conditioned upon M/I Homes of Chicago, LLC, a Delaware limited liability company, or its assign, entering into a binding development agreement with the Village.

PETITIONER/OWNER

M/I Homes of Chicago, LLC,  
a Delaware limited liability company

By: [Signature]  
Name: Scott Barenbrugge  
Title: Vice President

STATE OF ILLINOIS       )  
                                          ) SS.  
COUNTY OF DUPAGE     )

I, the undersigned, a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY THAT Scott Barenbrugge, personally known to me to be the same person whose name is subscribed to the foregoing document, appeared before me this day in person and acknowledged to me that, as the Vice President of M/I Homes of Chicago, LLC, he/she was duly authorized and signed and delivered the foregoing document as his/her free and voluntary act by and on behalf of M/I Homes of Chicago, LLC for the uses and purpose therein set forth.

Given under my hand and Notarial Seal as of this 18 day of March, 2025.

[Signature]  
Notary Public



My Commission expires: March 8, 2027

**EXHIBIT A**  
**LEGAL DESCRIPTION**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DU PAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECONDS WEST, ALONG THE EAST OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMNOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, AS MONUMENTED AND OCCUPIED; THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1325.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33; THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECONDS EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PIN: 06-33-300-006-0000

COMMONLY KNOWN AS: 100 39<sup>TH</sup> STREET, DOWNERS GROVE, IL 60515



# Zoning Map Amendments

**Form #PZC3**

Review and Approval Criteria

**Address of Project Site:** 100 39TH STREET, DOWNERS GROVE, IL 60515

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.  
Please see attached Response to Standards Development Petition.
2. The extent to which the particular zoning restrictions affect property values.  
Please see attached Response to Standards Development Petition.
3. The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.  
Please see attached Response to Standards Development Petition.
4. The suitability of the subject property for the zoned purposes.  
Please see attached Response to Standards Development Petition.
5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.  
Please see attached Response to Standards Development Petition.
6. The value to the community of the proposed use.  
Please see attached Response to Standards Development Petition.
7. The Comprehensive Plan.  
Please see attached Response to Standards Development Petition.



Rosanova & Whitaker, Ltd.  
445 Jackson Avenue, Suite 200  
Naperville, Illinois 60540  
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Fax: 630-352-3610  
[www.rw-attorneys.com](http://www.rw-attorneys.com)

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May 6, 2025

Village of Downers Grove  
Flora Leon, AICP  
850 Curtiss Street  
Downers Grove, IL 60515

***RE: NEIGHBOR MEETING SUMMARY – TALON PRESERVE – 100 39TH STREET.***

Dear Ms. Leon,

As you know, this firm represents M/I Homes of Chicago, LLC with regards to the proposed “Talon Preserve” development, which development is planned to consist of thirty-five (35) single-family detached homes located on approximately 18.57 acres at the northeast corner of 39th Street and Cumnor Road. In connection with the proposed development, we hosted a resident meeting to introduce the project to surrounding neighbors and property owners, answer questions, and provide the opportunity for neighbor feedback. Neighbors were provided notice of the meeting via USPS first class mail on April 18, 2025, using the 250’ (exclusive of right-of-way) notice parameters contained in the Village’s zoning ordinance as our base. In total, one hundred twenty-five (125) notice letters were mailed, which letter included a copy of the site plan for the development and the time, date, and location of the neighbor meeting.

The neighbor meeting was held on April 30, 2025 from 6 - 8 PM at the Hilton Chicago/Oak Brook Hills Resort & Conference Center’s “Sugar Maple Room” located at 3500 Midwest Road, Oak Brook, Illinois, 60523. Approximately forty (40) residents/property owners attended our meeting throughout the evening. For reference, we have attached a copy of the invitation letter, the address list for invitees, as well as sign-in sheets from the meeting. The meeting was conducted in an open-house format, with fifteen (15) presentation boards set up for residents to circulate and talk through with members of our design team. Copies of the presentation boards have also been attached for reference. Attendance from our consulting team included:

- Scott Barenbrugge – M/I Homes – VP, Land
- Jason Polakow – M/I Homes – VP, Land Development
- Greg Collins – M/I Homes – Director, Land Acquisition
- Brian Ratajczak – Spaceco – Civil Engineer
- Anna Sutton – M/I Homes – Land Entitlement & Planning
- Brendan May – KLOA – Traffic Engineer
- Vince Rosanova – Rosanova & Whitaker, Ltd. – Attorney



Overall, the majority of the feedback we received was positive. Below are the comments of concern we discussed at our open house:

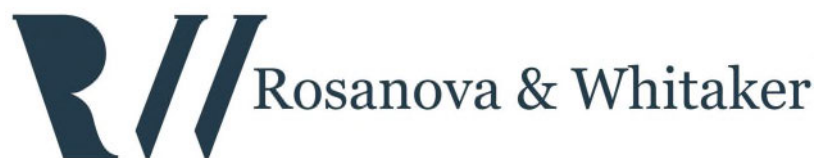
- General traffic concerns – trip generation, traffic congestion, existing speeding concerns on 39<sup>th</sup> Street, ATV usage, headlight pollution, ingress/egress to the development, request for additional signage (curve ahead on Cumnor, and speed limit posting), existing concerns about on-street parking, and a request for a 4-way stop at 39<sup>th</sup> and Williams Street
- A request for additional park space / rumors that Oak Brook would have preserved the site as a park
- A request for affordable housing
- Questions about construction timeline/noise/hours/construction traffic routing
- Questions regarding phasing of the project
- Questions regarding detention and flooding, standing water, groundwater, and site grading
- Questions relating to the location of water/sewer connections
- A request for a new fence along north property line, questions about timing of existing chain link fence removal
- A request that existing roads be kept clean during construction
- Concerns over being force annexed (unincorporated properties to the east and west)
- Concerns over coyote and bullfrog habitats

While many of the concerns were readily addressable, the most consistent concern heard from neighbors was traffic. We note that a traffic study dated March 13, 2025 was conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) to ensure the proposed development would not have any negative impact on the surrounding area. Per the traffic study, the development will be a low traffic generator, and the capacity analysis indicates the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated. Additionally, the proposed roadway widening and sidewalk improvements on Cumnor Road and Williams Street will significantly improve vehicular and pedestrian circulation along existing streets.

Please let us know if you need anything else from us in advance of the public hearing.

Sincerely,

Vincent Rosanova, Rosanova & Whitaker, Ltd.  
Attorney for Petitioner



Rosanova & Whitaker, Ltd.  
445 Jackson Avenue, Suite 200  
Naperville, Illinois 60540  
Phone: 630-355-4600  
Fax: 630-352-3610  
[www.rw-attorneys.com](http://www.rw-attorneys.com)

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April 18, 2025

Dear Neighbor:

I represent M/I Homes of Chicago, LLC, (“Petitioner”) in regard to +/- 18.57 acres of land located along 39<sup>th</sup> Street and Cumnor Road (“Property”). The Property is located in unincorporated DuPage County. A petition was filed with the Village of Downers Grove seeking approval to construct a thirty-five (35) single-family detached home community along with open space areas to be known as the Talon Preserve subdivision.

You will be receiving formal notice of a public hearing before the Village of Downers Grove Planning & Zoning Commission anticipated to occur in the coming weeks at the Village of Downers Grove’s Civic Center Council Chambers, located at 850 Curtiss Street, Downers Grove, Illinois, 60515.

Prior to the anticipated Planning and Zoning Commission meeting, M/I Homes of Chicago, LLC is hosting an informational meeting for surrounding neighbors to review plans and learn more about the project. The meeting will be held as an open house and representatives will be available to discuss details of the project and answer questions. The proposed site plan is enclosed for reference.

**Informal Open House Meeting Information**

**Date:** Wednesday, April 30, 2025  
**Time:** 6 – 8 PM  
**Place:** Hilton Chicago/Oak Brook Hills Resort & Conference Center  
Sugar Maple Room  
**Address:** 3500 Midwest Road, Oak Brook, Illinois, 60523

Should you have any questions prior to the meeting, please feel free to contact me at 630-355-4600 or [vince@rw-attorneys.com](mailto:vince@rw-attorneys.com)

Very truly yours,

Vincent Rosanova, Rosanova & Whitaker, Ltd  
Attorney for Petitioner



# PROPOSED SITE PLAN





| Map # | PIN           | Name                         | Address                 | City, State, ZIP            |
|-------|---------------|------------------------------|-------------------------|-----------------------------|
| 1     | 06-33-302-025 | GEYER, CATRINA N             | 3856 CUMNOR RD          | DOWNERS GROVE IL 60515-1605 |
| 2     | 06-33-302-024 | HENRIE, THOMAS & SUZANNE     | 3848 CUMNOR RD          | DOWNERS GROVE IL 60515      |
| 3     | 06-33-302-023 | ZVOLANEK, JAY                | 3840 CUMNOR AVE         | DOWNERS GROVE IL 60515      |
| 4     | 06-33-302-022 | SYLVESTER TTEE, LYNNE B      | 3832 CUMNOR RD          | DOWNERS GROVE IL 60515      |
| 5     | 06-33-302-021 | PALUMBO, MELISSA & T         | 3824 CUMNOR RD          | DOWNERS GROVE IL 60515      |
| 6     | 06-33-302-020 | DOUCETTE, THOMAS & MARY      | 3816 CUMNOR RD          | DOWNERS GROVE IL 60515      |
| 7     | 06-33-302-012 | WEXLER, JOANIE M             | 3004 38TH ST            | OAK BROOK IL 60523-2689     |
| 8     | 06-33-302-013 | HUENE, ANNA                  | 3829 SCHOOL ST          | DOWNERS GROVE IL 60515      |
| 9     | 06-33-302-014 | KOHMAN, ANDREW               | 3833 SCHOOL ST          | DOWNERS GROVE IL 60515      |
| 10    | 06-33-302-015 | BOICE, RICHARD & MELINDA     | 3841 SCHOOL ST          | DOWNERS GROVE IL 60515      |
| 11    | 06-33-302-011 | SCALA, ANGELO & DIANA        | 3600 FAIRVIEW AVE       | DOWNERS GROVE IL 60515      |
| 12    | 06-33-302-018 | DE STEFANO, ANTHONY & T      | 224 39TH ST             | DOWNERS GROVE IL 60515      |
| 13    | 06-33-302-019 | DADABHOY, PORUS N & ZERIN    | 216 39TH ST             | DOWNERS GROVE IL 60515      |
| 14    | 09-04-101-002 | COYLE, DAN & JESS DYREK      | 217 39TH ST             | DOWNERS GROVE IL 60515-1609 |
| 15    | 09-04-101-003 | NIEKELSKI, BERNARD & P       | 209 39TH ST             | DOWNERS GROVE IL 60515-1609 |
| 16    | 09-04-101-004 | CHMELIR, SANDRA L            | 201 39TH ST             | DOWNERS GROVE IL 60515      |
| 17    | 09-04-101-006 | MANZO, ROCCO                 | 224 HERBERT ST          | DOWNERS GROVE IL 60515-2261 |
| 18    | 09-04-101-007 | WITT, MATTHEW & JESSICA      | 216 HERBERT ST          | DOWNERS GROVE IL 60515-2261 |
| 19    | 09-04-101-008 | PATE, HEATHER                | 519 N STEWART AVE       | LOMBARD IL 60148-1723       |
| 20    | 09-04-102-017 | PODGORNI, ROBERT             | 3911 CUMNOR RD          | DOWNERS GROVE IL 60515      |
| 21    | 09-04-102-018 | RUPE, ASHLI & DAVID          | 162 TOWER RD            | DOWNERS GROVE IL 60515      |
| 22    | 09-04-102-019 | VESELY, ROBYN G              | 152 TOWER RD            | DOWNERS GROVE IL 60515-2312 |
| 23    | 09-04-102-020 | LENART, JENNIFER             | 142 TOWER RD            | DOWNERS GROVE IL 60515      |
| 24    | 09-04-102-021 | BENOIT, VICTOR A             | 132 TOWER RD            | DOWNERS GROVE IL 60515      |
| 25    | 09-04-102-022 | BRINKMAN, MARK J & ANN W     | 122 TOWER RD            | DOWNERS GROVE IL 60515-2312 |
| 26    | 09-04-102-023 | FAWCETT, BRICE & JEWEL       | 112 TOWER RD            | DOWNERS GROVE IL 60515-2312 |
| 27    | 09-04-102-024 | ALLENDORF, MICHAEL           | 102 TOWER RD            | DOWNERS GROVE IL 60515      |
| 28    | 09-04-102-025 | MONTAGUE, MICHAEL & KAREN    | 3922 ROSLYN             | DOWNERS GROVE IL 60515      |
| 29    | 09-04-102-026 | GABRIELSON, JEFFREY & E      | 62 TOWER RD             | DOWNERS GROVE IL 60515      |
| 30    | 09-04-102-027 | HANE, GUY J & CAROL A        | 52 TOWER RD             | DOWNERS GROVE IL 60515-2314 |
| 31    | 09-04-102-028 | CRAMER, CHARLENE             | 42 TOWER RD             | DOWNERS GROVE IL 60515      |
| 32    | 09-04-102-029 | KAISER, WALTER H & BONNIE    | 32 TOWER RD             | DOWNERS GROVE IL 60515      |
| 33    | 09-04-102-030 | HANDLEY, SCOTT & MICHELE     | 22 TOWER RD             | DOWNERS GROVE IL 60515      |
| 34    | 09-04-102-031 | CZAJKA, RONALD & LAURA       | 12 TOWER RD             | DOWNERS GROVE IL 60515      |
| 35    | 09-04-102-032 | CUSTOM CORP                  | 600 CENTRAL AVE STE 290 | HIGHLAND PARK IL 60035      |
| 36    | 09-04-102-016 | SCHIRDEWAHN, ARTHUR & M      | 3900 WILLIAMS ST        | DOWNERS GROVE IL 60515      |
| 37    | 09-04-102-015 | PHILLIPS, THOMAS & LOUISE    | 11 39TH ST              | DOWNERS GROVE IL 60515      |
| 38    | 09-04-102-014 | DIAZ, ALFONSO J              | 21 39TH ST              | DOWNERS GROVE IL 60515      |
| 39    | 09-04-102-013 | HENNELLY, JAMEY KIP          | 31 39TH ST              | DOWNERS GROVE IL 60515      |
| 40    | 09-04-102-012 | JARZOMBEK, PAUL              | 41 39TH ST              | DOWNERS GROVE IL 60515      |
| 41    | 09-04-102-011 | PATRIC, T & A SHANTZ         | 51 39TH ST              | DOWNERS GROVE IL 60515-1613 |
| 42    | 09-04-102-010 | WOLF, JASON & JAMIE ZAVILA   | 61 39TH ST              | DOWNERS GROVE IL 60515      |
| 43    | 09-04-102-009 | JURGENS, KYLE & APRIL        | 71 39TH ST              | DOWNERS GROVE IL 60515      |
| 44    | 09-04-102-008 | RIESMEYER, WESLEY & JENNIFER | 101 39TH ST             | DOWNERS GROVE IL 60515      |
| 45    | 09-04-102-007 | BATTERMAN, J & E FOISY       | 111 39TH ST             | DOWNERS GROVE IL 60515-1611 |
| 46    | 09-04-102-006 | MARTI, RACHAEL & JUSTIN      | 121 39TH ST             | DOWNERS GROVE IL 60515      |
| 47    | 09-04-102-005 | BOSSARD, NEIL & ANNE         | 131 39TH ST             | DOWNERS GROVE IL 60515      |
| 48    | 09-04-102-004 | DIRKSE, DAVID J & MALINDA    | 141 39TH ST             | DOWNERS GROVE IL 60515      |
| 49    | 09-04-102-003 | SUTHERLAND, DANIEL W         | 151 39TH ST             | DOWNERS GROVE IL 60515      |
| 50    | 09-04-102-002 | KARMAZIN, SARAH J            | 161 39TH ST             | DOWNERS GROVE IL 60515      |
| 51    | 09-04-102-001 | MOY, STEVEN                  | 3901 CUMNOR RD          | DOWNERS GROVE IL 60515-2336 |
| 52    | 06-33-300-006 | SPORTS RADIO CHICAGO LLC     | 190 N STATE NO 7THFL    | CHICAGO IL 60601            |
| 53    | 09-04-200-001 | PARKER, EVAN & JORDAN        | 3901 WILLIAMS ST        | DOWNERS GROVE IL 60515      |

|     |               |                            |                           |                             |
|-----|---------------|----------------------------|---------------------------|-----------------------------|
| 54  | 09-04-200-002 | GROENEWOLD, ANDREW         | 3903 WILLIAMS ST          | DOWNERS GROVE IL 60515-2305 |
| 55  | 09-04-200-003 | CARDIA, DONNA              | 3905 WILLIAMS ST          | DOWNERS GROVE IL 60515      |
| 56  | 09-04-200-004 | HILDEBRAND, BARBARA        | 3907 WILLIAMS ST          | DOWNERS GROVE IL 60515-2305 |
| 57  | 09-04-200-005 | KONEMANN, RONALD & JOANN   | 3909 WILLIAMS ST          | DOWNERS GROVE IL 60515-2305 |
| 58  | 09-04-200-006 | QUIRICONI, NEAL            | 3911 WILLIAMS ST          | DOWNERS GROVE IL 60515      |
| 59  | 09-04-200-021 | ZALESKI, MARY              | 3908 N PARK ST            | WESTMONT IL 60559           |
| 60  | 09-04-200-020 | YOUNG, JASON               | 3906 N PARK ST            | WESTMONT IL 60559           |
| 61  | 09-04-200-019 | YOUNG, JASON               | 3906 N PARK ST            | WESTMONT IL 60559           |
| 62  | 09-04-200-018 | HERDA, ROSE                | 3900 N PARK ST            | WESTMONT IL 60559           |
| 63  | 09-04-200-017 | HERDA, ROSE                | 3900 N PARK ST            | WESTMONT IL 60559           |
| 64  | 06-33-401-024 | CLARKE, BRENDALEE Y        | 3822 N PARK ST            | WESTMONT IL 60559           |
| 65  | 06-33-401-023 | SMITH, MARK                | 3820 N PARK ST            | WESTMONT IL 60559-1004      |
| 66  | 06-33-401-022 | BIELARSKI, JESSICA & K     | 3818 N PARK ST            | WESTMONT IL 60559-1004      |
| 67  | 06-33-401-021 | YOUNG, J & A FERRARINI     | 3816 N PARK ST            | WESTMONT IL 60559-1004      |
| 68  | 06-33-401-020 | MARQUEZ, ARMANDO           | 3814 N PARK AVE           | WESTMONT IL 60559           |
| 69  | 06-33-401-019 | SCHNEIDER, WILBERT C       | 3812 N PARK               | WESTMONT IL 60559           |
| 70  | 06-33-401-018 | DOMINGUEZ, G & M MEDINA    | 3810 N PARK ST            | WESTMONT IL 60559-1004      |
| 71  | 06-33-401-025 | TERAN, SALOMON O           | 3808 N PARK ST            | WESTMONT IL 60559           |
| 72  | 06-33-401-029 | HEIDEN, ROBT & LAURIE      | 3804 N PARK ST            | WESTMONT IL 60559           |
| 73  | 06-33-401-014 | GELARDI, LYNN & DONALD     | 3802 N PARK ST            | WESTMONT IL 60559           |
| 74  | 06-33-401-027 | LINHART TRUST, PAULA       | 3800 N PARK ST            | WESTMONT IL 60559-1004      |
| 75  | 06-33-401-026 | GUY, SANDRA G              | 3801 WILLIAMS ST          | WESTMONT IL 60559           |
| 76  | 06-33-401-002 | GREGORY, MELISSA           | 3803 N WILLIAMS ST        | WESTMONT IL 60559-1006      |
| 77  | 06-33-401-003 | ZAHID, ZAR & M             | 3805 N WILLIAMS ST        | WESTMONT IL 60559-1006      |
| 78  | 06-33-401-028 | HAHNE, MICHAEL & JO ANN    | 4040 GLENDENNING RD       | DOWNERS GROVE IL 60515      |
| 79  | 06-33-401-005 | AGUILERA, ELENA M          | 3809 N WILLIAMS ST        | WESTMONT IL 60559-1006      |
| 80  | 06-33-401-006 | POSKA, KUKAS               | 3811 N WILLIAMS ST        | WESTMONT IL 60559-1006      |
| 81  | 06-33-401-007 | OWENS, ASHLEY & DEBRA      | 3813 N WILLIAMS ST        | WESTMONT IL 60559-1006      |
| 82  | 06-33-401-008 | COLD RIVER LAND LLC        | 600 GALLERIA PKWY STE 300 | ATLANTA GA 30339            |
| 83  | 06-33-401-009 | PONCE, ARTURO G            | 3817 N WILLIAMS ST        | WESTMONT IL 60559           |
| 84  | 06-33-401-010 | JURKOWSKI, WALLY           | 3819 N WILLIAMS ST        | WESTMONT IL 60559           |
| 85  | 06-33-401-011 | PEREZ, J & M MARTINEZ      | 3821 N WILLIAMS ST        | WESTMONT IL 60559-1006      |
| 86  | 06-33-401-012 | DRECHNY, JEREMY & TINA     | 3823 WILLIAMS DR          | WESTMONT IL 60559           |
| 87  | 06-33-408-017 | WONG, ALEX & JANET         | 153 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 88  | 06-33-408-016 | KOSKI, LINDSAY & BRIAN     | 155 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 89  | 06-33-408-015 | YANG, I & H CHEN           | 157 SADDLEBROOK DR        | OAK BROOK IL 60523          |
| 90  | 06-33-408-014 | LIU, X & F HAN             | 159 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 91  | 06-33-408-013 | UHLIR TR, RITA G           | 161 SADDLE BROOK DR       | OAK BROOK IL 60523          |
| 92  | 06-33-306-006 | ARIANA, CAROL & RON        | 163 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 93  | 06-33-306-005 | MORKER, NEHA & SAMIP       | 165 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 94  | 06-33-306-004 | WOO, SUSAN                 | 167 SADDLE BROOK DR       | OAK BROOK IL 60523          |
| 95  | 06-33-306-003 | GUADAGNI, LAWRENCE & DIXIE | 169 SADDLE BROOK DR       | OAK BROOK IL 60523          |
| 96  | 06-33-306-002 | GUERTLER, LINDA J          | 171 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 97  | 06-33-306-001 | STERN, DANIEL & LESLIE     | 173 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 98  | 06-33-306-026 | DUGO TR, MICHAEL & DIANE   | 175 SADDLE BROOK DR       | OAK BROOK IL 60523          |
| 99  | 06-33-306-025 | BORSELLINO, ANTHONY        | 177 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 100 | 06-33-306-024 | POPISH, TODD & MICHELLE    | 179 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 101 | 06-33-306-023 | HART, SANDRA M             | 181 SADDLE BROOK DR       | OAK BROOK IL 60523          |
| 102 | 06-33-306-022 | PESA, JOSEPH               | 183 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 103 | 06-33-306-015 | BORSELLINO, JOSEPH & M     | 185 SADDLE BROOK DR       | OAK BROOK IL 60523-2652     |
| 104 | 06-33-306-014 | GIANNOLA, GIUSEPPE & V     | 187 SADDLEBROOK DR        | OAK BROOK IL 60523          |
| 105 | 06-33-306-013 | CALHAN, JOAN C TR          | 189 SADDLEBROOK DR        | OAK BROOK IL 60523          |
| 106 | 06-33-306-012 | STAWARZ, STEVEN P & JEAN   | 191 SADDLE BROOK DR       | OAK BROOK IL 60523          |
| 107 | 06-33-306-011 | BANSAL, PROMILLA TR        | 193 SADDLEBROOK DR        | OAK BROOK IL 60523          |

|     |               |                               |                     |                         |
|-----|---------------|-------------------------------|---------------------|-------------------------|
| 108 | 06-33-306-010 | NIKFAR, DINYAR & T F          | 22 HILLCREST RD     | MARTINSVILLE NJ 88360   |
| 109 | 06-33-306-017 | FILOPOULOS, BILL & M          | 3009 38TH ST        | OAK BROOK IL 60523      |
| 110 | 06-33-306-018 | KO, ANN                       | 3005 38TH ST        | OAK BROOK IL 60523      |
| 111 | 06-33-306-019 | SMITH, RICHARD & ELLEN        | 3001 38TH ST        | OAK BROOK IL 60523      |
| 112 | 06-33-306-020 | HARRINGTON, JOHN & AMANDA     | 2925 38TH ST        | OAK BROOK IL 60523      |
| 113 | 06-33-306-021 | PANZARINO, JOSEPH & R         | 2919 38TH ST        | OAK BROOK IL 60523      |
| 114 | 06-33-305-033 | SEQUEIRA, WINSTON             | 176 SADDLEBROOK DR  | OAK BROOK IL 60523      |
| 115 | 06-33-305-048 | KOVARIK, ALLEN & DOLORES      | 174 SADDLE BROOK DR | OAK BROOK IL 60523-2655 |
| 116 | 06-33-305-049 | SHAQIRI, EGZON & ENXHI ZEKTHI | 172 SADDLE BROOK DR | OAK BROOK IL 60523      |
| 117 | 06-33-305-050 | PORCELLI, NANCY M             | 170 SADDLE BROOK DR | OAK BROOK IL 60523      |
| 118 | 06-33-305-051 | PERGLER, KEILA & JOHN         | 168 SADDLE BROOK DR | OAK BROOK IL 60523-2655 |
| 119 | 06-33-305-022 | SMURAWSKI, RICHARD & P        | 166 SADDLE BROOK DR | OAK BROOK IL 60523-2655 |
| 120 | 06-33-305-023 | NAGARAJU, MYTHRA              | 164 SADDLEBROOK     | OAK BROOK IL 60523-2655 |
| 121 | 06-33-305-024 | OVIEDO, LUIS A                | 162 SADDLE BROOK DR | OAK BROOK IL 60523      |
| 122 | 06-33-305-025 | HARRIS FAMILY TRUST           | 160 SADDLE BROOK DR | OAK BROOK IL 60523      |
| 123 | 06-33-305-026 | KUMAR, S & M CHAUHAN          | 158 SADDLE BROOK DR | OAK BROOK IL 60523      |
| 124 | 06-33-305-027 | MICALETTI, JOHN               | 156 SADDLE BROOK DR | OAK BROOK IL 60523-2655 |
| 125 | 06-33-305-028 | LOYA, EDUARDO                 | 154 SADDLE BROOK DR | OAK BROOK IL 60523-2655 |

## Please Sign In Below

Thank you for attending our Neighbor Meeting

| Name                 | Address                 | Phone Number | Email Address | Notes |
|----------------------|-------------------------|--------------|---------------|-------|
| Walter J. Kowalski   | 3819 Willing            |              |               |       |
| Andrew Lascala       | 3807 N. Washington      |              |               |       |
| Ingrid Jewald        | 3920 West End Rd        |              |               |       |
| Jean Slawny          | 191 Saddle Brook        |              |               |       |
| Sim Young            | 3816 N Park St          |              |               |       |
| Jason Young          | 3906 N Park St          |              |               |       |
| Anne Huene           | 3829 School St          |              |               |       |
| Joanie Wexler        | 3004 35th St. Oak Brook |              |               |       |
| Donna Cordia         | 2905 Williams St        | DO           |               |       |
| Trevor & Amy Patric  | 51 39th St              |              |               |       |
| Barb Hattan          | 4112 Longmeadow Dr.     |              |               |       |
| Orch & Ellen Smith   | 3001 38th St            |              |               |       |
| GREG SUMMERS         | 1200 Oak Brook Rd       |              |               |       |
| RON ARIANA           | 163 Saddle Brook Dr     |              |               |       |
| Rosalie Panzani      | 2919 38th St            |              |               |       |
| HOPE Vecello         | 4041 Longmeadow Dr      |              |               |       |
| TOM & SUZANNE HENRIE | 3848 CUMWON RD          |              |               |       |
| Jason and Jamie      | 61 39th Street          |              |               |       |
| Dan + Leslie Stern   | 173 Saddle Brook        |              |               |       |
| Kyle Sargens         | 71 39th St              |              |               |       |
| Bridget Smith        | 3905 Liberty Blvd       |              |               |       |
| Mike Benjamin        | 21027 N. Park           |              |               |       |

Thank you for attending our Neighbor Meeting

[illegible]



**Thank you for attending our Neighbor Meeting**

[illegible]



## About M/I Homes...

## Mel and Irving: A Caring Tradition

**In 1976, Melvin and Irving Schottenstein founded M/I Homes and began building single family homes**

## ONE OF THE TOP HOMEBUILDERS IN CHICAGOLAND

- Opened Chicago Division in **2007**
- Diverse Array of **Single Family** Homes
- Committed to **Quality, Value, Integrity, Excellence, and Treating the Customer Right** at every stage of land development and homebuilding 





# CHICAGO DIVISION LAND TEAM



**Scott Barenbrugge**  
VP, Land  
sbarenbrugge@mihomes.com



**Jason Polakow**  
VP, Land Development  
jpolakow@mihomes.com



**Greg Collins**  
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**Zachary E. Kenitzer**  
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**Anna Sutton**  
Manager, Land Entitlement & Planning  
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**Ryan Champine**  
Land Analyst  
rchampine@mihomes.com

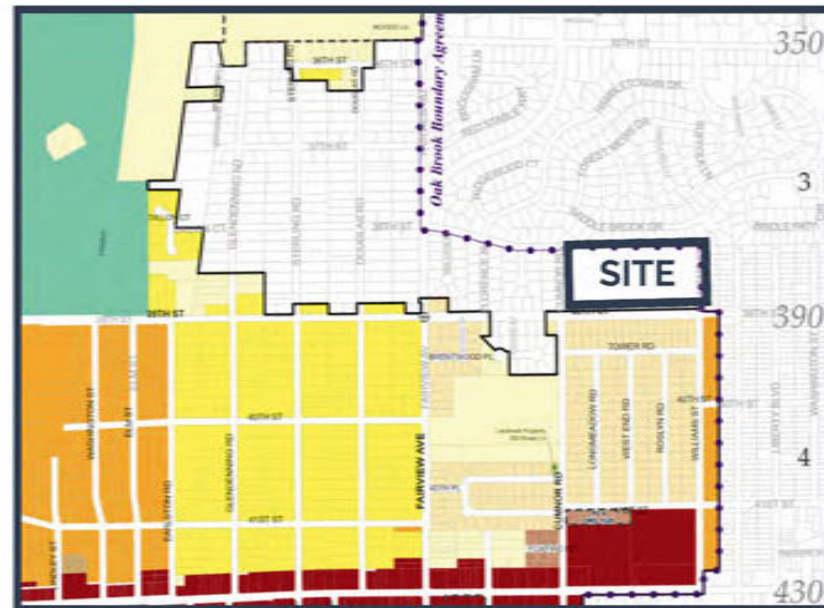
With Our Supporting Consultants





# VILLAGE OF DOWNERS GROVE COMPREHENSIVE PLAN

## ZONING MAP UNINCORPORATED DUPAGE COUNTY



- R-1, Residential Detached House 1
- R-2, Residential Detached House 2
- R-3, Residential Detached House 3
- R-4, Residential Detached House 4
- R-5, Residential Attached House 5
- R-5A, Residential Attached House 5A
- R-6, Residential Apartment / Condo 6
- B-1, Limited Retail Business
- B-2, General Retail Business
- B-3, General Services and Highway Business
- O-R, Office-Research
- O-R-M, Office-Research-Manufacturing
- M-1, Light Manufacturing
- M-2, Restricted Manufacturing
- DB, Downtown Business
- DC, Downtown Core
- DT, Downtown Transition
- INP-1, Neighborhood-Scale Institutional and Public District
- INP-2, Campus-Scale Institutional and Public District

### PROPOSED ZONING

### Modernization

Residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. Modernization helps to achieve a balance between the past and the future by providing incremental improvements to existing properties, including both sites and structures.

There are four levels of residential modernization:

- **Upkeep**, which includes the basic maintenance and repair of existing structures (e.g., new exterior paint or roof)
- **Renovation**, which includes small-scale projects to update portions of existing structures (e.g., kitchen or bathroom renovation)
- **Expansion**, which includes adding onto an existing structure (e.g., a rear or side addition)
- **Redevelopment**, which includes demolition of an existing structure to construct a new one (e.g., a residential teardown)

Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock and should not conflict with the promotion and protection of the Village's distinguishing character and historic resources.

### Single-Family Detached Residential

Of the residential units in Downers Grove, nearly 80% are single-family and owner-occupied. The single-family detached residential neighborhoods are one of the Village's most cherished attributes and one of its most defining characteristics. As such, single-family residential development should continue to predominate.

Historically, as residential development occurred near downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more contemporary development features including curvilinear streets and cul-de-sacs.

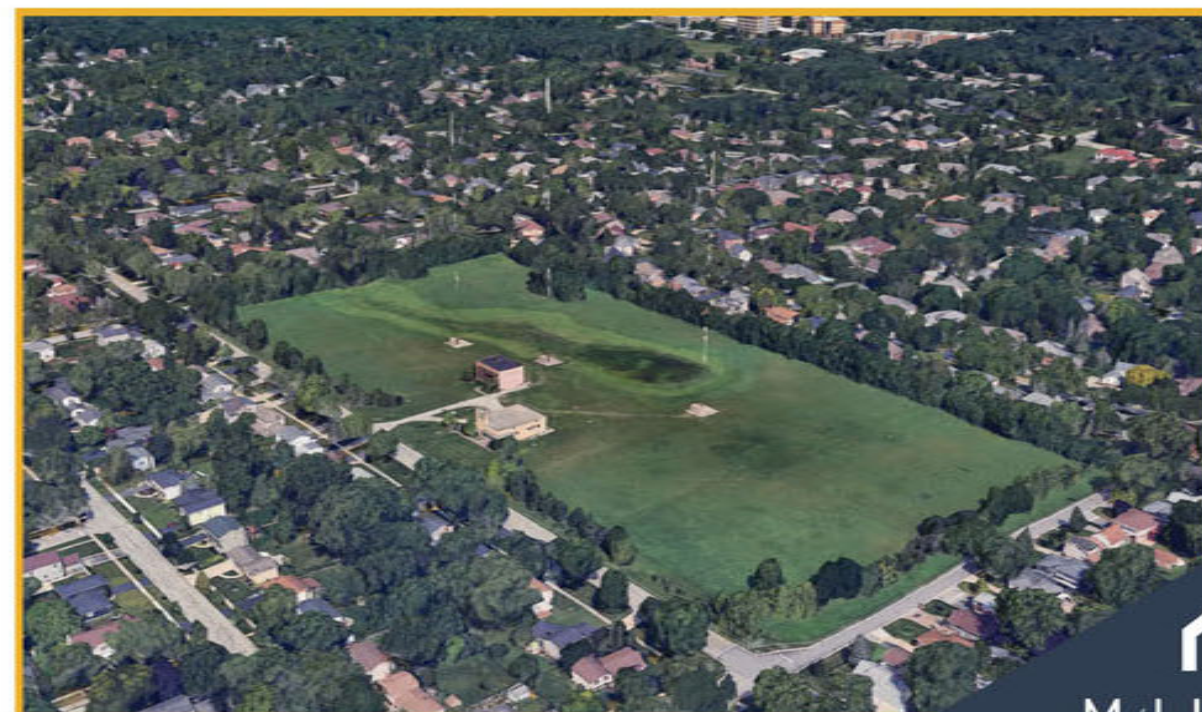
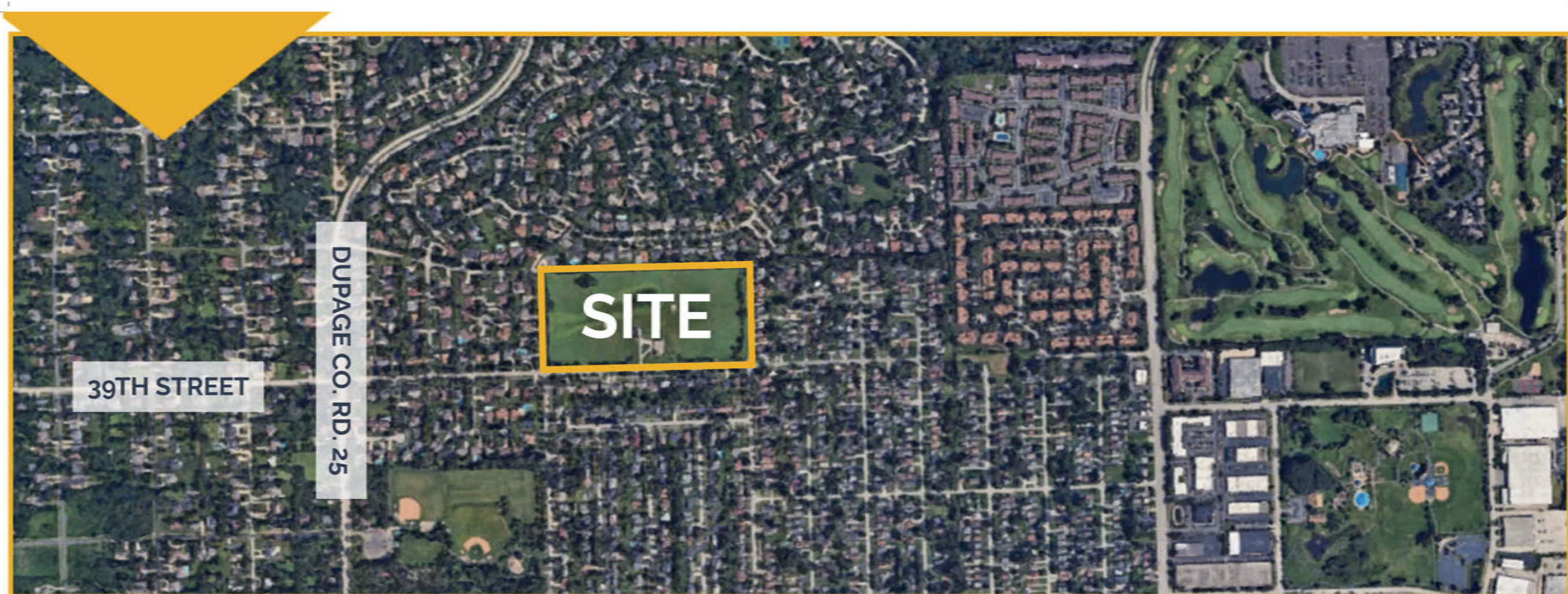
Single-family detached residential areas make up the single largest land use in the Village of Downers Grove. Much of the Village's character is derived from these neighborhoods and these distinguishing features should be preserved and enhanced.

Single-family residential areas must remain flexible and consider context. There may be situations where single-family attached and multi-family uses may be appropriate within single-family detached areas. For example, street frontage, lot depth, and the presence of neighboring non-residential uses should be considered on a case-by-case basis for other types of compatible residential development.

The Residential Areas Plan depicts the single-family residential areas of the Village and divides them into four categories based on lot size, density, access, and built form.





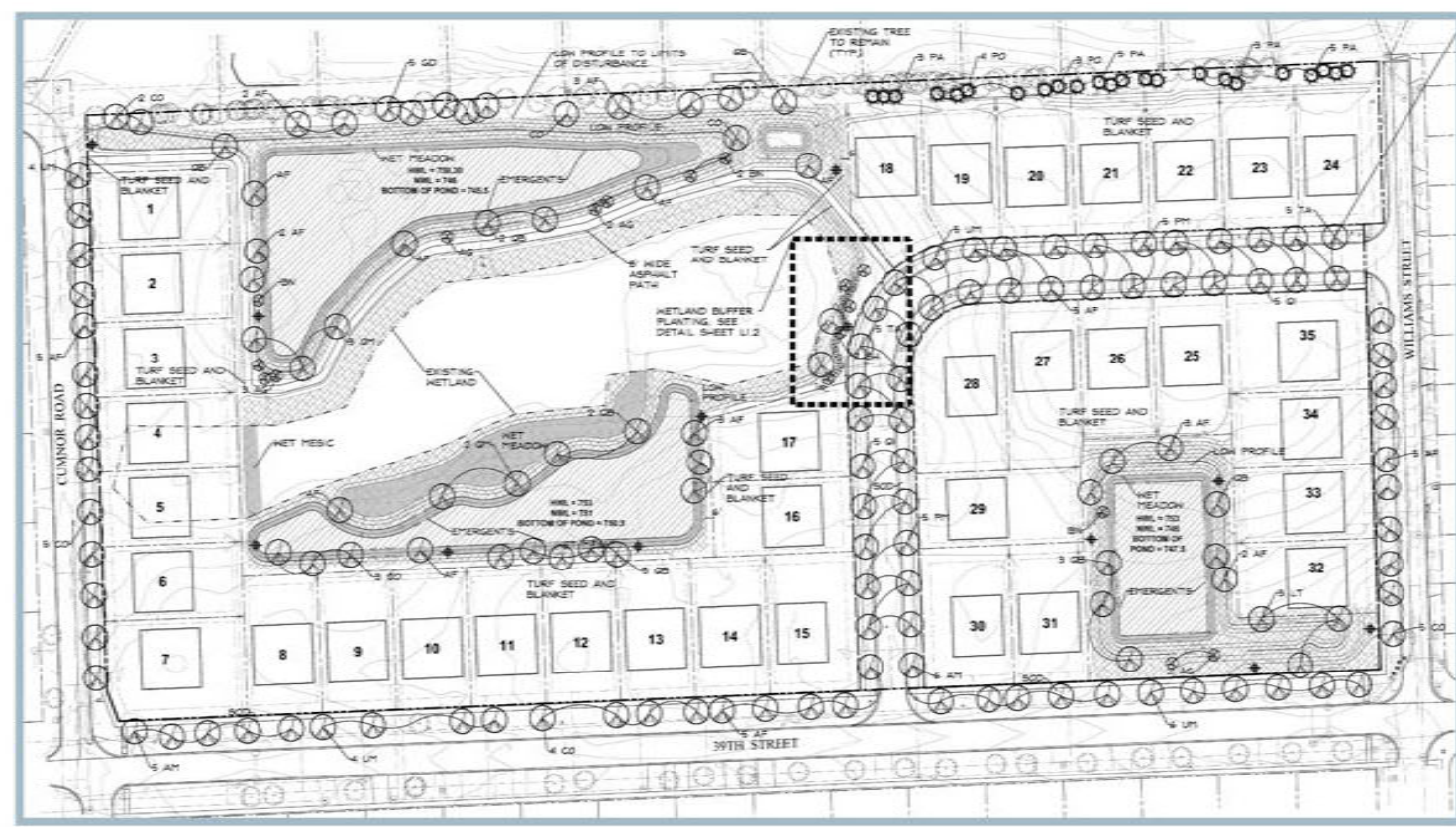






| SITE DATA                                |       |       |
|------------------------------------------|-------|-------|
| LAND USE                                 | UNITS | ACRES |
| SINGLE FAMILY (75'x140')                 | 35    | 10.5  |
| DETENTION / OPEN SPACE                   |       | 5.8   |
| EXISTING WETLAND                         |       | 1.7   |
| ROAD DEDICATION<br>(CUMNOR AND WILLIAMS) |       | 0.6   |
| TOTAL                                    | 35    | 18.6  |





# LANDSCAPE PLAN

**PLANTING DETAILS**

**PERENNIALS AND GROUNDCOVERS**  
NOT TO SCALE

**DECIDUOUS AND EVERGREEN SHRUBS**  
NOT TO SCALE

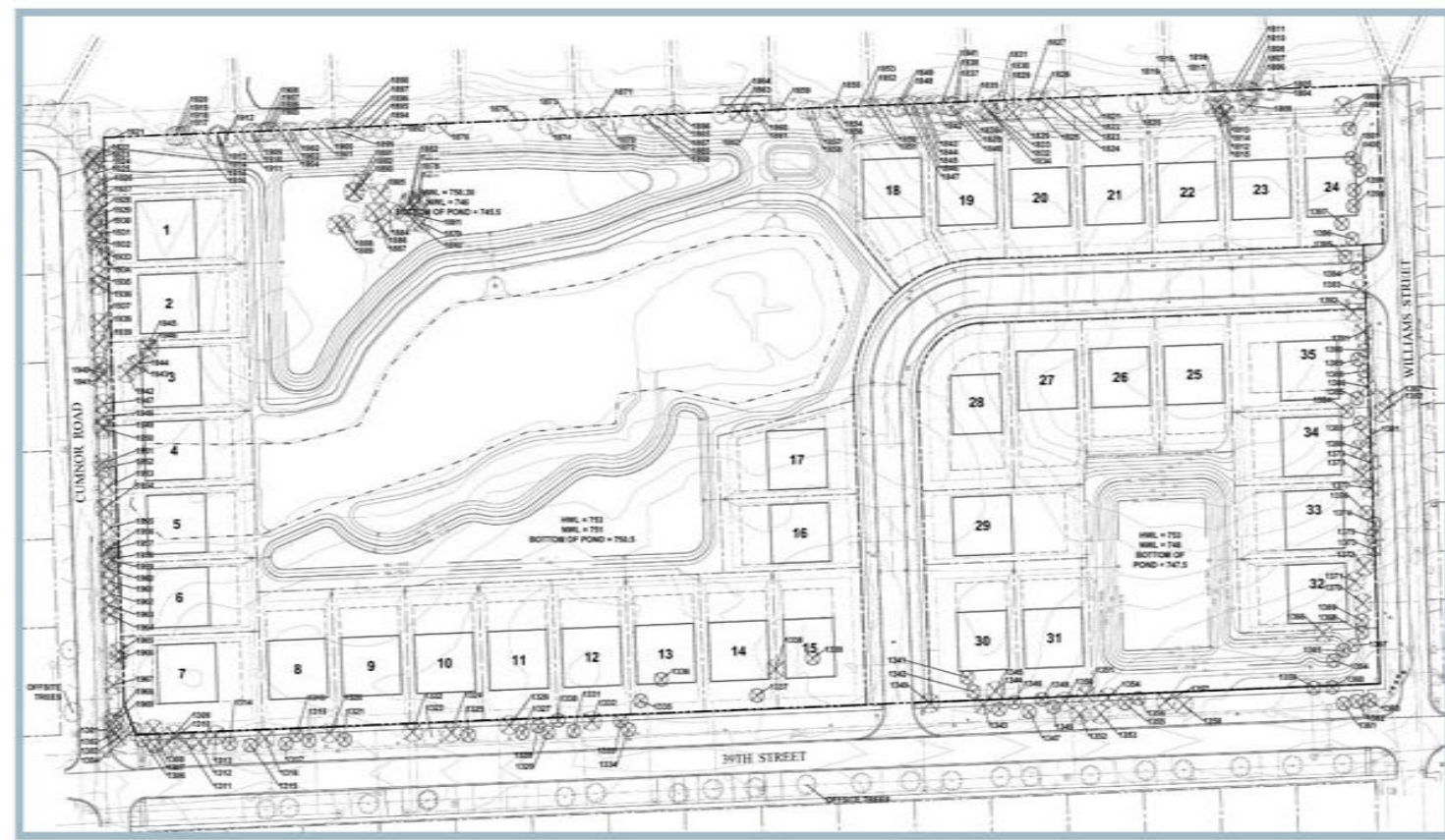
**EVERGREEN TREES**  
NOT TO SCALE

**DECIDUOUS TREES**  
NOT TO SCALE

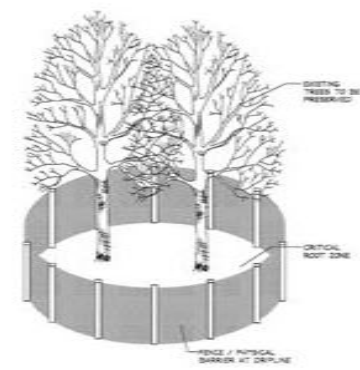
**PARKWAY TREES: 3763.29 LF**  
Code: 20.401.8  
1 PARKWAY TREE PER 40 LF.

**LANDSCAPING REQUIRED:**  
94 PARKWAY TREES

**LANDSCAPING PROVIDED:**  
1 EXISTING PARKWAY TREE  
93 PARKWAY TREES



# TREE PRESERVATION PLAN



**TREE PRESERVATION DETAIL**  
(NOT TO SCALE, SEE NOTES)

**LEGEND**

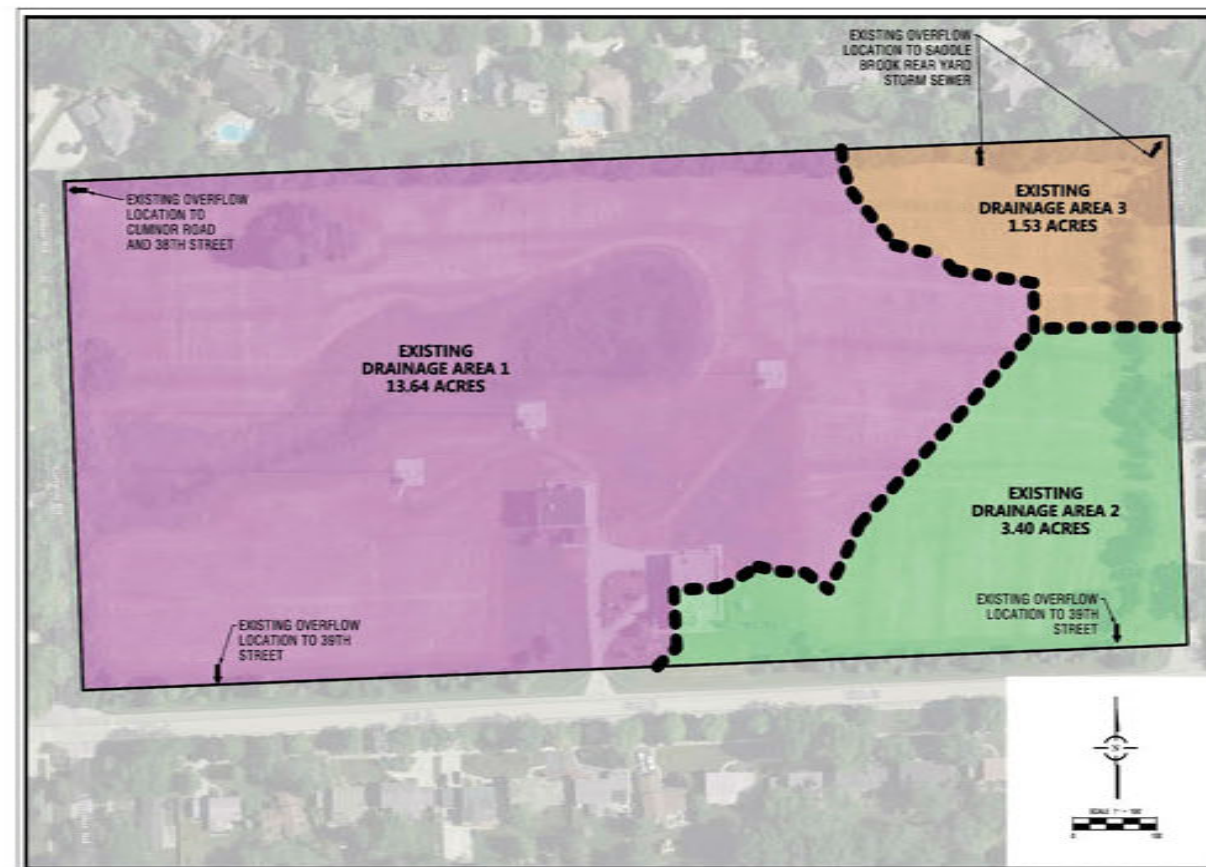
- EXISTING TREE TO BE PRESERVED
- EXISTING TREE TO BE REMOVED



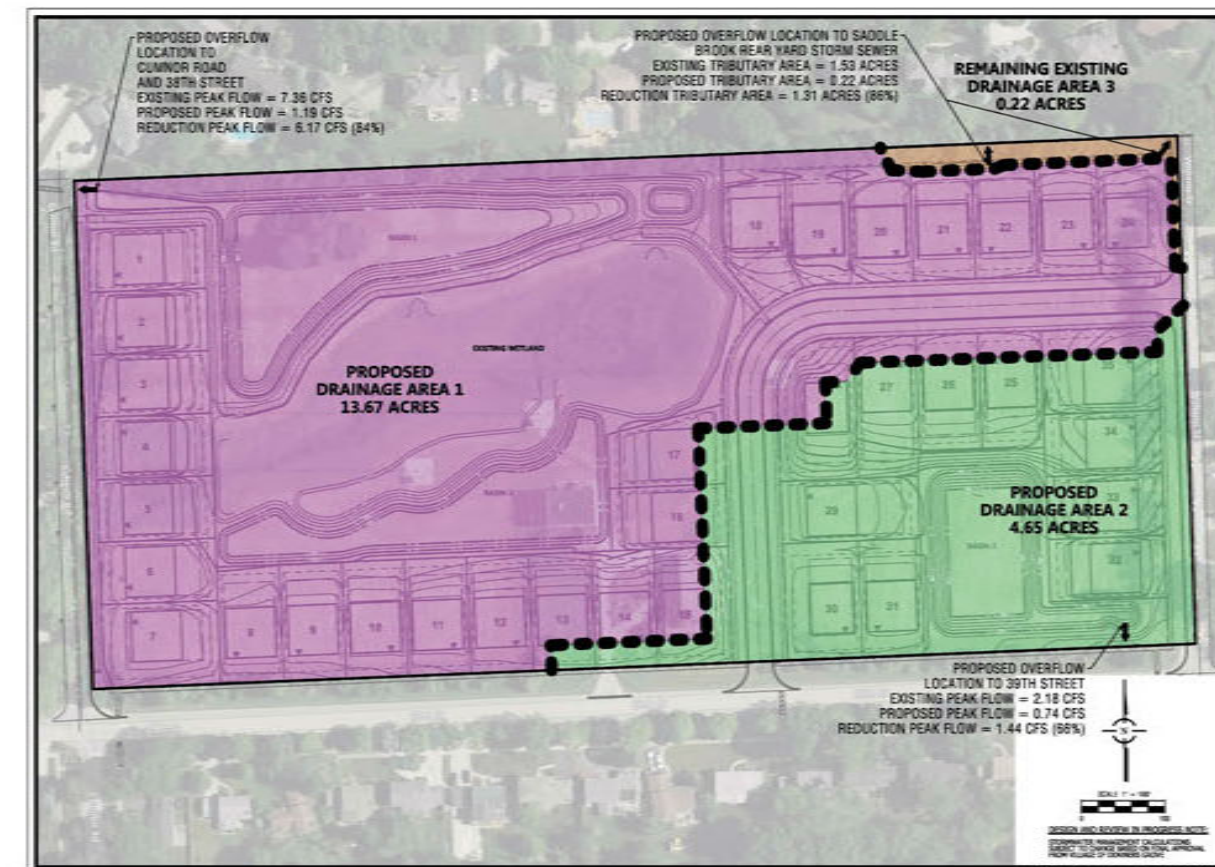


# STORMWATER

## EXISTING



## PROPOSED



**NOTES:**

1. ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS STANDARD WIDTH UNLESS OTHERWISE NOTED.
3. ALL CURB AND GUTTER IS TO BE IN PLACE UNLESS OTHERWISE NOTED.
4. SEE SHEET ON PAVEMENT SECTION DETAILS.
5. ALL PAVEMENT PARALLELS SHALL BE PAINT.
6. ALL POINT VMD OUTDOORS ARE TO BE UNLESS OTHERWISE NOTED.

**LEGEND:**

- PAVEMENT
- WALL & OVERLAY EXISTING PAVEMENT
- CONCRETE SIDEWALK
- 8" ASPHALT MULTILANE PAV.
- EXPRESSED CURB & GUTTER
- CONCRETE SIDEWALK (C. WARP 5' WIDE UNLESS NOTED)
- REMOVE AND REPLACE PAVEMENT

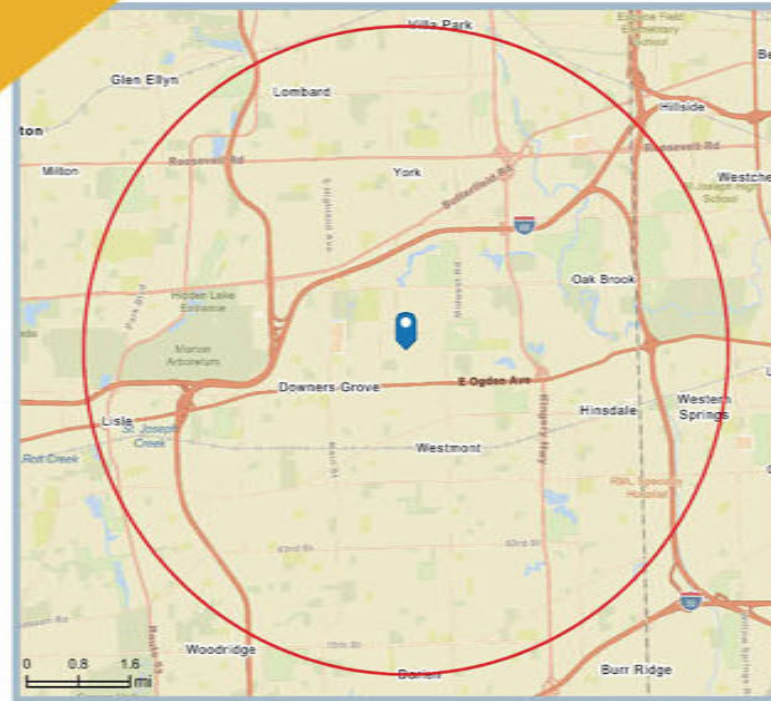
**Site Plan Details:**

- Streets:** 38TH STREET, TALON DRIVE, CLINTON ROAD, WILLIAMS STREET.
- Basins:** BASIN 1, BASIN 2, BASIN 3.
- Lots:** 1 through 35.
- Match Lines:** MATCH LINE - SEE SHEET G01.
- Dimensions:** Various lot and street dimensions are provided.
- Orientation:** North arrow pointing up.
- Scale:** 1" = 40'.



M/I HOMES





| 2024 Households by Income and Age of Householder |          |           |           |           |           |           |          |
|--------------------------------------------------|----------|-----------|-----------|-----------|-----------|-----------|----------|
|                                                  | <25      | 25-34     | 35-44     | 45-54     | 55-64     | 65-74     | 75+      |
| HH Income Base                                   | 1,684    | 12,523    | 17,818    | 17,767    | 19,372    | 18,195    | 15,688   |
| <\$15,000                                        | 287      | 674       | 514       | 502       | 993       | 1,286     | 1,850    |
| \$15,000-\$24,999                                | 130      | 299       | 234       | 256       | 547       | 845       | 1,541    |
| \$25,000-\$34,999                                | 137      | 531       | 394       | 313       | 619       | 993       | 1,577    |
| \$35,000-\$49,999                                | 252      | 1,022     | 829       | 701       | 1,062     | 1,441     | 2,195    |
| \$50,000-\$74,999                                | 315      | 1,733     | 1,637     | 1,499     | 1,957     | 3,283     | 2,933    |
| \$75,000-\$99,999                                | 228      | 1,745     | 1,902     | 1,545     | 1,860     | 2,464     | 1,708    |
| \$100,000-\$149,999                              | 189      | 2,467     | 3,499     | 3,315     | 3,379     | 3,112     | 1,509    |
| \$150,000-\$199,999                              | 91       | 1,742     | 2,953     | 2,903     | 2,887     | 1,795     | 1,071    |
| \$200,000+                                       | 56       | 2,310     | 5,856     | 6,732     | 6,068     | 2,974     | 1,303    |
| Median HH Income                                 | \$51,976 | \$103,496 | \$147,961 | \$160,107 | \$135,810 | \$85,927  | \$54,164 |
| Average HH Income                                | \$70,957 | \$142,080 | \$192,401 | \$208,713 | \$184,007 | \$129,321 | \$88,550 |

| 2029 Households by Income and Age of Householder |       |        |        |        |        |        |        |
|--------------------------------------------------|-------|--------|--------|--------|--------|--------|--------|
|                                                  | <25   | 25-34  | 35-44  | 45-54  | 55-64  | 65-74  | 75+    |
| HH Income Base                                   | 1,530 | 11,944 | 17,415 | 18,310 | 17,523 | 18,684 | 18,510 |
| <\$15,000                                        | 262   | 507    | 426    | 394    | 661    | 1,050  | 1,988  |
| \$15,000-\$24,999                                | 92    | 186    | 159    | 158    | 314    | 607    | 1,359  |
| \$25,000-\$34,999                                | 114   | 371    | 307    | 219    | 410    | 802    | 1,575  |
| \$35,000-\$49,999                                | 206   | 765    | 711    | 549    | 702    | 1,183  | 2,299  |
| \$50,000-\$74,999                                | 291   | 1,421  | 1,409  | 1,250  | 1,485  | 3,015  | 3,312  |
| \$75,000-\$99,999                                | 208   | 1,482  | 1,783  | 1,459  | 1,564  | 2,418  | 2,038  |
| \$100,000-\$149,999                              | 199   | 2,418  | 3,429  | 3,468  | 3,096  | 3,451  | 2,098  |
| \$150,000-\$199,999                              | 109   | 1,890  | 3,255  | 3,348  | 3,062  | 2,316  | 1,736  |
| \$200,000+                                       | 49    | 2,904  | 5,937  | 7,465  | 6,227  | 3,841  | 2,105  |

## LOCAL BENEFITS

- **Housing Demand**
  - Meet current and future housing needs
  - Increases housing choices across the Village
- **Diversify Housing Options**
  - Single family options for families
  - Provides attractive option to keep Downers Grove residents in Downers Grove
- **Economic Development**
  - Job creation and tax revenue generation
  - Increase to local spending
- **Quality, Highly Maintained Housing**
  - High quality housing with single family quality of life

## DOWNERS GROVE STATISTICS

Population: **50,247**

Median Age: **42.6**

Labor Force: **27,215**

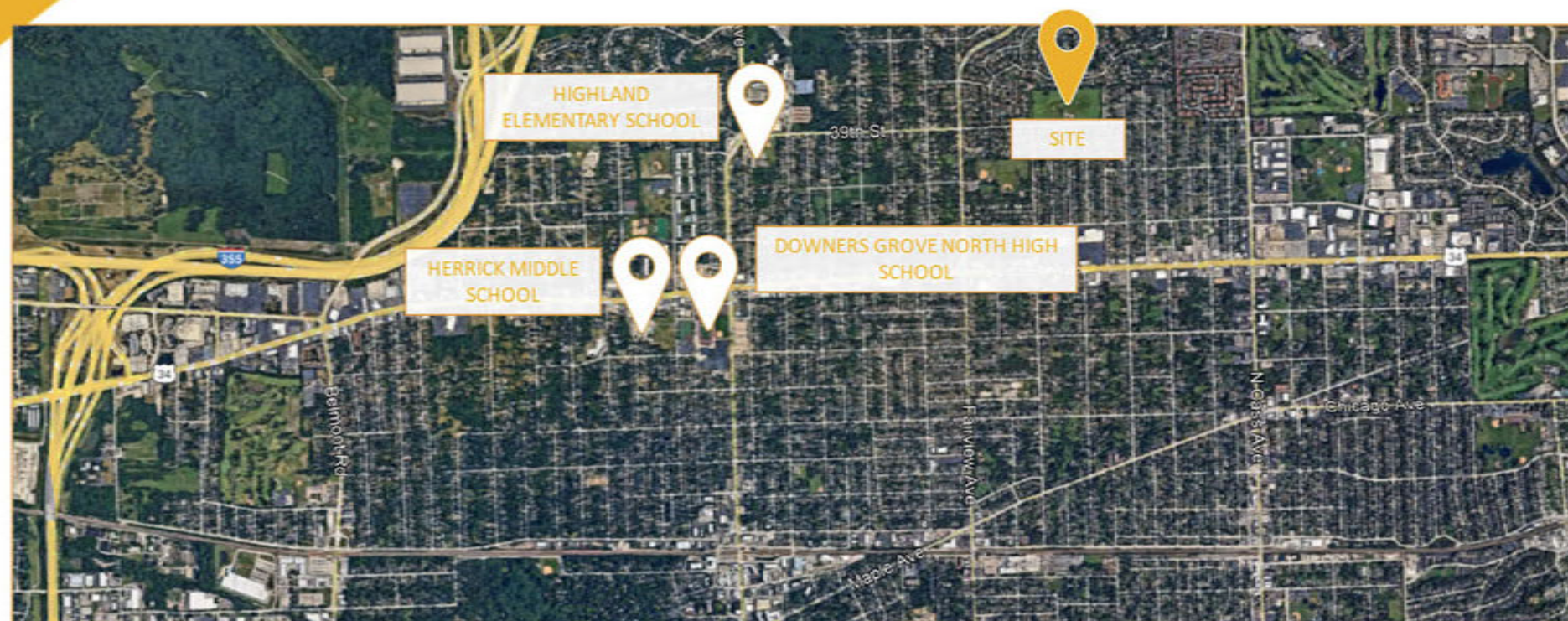
Percent in Workforce: **65%**

Median Household Income: **\$119,649**

Average owner-occupied household size: **2.63**



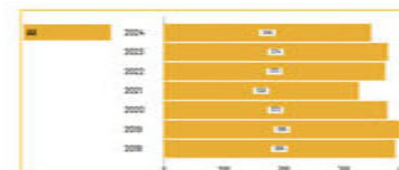




### HIGHLAND ELEMENTARY SCHOOL

ENROLLMENT: 346

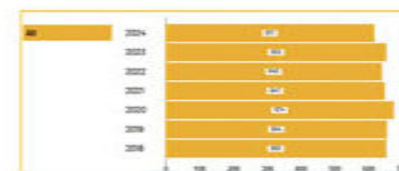
(DOWN 49 STUDENTS FROM PEAK ENROLLMENT)  
(16 STUDENTS PROJECTED)



### HERRICK MIDDLE SCHOOL

ENROLLMENT: 617

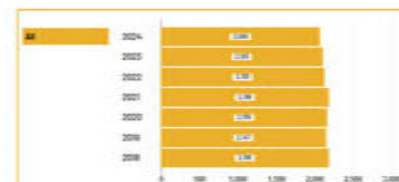
(DOWN 57 STUDENTS FROM PEAK ENROLLMENT)  
(9 STUDENTS PROJECTED)



### DOWNERS GROVE NORTH HIGH SCHOOL

ENROLLMENT: 2,069

(DOWN 117 STUDENTS FROM PEAK ENROLLMENT)  
(12 STUDENTS PROJECTED)



### 8.39% DECLINE IN STUDENT ENROLLMENT



DECLINED BY 437 STUDENTS SINCE 2018

### 6.42% DECLINE IN STUDENT ENROLLMENT



DECLINED BY 318 STUDENTS SINCE 2018

| Type of Unit              | Pre-School<br>0 - 4 Yrs |       | Elementary<br>Grades K-5 |        | Junior High<br>Grades 6-8 |       | High School<br>Grades 9-12 |       | Adults<br>18-up |        | Total per Unit |        |
|---------------------------|-------------------------|-------|--------------------------|--------|---------------------------|-------|----------------------------|-------|-----------------|--------|----------------|--------|
| Detached<br>Single-family |                         |       |                          |        |                           |       |                            |       |                 |        |                |        |
| 2-bedroom                 | 0.113                   | 0.000 | 0.136                    | 0.000  | 0.048                     | 0.000 | 0.020                      | 0.000 | 1.700           | 0.000  | 2.017          | 0.000  |
| 3-bedroom                 | 0.292                   | 0.000 | 0.369                    | 0.000  | 0.173                     | 0.000 | 0.184                      | 0.000 | 1.881           | 0.000  | 2.899          | 0.000  |
| 20 4-bedroom              | 0.418                   | 8.360 | 0.530                    | 10.600 | 0.298                     | 5.960 | 0.360                      | 7.200 | 2.158           | 43.160 | 3.764          | 75.280 |
| 15 5-bedroom              | 0.283                   | 4.245 | 0.345                    | 5.175  | 0.248                     | 3.720 | 0.300                      | 4.500 | 2.594           | 38.910 | 3.770          | 56.550 |
| People Produced           | 12.605                  |       | 15.775                   |        | 9.680                     |       | 11.700                     |       | 82.070          |        | 131.830        |        |
| # of Students Generated = |                         |       |                          |        |                           |       | 37.155                     |       |                 |        |                |        |







**TOTAL ANNUAL TAXES:**  
**\$878,791**

| DISTRICT             | TAX RATE      | TOTAL            |
|----------------------|---------------|------------------|
| COLLEGE DU PAGE 502  | 0.1907        | \$30,836.19      |
| COUNTY OF DU PAGE    | 0.1473        | \$23,818.41      |
| DOWNERS GROVE PARK   | 0.3409        | \$55,123.53      |
| DU PAGE AIRPORT AUTH | 0.0132        | \$2,134.44       |
| FOREST PRESERVE DIST | 0.1076        | \$17,398.92      |
| GRADE SCHOOL DIST 58 | 2.3241        | \$375,806.97     |
| HIGH SCHOOL DIST 99  | 1.9411        | \$313,875.87     |
| WESTMONT SPEC SERV 2 | 0.2400        | \$38,808         |
| YORK TOWNSHIP        | 0.0473        | \$7,648.41       |
| 648.YORK TWP ROAD    | 0.0463        | \$7,486.71       |
| YORK TWP SPC POLICE  | 0.0362        | \$5,853.54       |
| <b>TOTAL TAXES</b>   | <b>5.4347</b> | <b>\$878,791</b> |

**NUMBER OF HOMES: 35**

**TOTAL FAIR MARKET VALUE: \$49,000,000**

**FAIR MARKET VALUE PER UNIT: \$1,400,000**

**TOTAL EQUALIZED ASSESSED MARKET VALUE: \$16,170,000**

**EFFECTIVE TAX RATE: 5.4347**

**ANTICIPATED ANNUAL TAXES PER UNIT: \$25,108.31**

| SCHOOL DISTRICT TAX RATE                                                                                              | GSD 58 – 2.324100% |
|-----------------------------------------------------------------------------------------------------------------------|--------------------|
| 35 HOMES @ \$1,400,000 (FMV)                                                                                          | \$49,000,000       |
| TOTAL EQUALIZED ASSESSED MARKET VALUE (EAV)<br><small>(33% x \$49,000,000)</small>                                    | \$16,170,000       |
| TAX RATE x EAV <small>(ANNUAL REAL ESTATE TAXES TO DISTRICT GSD)</small><br><small>(2.324100% x \$16,170,000)</small> | \$375,807          |

**ANNUAL PER CAPITAL STATE FUNDING = \$17,888**  
(\$715.52 PER STUDENT x 25 PROJECTED STUDENTS)

| SCHOOL DISTRICT TAX RATE                                                                                              | CHSD 99 – 1.941100% |
|-----------------------------------------------------------------------------------------------------------------------|---------------------|
| 35 HOMES @ \$1,400,000 (FMV)                                                                                          | \$49,000,000        |
| TOTAL EQUALIZED ASSESSED MARKET VALUE (EAV)<br><small>(33% x \$49,000,000)</small>                                    | \$16,170,000        |
| TAX RATE x EAV <small>(ANNUAL REAL ESTATE TAXES TO DISTRICT GSD)</small><br><small>(1.941100% x \$16,170,000)</small> | \$313,876           |

**ANNUAL PER CAPITAL STATE FUNDING = \$10,318.80**  
(\$859.90 PER STUDENT x 12 PROJECTED STUDENTS)



## SINGLE FAMILY DETACHED HOME PRICES: \$1.2M - \$1.6M



HUDSON



LYNDALE



STOCKWELL



SUTCLIFF





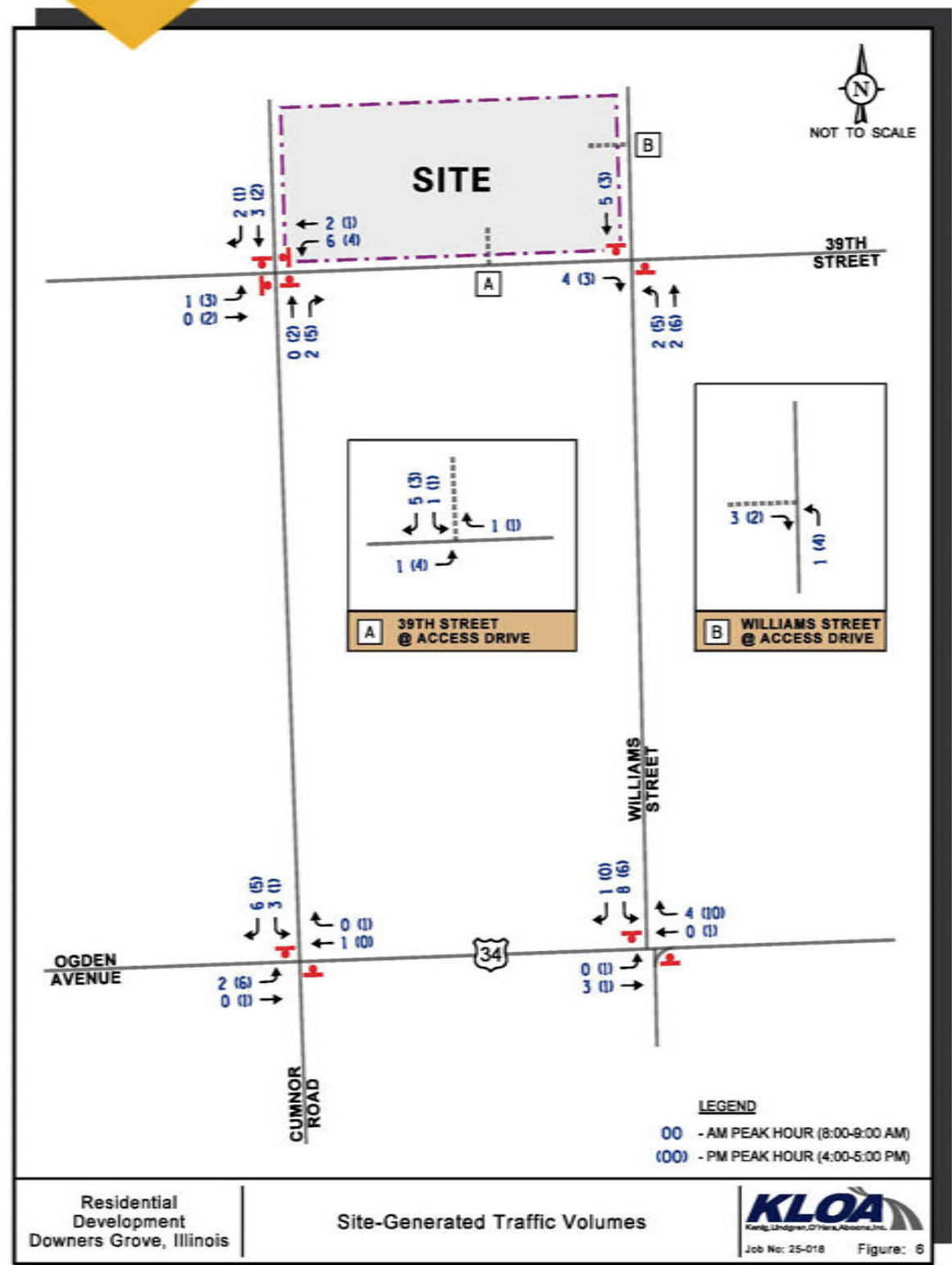


Table 1  
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

| ITE Land-Use Code | Type/Size                                 | Weekday Morning Peak Hour |     |       | Weekday Evening Peak Hour |     |       |
|-------------------|-------------------------------------------|---------------------------|-----|-------|---------------------------|-----|-------|
|                   |                                           | In                        | Out | Total | In                        | Out | Total |
| 210               | Single-Family Detached Housing (35 units) | 7                         | 22  | 29    | 23                        | 14  | 37    |



## Crash Data

KLOA, Inc. obtained crash data<sup>1</sup> for the past five years (2019 to 2023) for the intersections of US 34 with Cumnor Road, US 34 with Williams Street, 39<sup>th</sup> Street with Cumnor Road and 39<sup>th</sup> Street with Williams Street. A review of the crash data indicated no fatalities were reported at the intersections during the review period. The crash data for the intersections is summarized in **Table 1** through **Table 4**.

Table 1  
US 34 WITH CUMNOR ROAD – CRASH SUMMARY

| Year           | Type of Crash Frequency |          |          |          |           |                |                |                |
|----------------|-------------------------|----------|----------|----------|-----------|----------------|----------------|----------------|
|                | Angle                   | Head On  | Object   | Rear End | Sideswipe | Turning        | Other          | Total          |
| 2019           | 0                       | 0        | 0        | 0        | 0         | 0              | 0              | 0              |
| 2020           | 0                       | 0        | 0        | 0        | 0         | 0              | 1              | 1              |
| 2021           | 0                       | 0        | 0        | 0        | 0         | 1              | 0              | 1              |
| 2022           | 1                       | 0        | 0        | 0        | 0         | 1              | 0              | 2              |
| 2023           | <u>0</u>                | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u>  | <u>0</u>       | <u>0</u>       | <u>0</u>       |
| <b>Total</b>   | <b>1</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>2</b>       | <b>1</b>       | <b>4</b>       |
| <b>Average</b> | <b>&lt;1.0</b>          | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>&lt;1.0</b> | <b>&lt;1.0</b> | <b>&lt;1.0</b> |

Table 2  
US 34 WITH WILLIAMS STREET – CRASH SUMMARY

| Year           | Type of Crash Frequency |          |          |          |           |            |                |            |
|----------------|-------------------------|----------|----------|----------|-----------|------------|----------------|------------|
|                | Angle                   | Head On  | Object   | Rear End | Sideswipe | Turning    | Other          | Total      |
| 2019           | 0                       | 0        | 0        | 0        | 0         | 2          | 0              | 2          |
| 2020           | 0                       | 0        | 0        | 0        | 0         | 1          | 1              | 2          |
| 2021           | 0                       | 0        | 0        | 0        | 0         | 0          | 1              | 1          |
| 2022           | 0                       | 0        | 0        | 0        | 0         | 4          | 0              | 4          |
| 2023           | <u>0</u>                | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u>  | <u>1</u>   | <u>1</u>       | <u>2</u>   |
| <b>Total</b>   | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>8</b>   | <b>3</b>       | <b>11</b>  |
| <b>Average</b> | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>1.6</b> | <b>&lt;1.0</b> | <b>2.2</b> |

<sup>1</sup> IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

Table 4  
39<sup>TH</sup> STREET WITH WILLIAMS STREET – CRASH SUMMARY

| Year           | Type of Crash Frequency |          |          |          |           |          |                |                |
|----------------|-------------------------|----------|----------|----------|-----------|----------|----------------|----------------|
|                | Angle                   | Head On  | Object   | Rear End | Sideswipe | Turning  | Other          | Total          |
| 2019           | 0                       | 0        | 0        | 0        | 0         | 0        | 0              | 0              |
| 2020           | 0                       | 0        | 0        | 0        | 0         | 0        | 0              | 0              |
| 2021           | 0                       | 0        | 0        | 0        | 0         | 0        | 1              | 1              |
| 2022           | 0                       | 0        | 0        | 0        | 0         | 0        | 0              | 0              |
| 2023           | <u>0</u>                | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u>  | <u>0</u> | <u>0</u>       | <u>0</u>       |
| <b>Total</b>   | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>1</b>       | <b>1</b>       |
| <b>Average</b> | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>&lt;1.0</b> | <b>&lt;1.0</b> |

Table 5  
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

| ITE Land-Use Code | Type/Size                                 | Weekday Morning Peak Hour |     |       | Weekday Evening Peak Hour |     |       |
|-------------------|-------------------------------------------|---------------------------|-----|-------|---------------------------|-----|-------|
|                   |                                           | In                        | Out | Total | In                        | Out | Total |
| 210               | Single-Family Detached Housing (35 units) | 7                         | 22  | 29    | 23                        | 14  | 37    |



Table 6  
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

| Intersection                                                              | Weekday Morning Peak Hour |                                                      | Weekday Evening Peak Hour |       |
|---------------------------------------------------------------------------|---------------------------|------------------------------------------------------|---------------------------|-------|
|                                                                           | LOS                       | Delay                                                | LOS                       | Delay |
| <b>US 34 (Ogden Avenue) with Cumnor Road<sup>2</sup></b>                  |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.0                                                 | B                         | 12.2  |
| • Westbound Left Turn                                                     | B                         | 11.9                                                 | B                         | 12.0  |
| • Northbound Approach                                                     | C                         | 22.2                                                 | C                         | 23.1  |
| • Southbound Approach                                                     | B                         | 14.6                                                 | C                         | 16.8  |
| <b>US 34 (Ogden Avenue) with Williams Street/Access Drive<sup>2</sup></b> |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.2                                                 | B                         | 13.6  |
| • Westbound Left Turn                                                     | B                         | 11.9                                                 | B                         | 11.8  |
| • Northbound Approach                                                     | B                         | 14.1                                                 | B                         | 14.3  |
| • Southbound Approach                                                     | C                         | 22.2                                                 | C                         | 25.9  |
| <b>39<sup>th</sup> Street with Cumnor Road<sup>1</sup></b>                |                           |                                                      |                           |       |
| • Eastbound Approach                                                      | A                         | 8.0                                                  | A                         | 7.9   |
| • Westbound Approach                                                      | A                         | 7.7                                                  | A                         | 7.7   |
| • Northbound Approach                                                     | A                         | 8.3                                                  | A                         | 8.3   |
| • Southbound Approach                                                     | A                         | 7.6                                                  | A                         | 7.6   |
| <b>39<sup>th</sup> Street with Williams Street<sup>2</sup></b>            |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | A                         | 7.2                                                  | A                         | 7.2   |
| • Westbound Left Turn                                                     | A                         | 7.3                                                  | A                         | 7.4   |
| • Northbound Approach                                                     | A                         | 9.1                                                  | A                         | 9.3   |
| • Southbound Approach                                                     | A                         | 9.4                                                  | A                         | 9.7   |
| LOS = Level of Service<br>Delay is measured in seconds.                   |                           | 1 – All-way stop control<br>2 – Two-way stop control |                           |       |

Table 7  
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

| Intersection                                                              | Weekday Morning Peak Hour |                                                      | Weekday Evening Peak Hour |       |
|---------------------------------------------------------------------------|---------------------------|------------------------------------------------------|---------------------------|-------|
|                                                                           | LOS                       | Delay                                                | LOS                       | Delay |
| <b>US 34 (Ogden Avenue) with Cumnor Road<sup>2</sup></b>                  |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.2                                                 | B                         | 12.8  |
| • Westbound Left Turn                                                     | B                         | 12.3                                                 | B                         | 12.5  |
| • Northbound Approach                                                     | C                         | 23.9                                                 | D                         | 26.8  |
| • Southbound Approach                                                     | C                         | 15.4                                                 | C                         | 17.8  |
| <b>US 34 (Ogden Avenue) with Williams Street/Access Drive<sup>2</sup></b> |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.4                                                 | B                         | 14.3  |
| • Westbound Left Turn                                                     | B                         | 12.3                                                 | B                         | 12.2  |
| • Northbound Approach                                                     | B                         | 14.6                                                 | B                         | 14.8  |
| • Southbound Approach                                                     | C                         | 23.8                                                 | C                         | 28.8  |
| <b>39<sup>th</sup> Street with Cumnor Road<sup>1</sup></b>                |                           |                                                      |                           |       |
| • Eastbound Approach                                                      | A                         | 7.2                                                  | A                         | 8.0   |
| • Westbound Approach                                                      | A                         | 7.6                                                  | A                         | 7.7   |
| • Northbound Approach                                                     | A                         | 7.8                                                  | A                         | 8.3   |
| • Southbound Approach                                                     | A                         | 7.5                                                  | A                         | 7.6   |
| <b>39<sup>th</sup> Street with Williams Street<sup>2</sup></b>            |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | A                         | 7.2                                                  | A                         | 7.2   |
| • Westbound Left Turn                                                     | A                         | 7.3                                                  | A                         | 7.4   |
| • Northbound Approach                                                     | A                         | 9.1                                                  | A                         | 9.4   |
| • Southbound Approach                                                     | A                         | 9.4                                                  | A                         | 9.8   |
| LOS = Level of Service<br>Delay is measured in seconds.                   |                           | 1 – All-way stop control<br>2 – Two-way stop control |                           |       |

Table 8  
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

| Intersection                                                              | Weekday Morning Peak Hour |                                                      | Weekday Evening Peak Hour |       |
|---------------------------------------------------------------------------|---------------------------|------------------------------------------------------|---------------------------|-------|
|                                                                           | LOS                       | Delay                                                | LOS                       | Delay |
| <b>US 34 (Ogden Avenue) with Cumnor Road<sup>2</sup></b>                  |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.3                                                 | B                         | 12.9  |
| • Westbound Left Turn                                                     | B                         | 12.3                                                 | B                         | 12.5  |
| • Northbound Approach                                                     | C                         | 24.0                                                 | D                         | 27.8  |
| • Southbound Approach                                                     | C                         | 16.1                                                 | C                         | 18.3  |
| <b>US 34 (Ogden Avenue) with Williams Street/Access Drive<sup>2</sup></b> |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.4                                                 | B                         | 14.4  |
| • Westbound Left Turn                                                     | B                         | 12.4                                                 | B                         | 12.2  |
| • Northbound Approach                                                     | B                         | 14.6                                                 | B                         | 14.8  |
| • Southbound Approach                                                     | D                         | 26.2                                                 | D                         | 34.0  |
| <b>39<sup>th</sup> Street with Cumnor Road<sup>1</sup></b>                |                           |                                                      |                           |       |
| • Eastbound Approach                                                      | A                         | 7.2                                                  | A                         | 8.2   |
| • Westbound Approach                                                      | A                         | 7.7                                                  | A                         | 7.8   |
| • Northbound Approach                                                     | A                         | 7.8                                                  | A                         | 8.4   |
| • Southbound Approach                                                     | A                         | 7.4                                                  | A                         | 7.6   |
| <b>39<sup>th</sup> Street with Williams Street<sup>2</sup></b>            |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | A                         | 7.2                                                  | A                         | 7.2   |
| • Westbound Left Turn                                                     | A                         | 7.3                                                  | A                         | 7.4   |
| • Northbound Approach                                                     | A                         | 9.2                                                  | A                         | 9.5   |
| • Southbound Approach                                                     | A                         | 9.5                                                  | A                         | 9.8   |
| <b>39<sup>th</sup> Street with Proposed Access Drive<sup>2</sup></b>      |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | A                         | 7.3                                                  | A                         | 7.3   |
| • Southbound Approach                                                     | A                         | 8.7                                                  | A                         | 8.8   |
| <b>Williams Street with Proposed Access Drive<sup>2</sup></b>             |                           |                                                      |                           |       |
| • Northbound Left Turn                                                    | A                         | 7.2                                                  | A                         | 7.2   |
| • Eastbound Approach                                                      | A                         | 8.3                                                  | A                         | 8.3   |
| LOS = Level of Service<br>Delay is measured in seconds.                   |                           | 1 – All-way stop control<br>2 – Two-way stop control |                           |       |

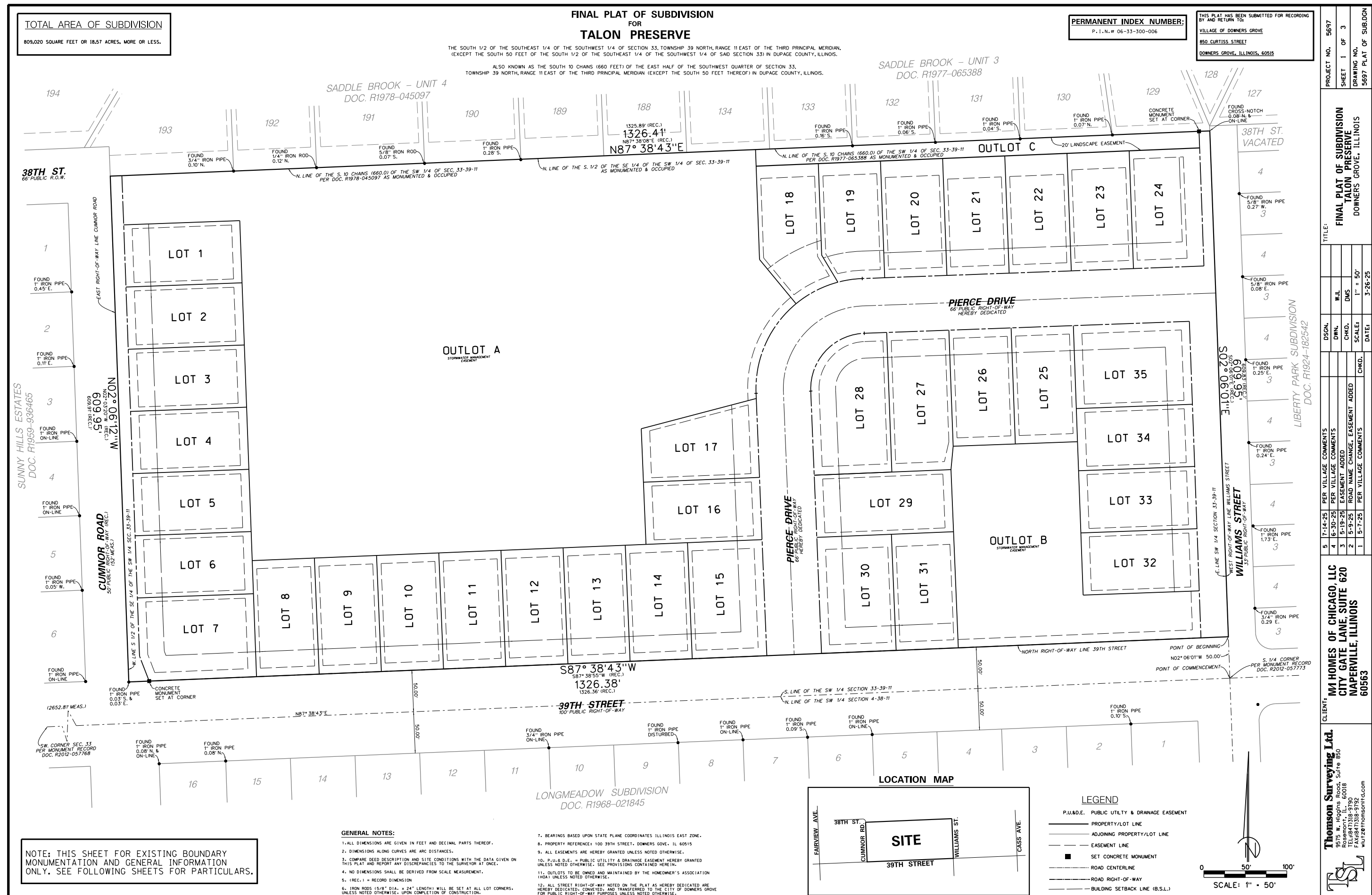
Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed residential development will contain 35 single-family homes and will be a low traffic generator.
- The results of the capacity analysis indicated that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed residential development.
- The proposed plan calls for an access road that will extend between 39<sup>th</sup> Street and Williams Street, which will provide access to some of the single-family lots.
- The remaining lots will front 39<sup>th</sup> Street, Williams Street, and Cumnor Road and will have individual driveways serving each home.
- Outbound movements from the access road onto 39<sup>th</sup> Street and Williams Street should be under stop sign control.











OWNER'S CERTIFICATE

STATE OF \_\_\_\_\_ ) SS  
COUNTY OF \_\_\_\_\_ )

THE UNDERSIGNED, DO HEREBY CERTIFY THAT IT IS THE OWNER OF THE HEREON DESCRIBED PROPERTY AND IT HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT HEREON DRAWN.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

By: \_\_\_\_\_  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
By: \_\_\_\_\_  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
By: \_\_\_\_\_  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_

NOTARY'S CERTIFICATE

STATE OF \_\_\_\_\_ ) SS  
COUNTY OF \_\_\_\_\_ )

I, \_\_\_\_\_, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE

OF \_\_\_\_\_, DO HEREBY CERTIFY THAT \_\_\_\_\_, BEING THE \_\_\_\_\_ OF \_\_\_\_\_, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS/HER OWN FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

NOTARY PUBLIC

MY COMMISSION EXPIRES: \_\_\_\_\_

PLANNING AND ZONING CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DU PAGE ) SS

APPROVED BY THE PLAN AND ZONING COMMISSION OF THE VILLAGE OF DOWNERS GROVE, DU PAGE COUNTY, ILLINOIS, AT A MEETING HELD THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 2025.

CHAIRMAN

ATTEST: \_\_\_\_\_ SECRETARY

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF COOK ) SS

THIS IS TO CERTIFY THAT THE FOLLOWING DESCRIBED PROPERTY WAS SURVEYED AND SUBDIVIDED BY WE, THOMSON SURVEYING LTD., ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002768, IN THE STATE AND COUNTY AFORESAID, UNDER THE SUPERVISION OF WALTER J. LUTZ, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, AND THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DU PAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 33) IN DU PAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE SOUTH 50 FEET THEREOF) IN DU PAGE COUNTY, ILLINOIS.

DESCRIBED AS FOLLOWS:  
COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AS ESTABLISHED PER DOCUMENT R2002-057773; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECOND WEST, ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF, AND PARALLEL WITH, THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMMOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, MONUMENTED AND OCCUPIED; THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1326.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33; THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECOND EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, ALL IN DU PAGE COUNTY, ILLINOIS.

SAID PROPERTY CONTAINS 809,020 SQUARE FEET OR 18.57 ACRES, MORE OR LESS.

WE FURTHER CERTIFY THAT UPON COMPLETION OF CONSTRUCTION, IDENTIFIED CONCRETE MONUMENTS WILL BE SET, AND IRON RODS WILL BE PLACED AT ALL LOTS CORNERS AND POINTS OF CHANGE IN ALIGNMENTS, ACCORDING TO THE PLAT ACT AS AMENDED.

WE FURTHER CERTIFY THAT THIS PROPERTY IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD, AS SHOWN UPON THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP NO. 17043-C-0178-J, MAP DATE: AUGUST 1, 2019.

WE FURTHER DECLARE THAT THE LAND IS WITHIN THE VILLAGE OF DOWNERS GROVE WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND MAP AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY, AS APPLICABLE TO PLATS OF SUBDIVISION.

GIVEN UNDER MY HAND AND SEAL AT ROSEMONT, ILLINOIS  
THIS 19TH DAY OF MAY A.D., 2025

DRAFT COPY FOR  
REVIEW PURPOSES ONLY

WALTER J. LUTZ  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003576  
LICENSE EXPIRES: NOVEMBER 30, 2026  
ILLINOIS PROFESSIONAL DESIGN FIRM 184-002768  
DESIGN FIRM LICENSE EXPIRES APRIL 30, 2027



DRAINAGE CERTIFICATE

I, \_\_\_\_\_, A REGISTERED PROFESSIONAL

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

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

REGISTERED PROFESSIONAL ENGINEER

LICENSE EXPIRES: \_\_\_\_\_

By: \_\_\_\_\_

NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_

SCHOOL DISTRICT CERTIFICATE

STATE OF \_\_\_\_\_ ) SS  
COUNTY OF \_\_\_\_\_ )

THE UNDERSIGNED DO HEREBY CERTIFY THAT, AS OWNER OF THE PROPERTY DESCRIBED HEREON, AND KNOWN AS

LOCATED WITHIN THE BOUNDARIES OF HIGH SCHOOL DISTRICT 99, AND DOWNERS GROVE 58 ELEMENTARY SCHOOL DISTRICT AND HIGH SCHOOL DISTRICT 99 IN DU PAGE COUNTY, ILLINOIS.

DATED AT \_\_\_\_\_

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

By: \_\_\_\_\_

NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_

MORTGAGEE'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF \_\_\_\_\_ ) SS

THE UNDERSIGNED, \_\_\_\_\_, AS MORTGAGEE, UNDER THE PROVISIONS OF CERTAIN MORTGAGE DATED AND RECORDED IN THE RECORDERS OFFICE OF \_\_\_\_\_ COUNTY, ILLINOIS ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

AS DOCUMENT NUMBER \_\_\_\_\_, HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

By: \_\_\_\_\_

PRINTED NAME AND TITLE

ATTEST

MORTGAGEE'S NOTARY PUBLIC

STATE OF ILLINOIS )  
COUNTY OF \_\_\_\_\_ ) SS

I, \_\_\_\_\_, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

OF SAID BANK WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED AND ACKNOWLEDGED THAT HE/SHE DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

NOTARY PUBLIC

MY COMMISSION EXPIRES: \_\_\_\_\_

VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DU PAGE ) SS

I, \_\_\_\_\_, COLLECTOR FOR THE VILLAGE OF DOWNERS GROVE, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APORTIONED AGAINST THE TRACT OF LAND, INCLUDED IN THIS PLAT.

DATE: \_\_\_\_\_

VILLAGE COLLECTOR

RECORDER'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DU PAGE ) SS

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

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_, AT \_\_\_\_\_

O'CLOCK \_\_\_\_\_ M, AS DOCUMENT NUMBER \_\_\_\_\_

RECORDER OF DEEDS

DOWNERS GROVE SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DU PAGE ) SS

I, \_\_\_\_\_, COLLECTOR OF THE DOWNERS GROVE SANITARY DISTRICT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

DOWNERS GROVE SANITARY DISTRICT COLLECTOR

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DU PAGE ) SS

I, \_\_\_\_\_, COUNTY CLERK OF DU PAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEIT TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THIS PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THIS PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF DU PAGE COUNTY, ILLINOIS.

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

COUNTY CLERK

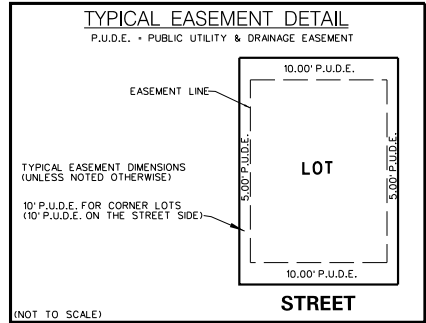
VILLAGE COUNCIL CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DU PAGE ) SS

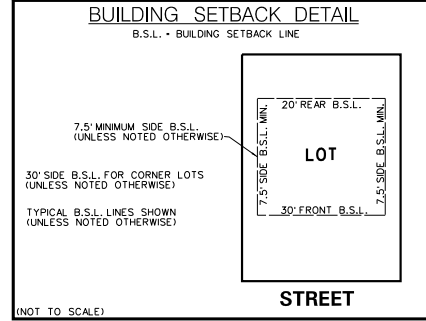
APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 2025 BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE.

MAYOR

VILLAGE CLERK



NOTE:  
THIS LOT DETAIL IS PROVIDED AS A REFERENCE ONLY AND SHALL BE SUPERSEDED BY ANY ZONING ORDINANCES OR PUD APPROVALS OF THE VILLAGE WHICH MAY CONFLICT WITH SAID SHOW DETAILS. THIS LOT DETAIL SHALL NOT BE INTERPRETED OR ENFORCED AS A COVENANT THAT RUNS WITH THAT LAND ENFORCEABLE BY OWNERS WITHIN THE TALON PRESERVE SUBDIVISION. THE ZONING ORDINANCES OF THE VILLAGE SHALL PREVAIL.



ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED, MAINTAINED, REPAIR, REPLACE, RELOCATE, AND REMOVE, FROM TIME TO TIME, BY THE TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.

PUBLIC UTILITY AND DRAINAGE EASEMENT

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

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

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

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

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

PUBLIC UTILITY AND DRAINAGE EASEMENT

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

COMMONWEALTH EDISON COMPANY AND AT&T TELEHOLDINGS INCORPORATED, ILLINOIS A.K.A. ILLINOIS BELL TELEPHONE COMPANY, NCCOR - NATURAL GAS, & COMMUNICATION PROVIDERS.

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, RELOCATE, AND REMOVE, FROM TIME TO TIME, LIGHT 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 ON THE PLAT AND MARKED "P.U. & D.E."; 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 ON 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 MARKED "P.U. & D.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 AREA", "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.

STORMWATER MANAGEMENT EASEMENT

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

OWNER SHALL BE RESPONSIBLE TO INSPECT AND MAINTAIN THE STORMWATER FACILITIES ON THE PROPERTY, NO BUILDINGS OR STRUCTURES OF ANY KIND SHALL BE PLACED ON SAID EASEMENT NOR SHALL ANY OTHER CHANGE BE MADE ON THE PROPERTY THAT MIGHT MATERIALLY AFFECT THE PROPER MANAGEMENT, OPERATION OR CONTINUED MAINTENANCE OF ANY STORMWATER FACILITY; IMPEDE STORMWATER DRAINAGE IN OR ON THE PROPERTY; OR NEGATIVELY IMPACT THE WATER QUALITY OF THE STORMWATER FACILITIES.

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

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

THE STORMWATER MANAGEMENT EASEMENT SHALL RUN WITH THE PROPERTY AND SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE OWNER OF THE PROPERTY, THE OWNER'S SUCCESSORS, ASSIGNS AND GRANTEES, AND ALL PARTIES CLAIMING BY, THROUGH AND UNDER THEM. ENFORCEMENT OF THIS STORMWATER MANAGEMENT EASEMENT MAY BE SOUGHT BY THE VILLAGE BY ANY PROCEEDING BY LAW OR IN EQUITY AGAINST ANY PERSON WHO IS VIOLATING OR ATTEMPTING TO VIOLATE ANY PROVISION, EITHER TO RESTRAIN VIOLATION, TO COMPEL AFFIRMATIVE ACTION, OR TO RECOVER DAMAGES, AND AGAINST THE PROPERTY TO ENFORCE ANY LIEN CREATED BY THIS STORMWATER MANAGEMENT EASEMENT.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 2025.

OWNER(S)

ATTEST: \_\_\_\_\_ NOTARY PUBLIC

PREPARED FOR:

M/HOMES OF CHICAGO, LLC  
2135 CITY GATE LANE, SUITE 620  
NAPERVILLE, IL 60563

SEND TAX BILL TO:

M/HOMES OF CHICAGO, LLC  
2135 CITY GATE LANE, SUITE 620  
NAPERVILLE, IL 60563

|                                                                                                                                                        |  |              |  |                                  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------|--|----------------------------------|--|
| PROJECT NO. 5697                                                                                                                                       |  | SHEET 3 OF 3 |  | DRAWING NO. 5697 PLAT OF SUBCON. |  |
| FINAL PLAT OF SUBDIVISION<br>TALON PRESERVE<br>DOWNERS GROVE, ILLINOIS                                                                                 |  |              |  |                                  |  |
| DATE: 4-16-25                                                                                                                                          |  | DWG. M/J     |  | DMS                              |  |
| SCALE: 1"=40'                                                                                                                                          |  | CHKD.        |  | DATE: 4-16-25                    |  |
| CLIENT: M/HOMES OF CHICAGO, LLC<br>2135 CITY GATE LANE, SUITE 620<br>NAPERVILLE, IL 60563                                                              |  |              |  |                                  |  |
| Thomson Surveying Ltd.<br>9575 W. Higgins Road, Suite 850<br>Naperville, IL 60563<br>TEL: (630) 318-9790<br>FAX: (630) 318-9792<br>wlu2@thomsonitg.com |  |              |  |                                  |  |



|                       |                                                                                                                                                     |                                                    |                            |             |                                      |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|----------------------------|-------------|--------------------------------------|
| Project Name:         | Talon Preserve (25-PZC-0012)                                                                                                                        |                                                    |                            |             |                                      |
| Address:              | 100 39th St., Downers Grove, IL 60515                                                                                                               |                                                    |                            |             |                                      |
| PIN(s):               | 06-33-300-006                                                                                                                                       |                                                    |                            |             |                                      |
| Zoning District:      | Existing: R-4 “Single-Family Residence District” (unincorporated DuPage County)<br>Proposed: R-3/PUD “Residential Detached House 3” (Downers Grove) |                                                    |                            |             |                                      |
| Existing Use:         | Obsolete Radio Transmitter Towers                                                                                                                   |                                                    |                            |             |                                      |
| Proposed Use:         | 35 Detached Single-Family Homes                                                                                                                     |                                                    |                            |             |                                      |
| Petition Type:        | Annexation, PUD, Map Amendment, Final Plat                                                                                                          |                                                    |                            |             |                                      |
| Deviations:           | Lot Width, Lot Area, Street Frontage, Setback, ROW/Pavement Width                                                                                   |                                                    |                            |             |                                      |
| Requirement           | Factor                                                                                                                                              | Required                                           | Proposed/Existing          | Meets Req.? | Difference                           |
| Lot Frontage          | Minimum                                                                                                                                             | 40'                                                | 27' (Lot 19 only)          | No          | 13' (Lot 19 only)                    |
| Lot Area*             | Minimum                                                                                                                                             | 10,500                                             | 10,325 (Lot 19 only)       | No          | 175 sq. ft. (Lot 19 only)            |
| Lot Width             | Minimum                                                                                                                                             | 75'                                                | 61' (Lots 18 & 19 only)    | No          | 14' ( (Lots 18 & 19 only)            |
| Street Yard           | Minimum                                                                                                                                             | 30'                                                | 25' (Lot 24 only)          | No          | 5' (Lot 24 only)                     |
| Rear Yard             | Minimum                                                                                                                                             | 20'                                                | 25'                        | Yes         | -                                    |
| Side Yard             | Minimum                                                                                                                                             | 7.5' (10% Lot Width) or 6ft, whichever is greater. | 7.5'                       | Yes         | -                                    |
| Height                | Maximum                                                                                                                                             | 35' (Overall); 25' (Eave)                          | <35'(Overall); <25' (Eave) | Yes         | -                                    |
| Landscaped Open Space | Minimum                                                                                                                                             | N/A                                                | N/A                        | N/A         | N/A                                  |
| FAR                   | Maximum                                                                                                                                             | N/A                                                | N/A                        | N/A         | N/A                                  |
| Building Coverage     | Maximum                                                                                                                                             | 32%                                                | <32%                       | Yes         | N/A                                  |
| Parking               | Minimum                                                                                                                                             | 2 spaces/dwelling unit                             | 4 (2 garage, 2 driveway)   | Yes         | -                                    |
| Donations*            | Minimum                                                                                                                                             | Cash-in-lieu TBD                                   | Cash-in-lieu TBD           | Yes         | -                                    |
| ROW Width             | Minimum                                                                                                                                             | 66'                                                | 46'                        | No          | 20' (Williams Street at Lot 24 Only) |

Remarks:

\* Based on unit type/count

**M/I HOMES OF CHICAGO, LLC  
2135 CITY GATE LN, SUITE 620  
NAPERVILLE, IL 60563  
PHONE (630) 577-5209**



**GARY R. WEBER ASSOCIATES, INC.**  
**402 W LIBERTY DR**  
**WHEATON, IL 60187**  
**PHONE: (630) 668-7197**



**GARY R. WEBER ASSOCIATES, INC.**  
402 W LIBERTY DR  
WHEATON, IL 60187  
PHONE: (630) 668-7197



COUNTY DUPAGE COUNTY  
CITY, TOWNSHIP VILLAGE OF DOWNERS GROVE, YORK TOWNSHIP  
SEC. & 1/4 SEC. NO. SE 1/4 SEC. 33, T39N, R11E

**48 HOURS BEFORE YOU DIG.**  
EXCLUDING SAT., SUN. & HOLIDAYS

DESCRIPTION: SEE SHEET GN1 FOR BENCHMARK INFORMATION

THE SEWER CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE DOWNERS GROVE SANITARY DISTRICT PRIOR TO THE START OF CONSTRUCTION AND SHALL SCHEDULE INSPECTIONS WITH THE SANITARY DISTRICT 48 HOURS IN ADVANCE OF THE START OF CONSTRUCTION

[illegible]

| SHEET # | SHEET I.D.  | SHEET DESCRIPTION                                                  |
|---------|-------------|--------------------------------------------------------------------|
| 1       | C1          | COVER SHEET                                                        |
| 2-3     | GN1-GN2     | TYPICAL SECTIONS & GENERAL NOTES                                   |
| 4-5     | ET1-ET2     | EXISTING CONDITIONS                                                |
| 6-7     | DEMO1-DEMO2 | DEMOLITION PLANS                                                   |
| 8-9     | GM1-GM2     | GEOMETRIC PLANS                                                    |
| 10-11   | GR1-GR2     | GRADING PLANS                                                      |
| 12-13   | UT1-UT2     | UTILITY PLANS                                                      |
| 14      | PP1         | PLAN AND PROFILE - PIERCE DRIVE - STA. 10+00 TO STA. 19+72.58      |
| 15      | PP2         | PLAN AND PROFILE - WILLIAMS STREET - STA. 100+00 TO STA. 106+65.95 |
| 16      | PP3         | PLAN AND PROFILE - CUMNOR ROAD - STA. 200+00 TO STA. 206+95.52     |
| 17      | PP4         | PLAN AND PROFILE - 39TH STREET - STA. 299+00 TO STA. 306+00        |
| 18      | PP5         | PLAN AND PROFILE - 39TH STREET - STA. 306+00 TO STA. 313+50        |
| 19      | PP6         | PLAN AND PROFILE - 38TH STREET - STA. 400+00 TO STA. 404+50        |
| 20-23   | SE1-SE4     | SOIL EROSION & SEDIMENT CONTROL PLANS                              |
| 24      | SPEC        | SPECIFICATIONS                                                     |
| 25-28   | D1-D4       | DETAILS                                                            |

# LOCATION MAP

Highland Hills

Concord

Midwestern University

Lynon Woods Forest Preserve

Saddle Brook

Midwest Club

Twin Lakes

Mayfield Forest Preserve

Oak Brook

35th Street

39th Street

Ogden Avenue

US 34

West Supervisor Road

North Oak Avenue

West Chicago Avenue

N

NTS

Clarendon

**PROJECT LOCATION**

# KEY MAP

The key map shows a rectangular site bounded by 39th Street to the north, 40th Street to the south, and 10th Avenue to the west. The site is divided into several sections. On the left is a large rectangular area labeled 'PARKING LOT'. To the right of the parking lot is a large rectangular area labeled 'OFFICE BUILDING'. The office building is divided into several smaller rectangular sections, some of which are labeled with numbers (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100). The site is surrounded by a fence. A north arrow is located in the bottom right corner, and the text 'N.T.S.' is located below the north arrow.

PROFESSIONAL DESIGN FIRM NO.: 184-001157  
EXPIRATION DATE: 04/30/2027

THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT  
THE SIGNATURE, SEAL, AND EXPIRATION DATE OF SEAL OF THE ENGINEER.



**TALON PRESERVE  
DOWNERS GROVE, ILLINOIS**

**Rosemont Office**  
9575 W. Higgins Road, Suite 700  
Rosemont, Illinois 60018  
Phone: (847) 696-4060

**paceco**  
Civil Engineering & Surveying  
Rosemont, IL Morris, IL - Indianapolis, IN



FILENAME:  
13635-TITLE.DGN

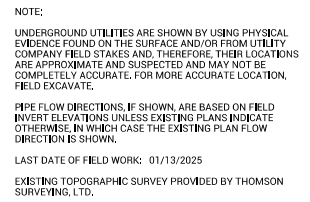
DATE:  
03/24/2025

**JOB NO.**  
13635

SHEET

**C1**

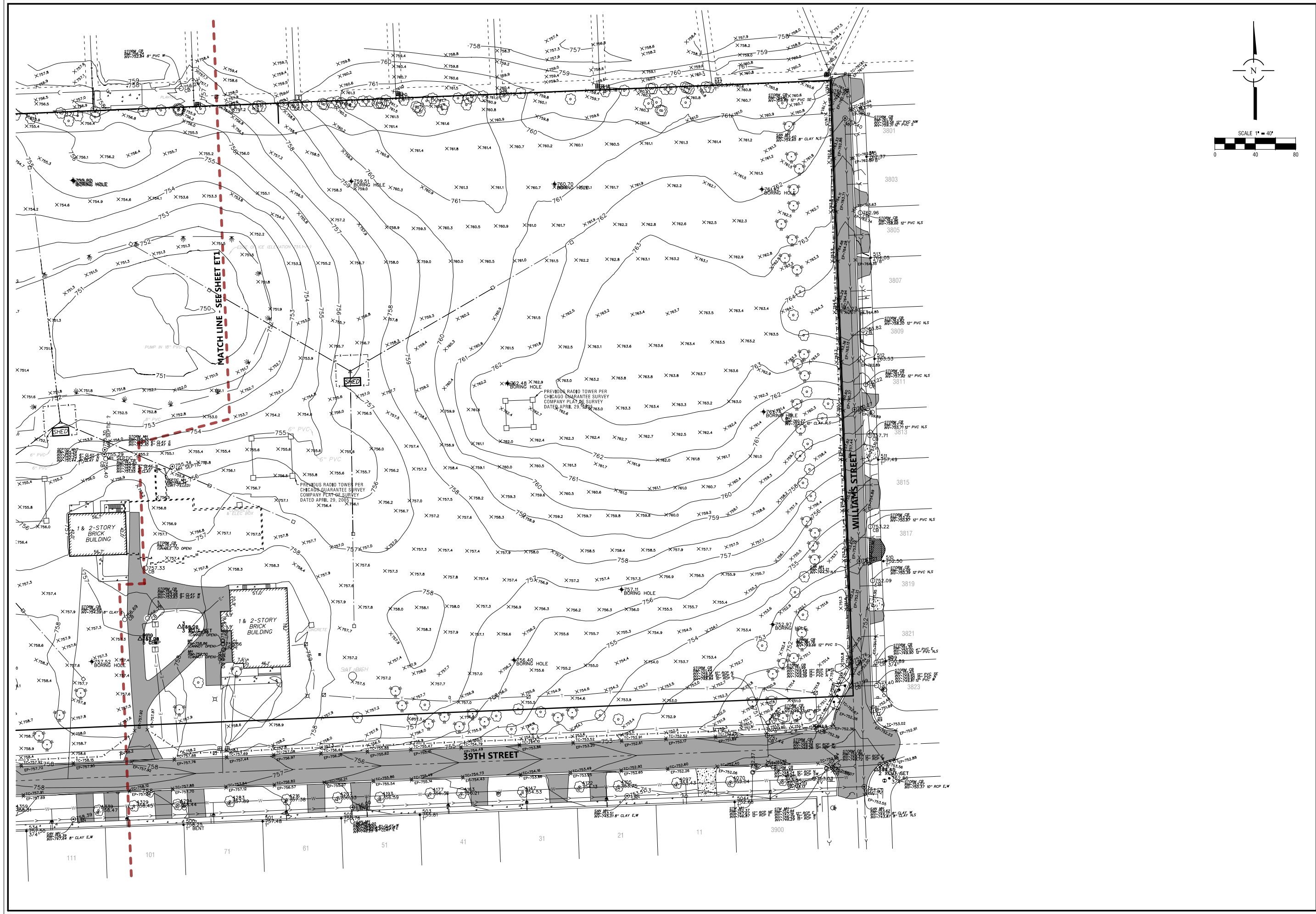
1 OF 2




**Spaceco**  
 Civil Engineering & Surveying  
 Rosemont, IL - Morris, IL Indianapolis, IN  
[spacecoinc.com](http://spacecoinc.com)

|                                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FILENAME:<br>13635-ETOLDGN                                                                                                                                                                                                     |
| DATE:<br>03/24/2025                                                                                                                                                                                                            |
| JOB NO.<br>13635                                                                                                                                                                                                               |
| SHEET<br><div style="text-align: center; font-weight: bold; font-size: 1.2em;">ET1</div> <div style="display: flex; justify-content: space-between; font-weight: bold;"> <span>4</span> <span>OF</span> <span>28</span> </div> |





EXISTING CONDITIONS - 2

TALON PRESERVE  
DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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FILENAME:  
13635-ET02.DGN

DATE:  
03/24/2025

JOB NO.  
13635

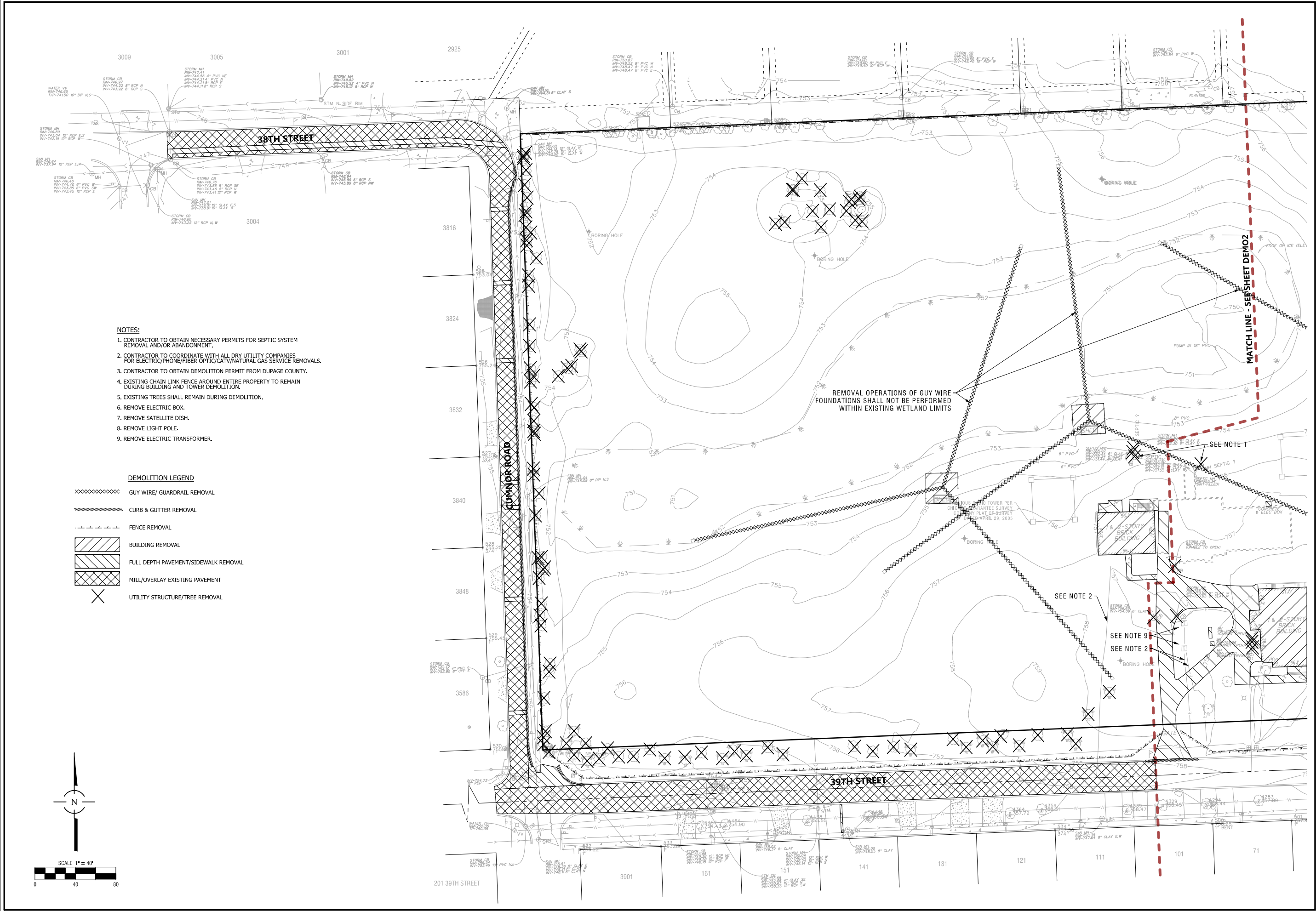
SHEET  
ET2

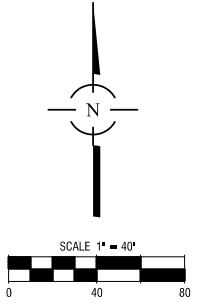
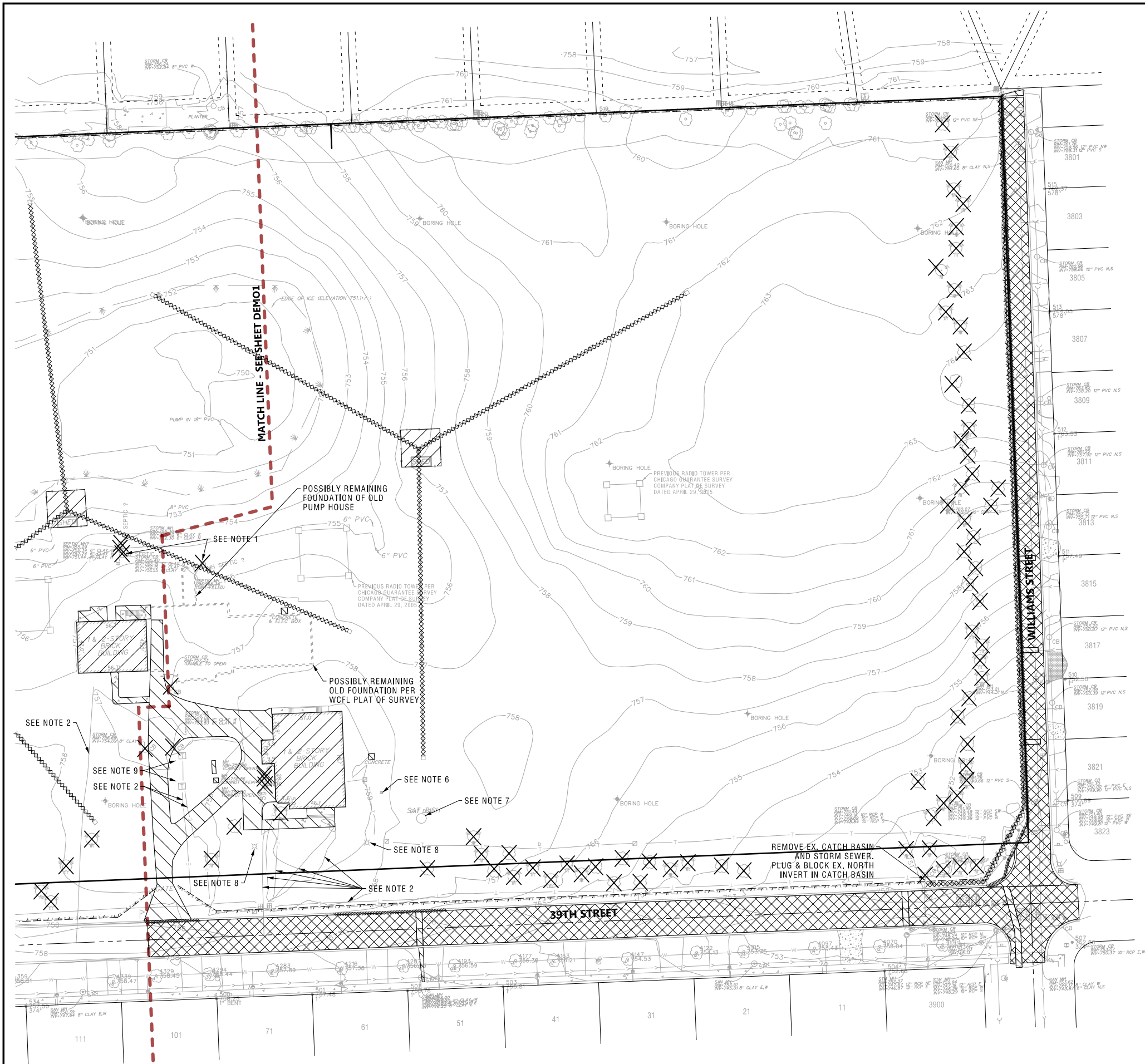
| NO. | DATE       | REMARKS            |
|-----|------------|--------------------|
| 1   | 06/06/2025 | REVISIONS PER VODG |

| NO. | DATE | REMARKS |
|-----|------|---------|
|-----|------|---------|

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NOTES:  
1. SEE SHEET DEMO1 FOR NOTES AND LEGEND.

DEMOLITION PLAN - 2

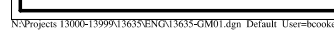
**TALON PRESERVE**  
DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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|                                  |
|----------------------------------|
| FILENAME:<br>13635-DEM02.DGN     |
| DATE:<br>03/24/2025              |
| JOB NO.<br>13635                 |
| SHEET<br><b>DEM02</b><br>7 OF 28 |

| NO. | DATE       | REMARKS            |
|-----|------------|--------------------|
| 1   | 06/06/2025 | REVISIONS PER VODG |





|     |            |                              |
|-----|------------|------------------------------|
| 7   | 08/11/2025 | REVISIONS PER VODG           |
| 6   | 07/25/2025 | REVISIONS PER VODG           |
| 4   | 07/01/2025 | REVISIONS PER VODG/SITE RABE |
| 3   | 06/19/2025 | REVISIONS PER VODG           |
| 1   | 06/06/2025 | REVISIONS PER VODG           |
| NO. | DATE       | REMARKS                      |

**TALON PRESERVE**  
DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

FILENAME:  
13635-GM01DGN

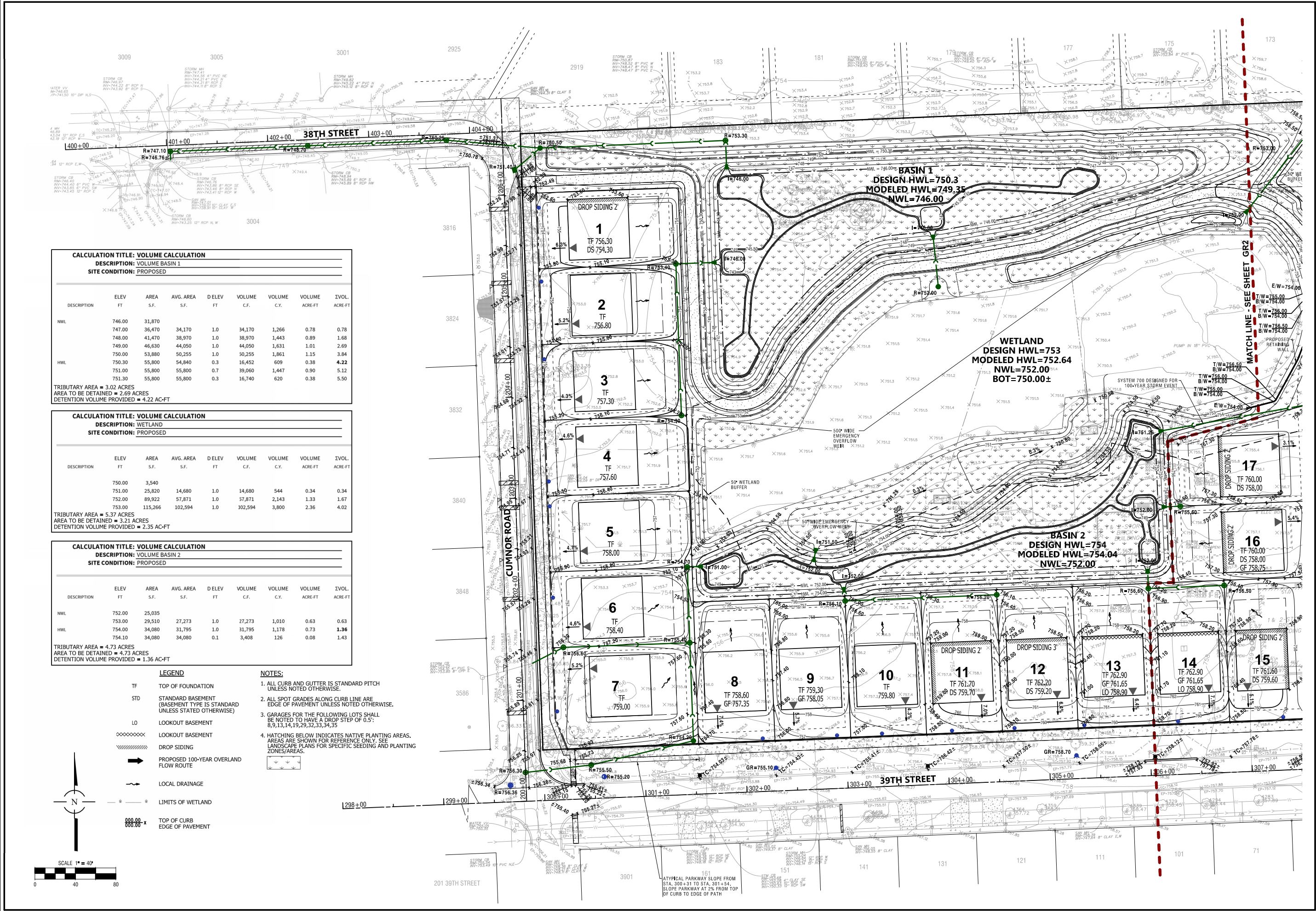
DATE:  
03/24/2025

JOB NO.  
13635

SHEET  
**GM1**  
8 OF 28







GRADING PLAN - 1

TALON PRESERVE  
DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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FILENAME:  
13635-GR01.DGN

DATE:  
03/24/2025

JOB NO.  
13635

SHEET  
GR1  
10 OF 28

7 08/17/2025 REVISIONS PER VODG

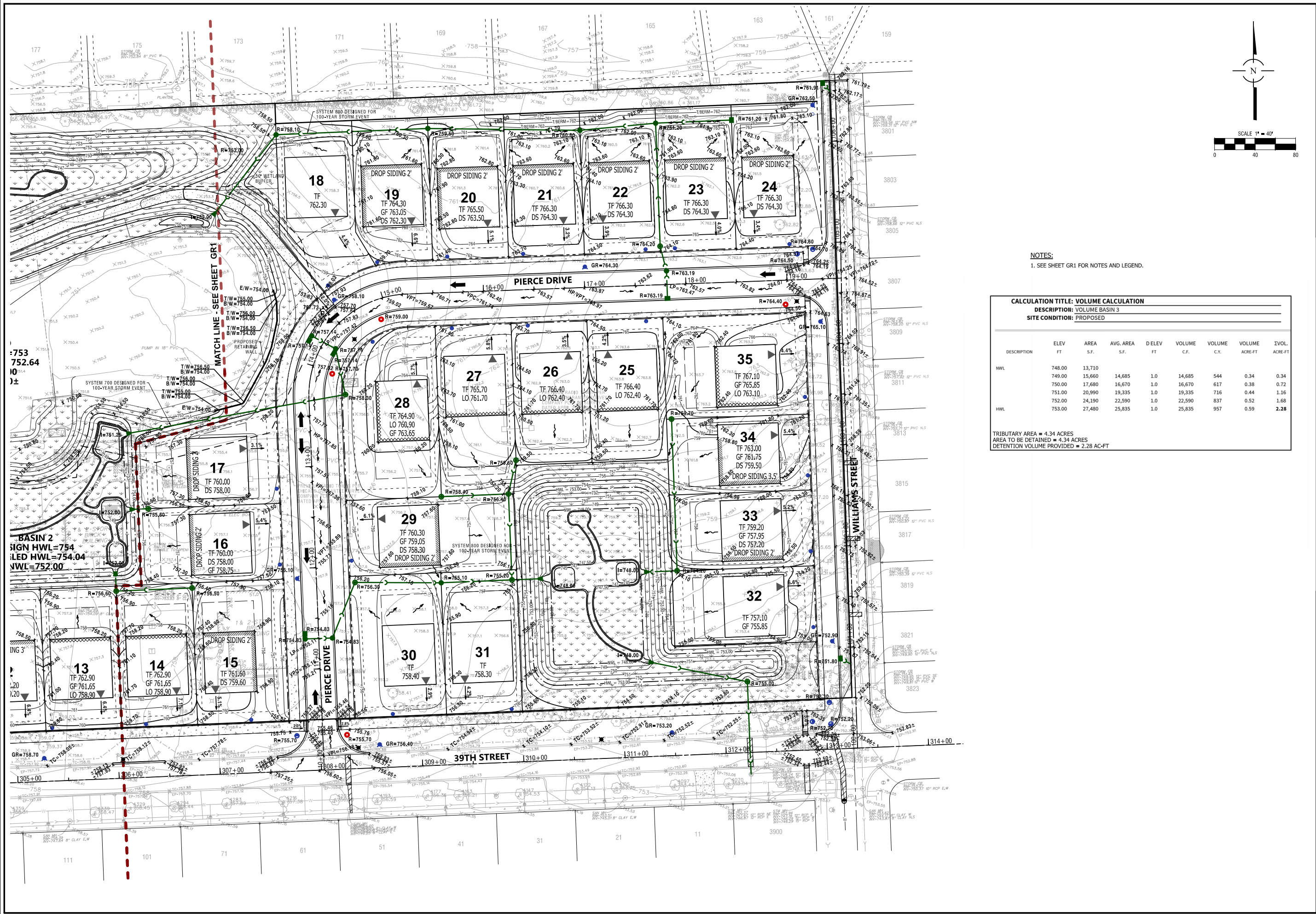
6 07/25/2025 REVISIONS PER VODG

4 07/01/2025 REVISIONS PER VODG/SITE RASE

1 06/06/2025 REVISIONS PER VODG

NO. DATE REMARKS





NOTES:  
1. SEE SHEET GR1 FOR NOTES AND LEGEND.

| CALCULATION TITLE: VOLUME CALCULATION  |            |              |                   |              |                |                |                   |                  |
|----------------------------------------|------------|--------------|-------------------|--------------|----------------|----------------|-------------------|------------------|
| DESCRIPTION: VOLUME BASIN 3            |            |              |                   |              |                |                |                   |                  |
| SITE CONDITION: PROPOSED               |            |              |                   |              |                |                |                   |                  |
| DESCRIPTION                            | ELEV<br>FT | AREA<br>S.F. | AVG. AREA<br>S.F. | D ELEV<br>FT | VOLUME<br>C.F. | VOLUME<br>C.Y. | VOLUME<br>ACRE-FT | EVOL.<br>ACRE-FT |
| NWL                                    | 748.00     | 13,710       |                   |              |                |                |                   |                  |
|                                        | 749.00     | 15,660       | 14,685            | 1.0          | 14,685         | 544            | 0.34              | 0.34             |
|                                        | 750.00     | 17,680       | 16,670            | 1.0          | 16,670         | 617            | 0.38              | 0.72             |
|                                        | 751.00     | 20,990       | 19,335            | 1.0          | 19,335         | 716            | 0.44              | 1.16             |
|                                        | 752.00     | 24,190       | 22,590            | 1.0          | 22,590         | 837            | 0.52              | 1.68             |
| HWL                                    | 753.00     | 27,480       | 25,835            | 1.0          | 25,835         | 957            | 0.59              | 2.28             |
| TRIBUTARY AREA = 4.34 ACRES            |            |              |                   |              |                |                |                   |                  |
| AREA TO BE DETAINED = 4.34 ACRES       |            |              |                   |              |                |                |                   |                  |
| DETENTION VOLUME PROVIDED = 2.28 AC-FT |            |              |                   |              |                |                |                   |                  |

GRADING PLAN - 2

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS



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|           |                |
|-----------|----------------|
| FILENAME: | 13635-GR02.DGN |
| DATE:     | 03/24/2025     |
| JOB NO.   | 13635          |
| SHEET     | GR2            |
| 11        | OF 28          |





**UTILITY PLAN - 1**

**TALON PRESERVE**  
**DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS**

FILENAME:  
13635-UT01.DGN

DATE:  
03/24/2025

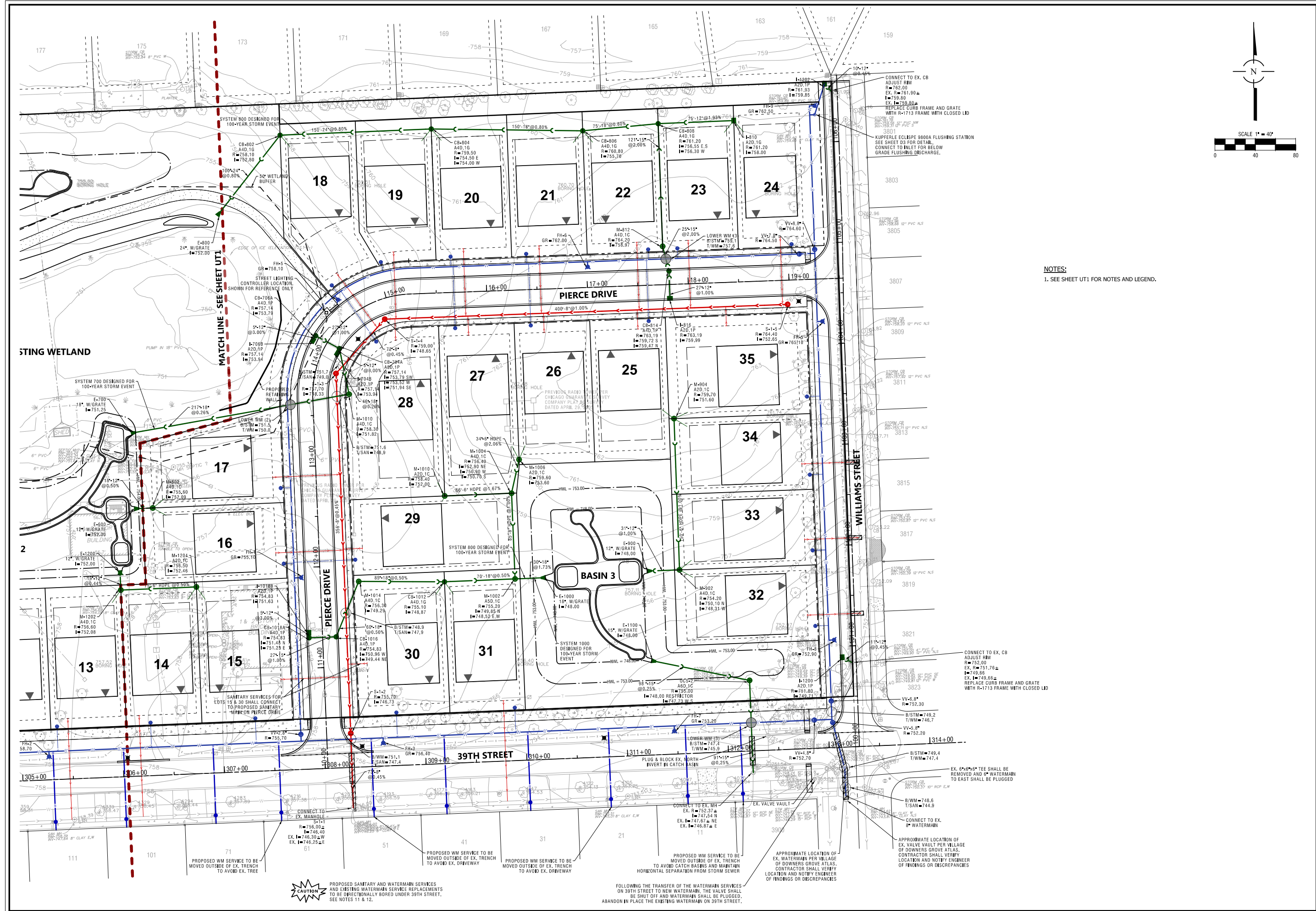
JOB NO.  
13635

SHEET

**UT1**

12 OF 28





UTILITY PLAN - 2

TALON PRESERVE  
DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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FILENAME:  
13635-UT02.DGN

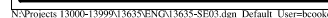
DATE:  
03/24/2025

JOB NO.  
13635

SHEET  
UT2  
13 OF 28

| NO. | DATE       | REMARKS                      |
|-----|------------|------------------------------|
| 7   | 08/17/2025 | REVISIONS PER VODG           |
| 6   | 07/25/2025 | REVISIONS PER VODG           |
| 4   | 07/01/2025 | REVISIONS PER VODG/SITE RASE |
| 1   | 06/06/2025 | REVISIONS PER VODG           |





FILENAME:  
13635-SE03.DGN

DATE:  
03/24/2025

JOB NO.  
13635

SHEET

**SE3**

22 OF 28





NOTES:  
1. SEE SHEET SE3 FOR LEGEND.

| NO. | DATE | REMARKS |
|-----|------|---------|
|     |      |         |
|     |      |         |
|     |      |         |
|     |      |         |

| NO. | DATE       | REMARKS                      |
|-----|------------|------------------------------|
| 7   | 08/17/2025 | REVISIONS PER VODG           |
| 6   | 07/25/2025 | REVISIONS PER VODG           |
| 4   | 07/07/2025 | REVISIONS PER VODG/SITE RASE |
| 1   | 06/06/2025 | REVISIONS PER VODG           |

SOIL EROSION & SEDIMENT CONTROL PLAN - 4

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

 **Spaceco**  
Civil Engineering & Surveying  
Rosemont, IL - Morris, IL - Indianapolis, IN  
spacecoinc.com

FILENAME:  
13635-SE04.DGN

DATE:  
03/24/2025

JOB NO.  
13635

SHEET  
**SE4**  
23 OF 28



Final Landscape Plan

TALON PRESERVE

Downers Grove, Illinois

August 11, 2025

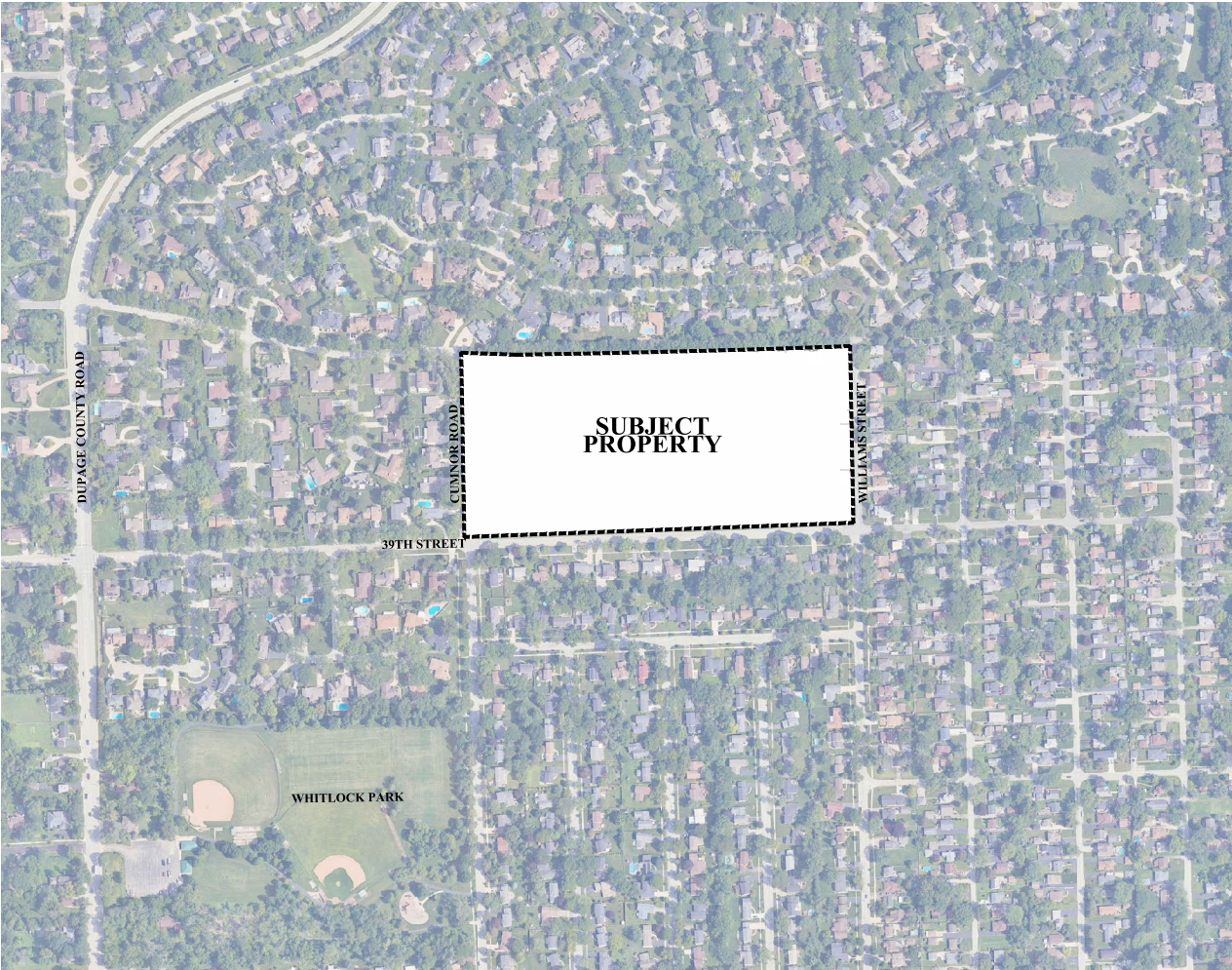
CONSULTANTS:



LANDSCAPE ARCHITECT:  
GARY R. WEBER ASSOCIATES, INC  
402 W. LIBERTY DRIVE  
WHEATON, ILLINOIS 60187



CIVIL ENGINEER:  
SPACECO INC.  
9575 WEST HIGGINS ROAD, SUITE 700  
ROSEMONT, ILLINOIS 60018



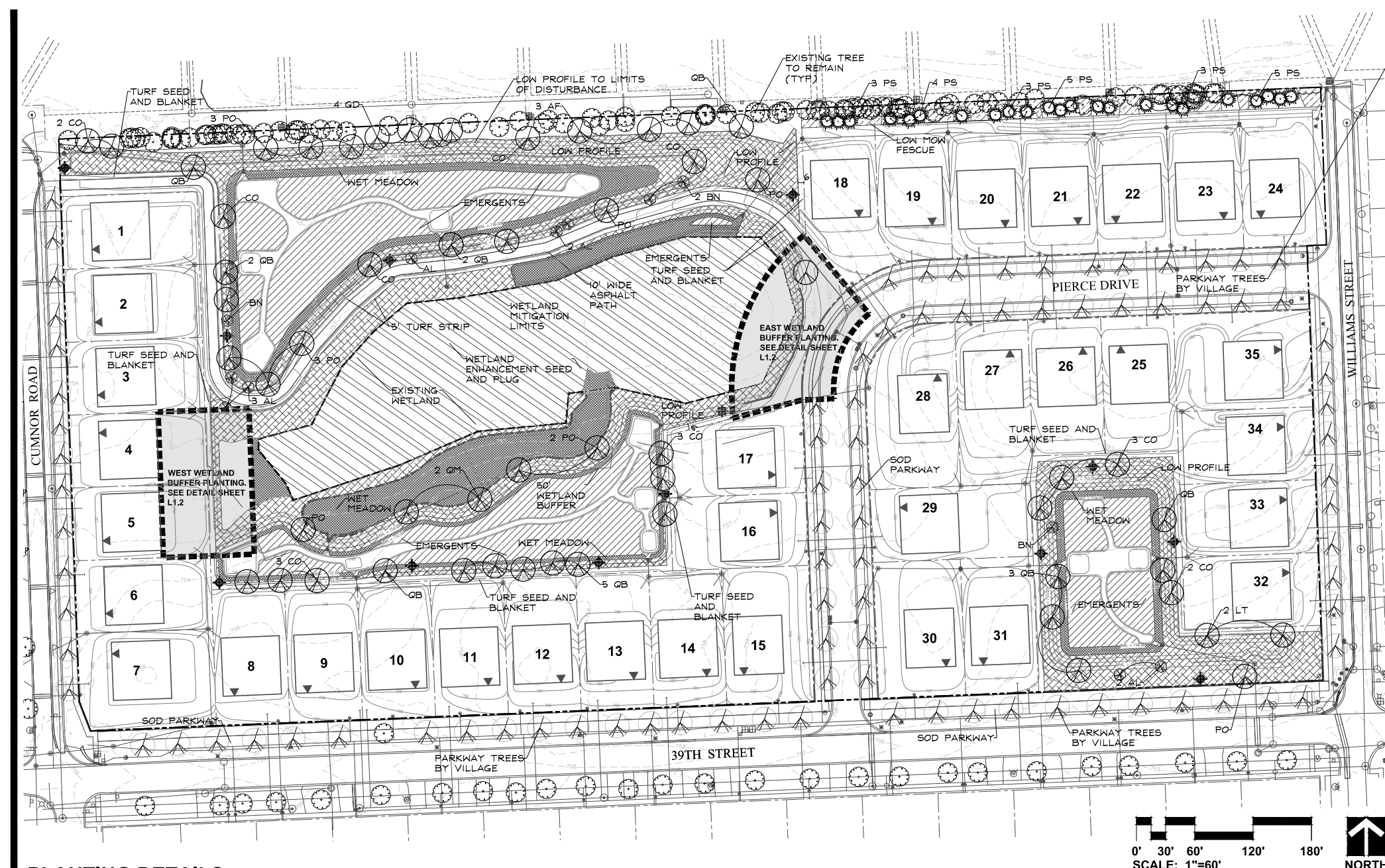
LOCATION MAP  
SCALE: 1"=300'

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION              |
|-----------|--------------------------|
| L1.0      | COVER SHEET              |
| L1.1      | LANDSCAPE PLAN           |
| L1.2      | LANDSCAPE DETAILS        |
| L1.3      | MODEL SIGNAGE PLAN       |
| L1.4      | MODEL LANDSCAPE PLAN     |
| L1.5      | TREE PRESERVATION PLAN   |
| L1.6      | TREE INVENTORY SHEET 1   |
| L1.7      | TREE INVENTORY SHEET 2   |
| L1.8      | LANDSCAPE SPECIFICATIONS |







**PARKWAY TREES: 3763.29 LF**  
**Code: 20.401.8**  
1 PARKWAY TREE PER 40 LF.  
PARKWAY TREES TO BE INSTALLED BY VILLAGE AFTER CONSTRUCTION IS COMPLETE.

PLANT LIST

| Key                | Qty | Botanical/Common Name                                             | Size        | Remarks              |
|--------------------|-----|-------------------------------------------------------------------|-------------|----------------------|
| SHADE TREES        |     |                                                                   |             |                      |
| AF                 | 3   | Acer x freemanii 'Marmo'<br>MARMO FREEMAN MAPLE                   | 2 1/2" Cal. |                      |
| CO                 | 17  | Celtis occidentalis<br>COMMON HACKBERRY                           | 2 1/2" Cal. | NATIVE               |
| GD                 | 4   | Gymnocladus dioica 'Espresso-JFS'<br>ESPRESSO KENTUCKY COFFEETREE | 2 1/2" Cal. |                      |
| LT                 | 3   | Liriodendron tulipifera<br>TULIPTREE                              | 2 1/2" Cal. | NATIVE               |
| PO                 | 12  | Platanus occidentalis<br>SYCAMORE                                 | 2 1/2" Cal. | NATIVE               |
| QB                 | 16  | Quercus bicolor<br>SWAMP WHITE OAK                                | 2 1/2" Cal. | NATIVE               |
| QM                 | 2   | Quercus macrocarpa<br>BUR OAK                                     | 2 1/2" Cal. | NATIVE               |
| ORNAMENTAL TREES   |     |                                                                   |             |                      |
| AL                 | 8   | Amelanchier laevis<br>ALLEGHENY SERVICEBERRY                      | 6' Ht.      | Clump Form<br>NATIVE |
| BN                 | 8   | Betula nigra<br>RIVER BIRCH                                       | 6' Ht.      | Multi-Stem<br>NATIVE |
| EVERGREEN TREES    |     |                                                                   |             |                      |
| PS                 | 23  | Pinus strobus<br>WHITE PINE                                       | 10' Ht.     | NATIVE               |
| DECIDUOUS SHRUBS   |     |                                                                   |             |                      |
| CS                 | 23  | Cornus sericea<br>RED-OSIER DOGWOOD                               | 36" Tall    | 5' O.C.<br>NATIVE    |
| ORNAMENTAL GRASSES |     |                                                                   |             |                      |
| SH                 | 23  | Sporobolus heterolepis<br>PRAIRIE DROPSEED                        | #1          | 24" O.C.<br>NATIVE   |
| MISC. MATERIALS    |     |                                                                   |             |                      |
| 33                 |     | SHREDDED HARDWOOD MULCH                                           | C.Y.        |                      |
| 0.53               |     | TURF SEED & EROSION CONTROL<br>BLANKET                            | AC.         |                      |
| 7.591              |     | SOD                                                               | S.Y.        |                      |
| 93                 |     | SPLIT RAIL CEDAR FENCE                                            | LF          |                      |

95% TOTAL NATIVE PLANTING  
5% TOTAL NON NATIVE PLANTING

LEGEND

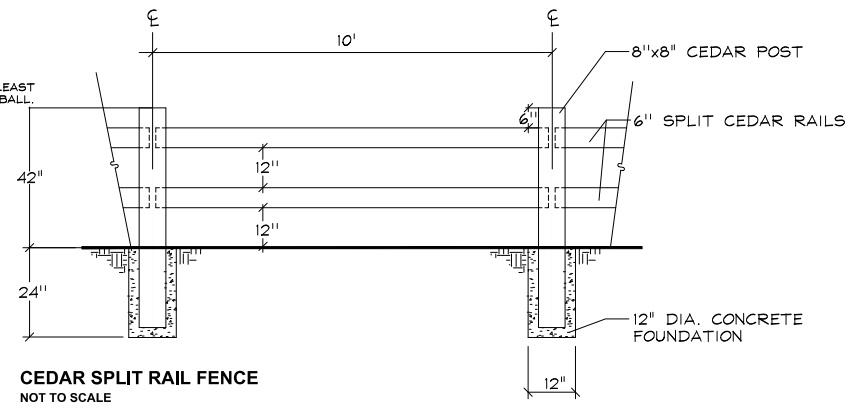
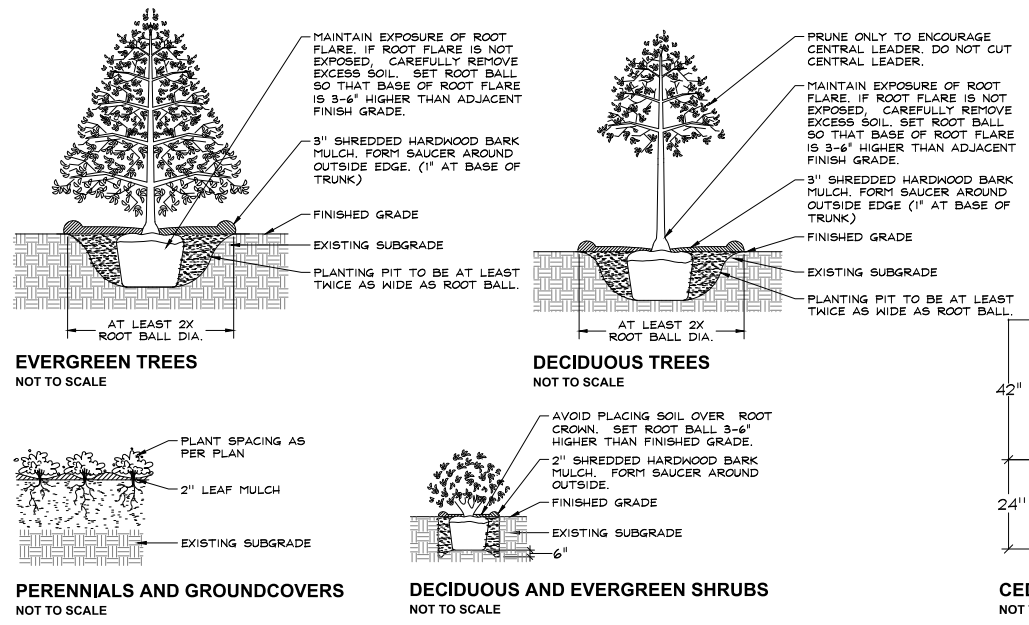
| Key | Qty     | Description                                    |
|-----|---------|------------------------------------------------|
|     | 1.21 AC | EMERGENT SEED AND PLUGS                        |
|     | 0.94 AC | WET MEADOW SEED                                |
|     | 2.19 AC | LOW PROFILE PRAIRIE SEED                       |
|     | 1.66 AC | WETLAND ENHANCEMENT SEED AND PLUG              |
|     | 0.12 AC | LOW MOW FESCUE SEED                            |
|     | 1.97 AC | WETLAND MITIGATION LIMITS                      |
|     | 12      | NATURALIZED STORMWATER<br>MANAGEMENT AREA SIGN |
|     | 3       | PROTECTED WETLAND AREA SIGN                    |

73% TOTAL NATIVE GROUNDCOVER  
27% TOTAL NON NATIVE GROUNDCOVER

GENERAL LANDSCAPE NOTES

- Contractor shall verify underground utility lines and is responsible for any damage.
- Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
- Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
- The landscape architect reserves the right to inspect plant materials either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
- Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
- Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
- See General Conditions and Specifications for landscape work for additional requirements.

PLANTING DETAILS



**GARY R. WEBER**  
**ASSOCIATES, INC.**  
LAND PLANNING  
ECOLOGICAL CONSULTING  
LANDSCAPE ARCHITECTURE  
402 WEST LIBERTY DRIVE  
WHEATON, ILLINOIS 60187  
PHONE: 630-666-7197

CLIENT

**M/I HOMES**  
2135 CITY GATE LANE, SUITE 620  
NAPERVILLE, IL 60563  
**CIVIL ENGINEER**  
**SPACECO INC.**  
9575 WEST HIGGINS ROAD, SUITE 700  
ROSEMONT, IL 60018

TALON PRESERVE

DOWNERS GROVE, ILLINOIS

LANDSCAPE PLAN

|   |            |
|---|------------|
| 4 | 08.11.2025 |
| 3 | 07.25.2025 |
| 2 | 07.01.2025 |
| 1 | 06.06.2025 |

REVISIONS

|             |            |
|-------------|------------|
| DATE        | 03.21.2025 |
| PROJECT NO. | M124248    |
| DRAWN       | EAN        |
| CHECKED     | DHS        |
| SHEET NO.   |            |



NATIVE SEED MIXTURES

Temporary Cover Crop

Cover crops shall be installed in all planting areas containing dry mesic, mesic, and wet mesic soils to, stabilize soils, and combat weed pressure during the germination and establishment of the native seeding area.

| Botanical Name      | Common Name | lbs / AC |
|---------------------|-------------|----------|
| Cover Crop          |             |          |
| <i>Avena sativa</i> | Seed Oats   | 40 000   |

Emergent Plant Seed and Plug Mixture

Stormwater basin bottoms from NWL to 6" below NWL

| Botanical Name                        | Common Name      | lbs / AC | Plugs / AC. |
|---------------------------------------|------------------|----------|-------------|
| <i>Acorus americanus</i>              | Sweet Flag       | 0.500    | 494         |
| <i>Alisma subcordatum</i>             | Water Plantain   | 1.250    |             |
| <i>Carex stricta</i>                  | Tussock Sedge    | 0.060    |             |
| <i>Eleocharis obtusa</i>              | Blunt Spike Rush | 0.250    | 494         |
| <i>Iris virginica shrevei</i>         | Blue Flag        | 0.500    | 988         |
| <i>Juncus effusus</i>                 | Common Rush      | 0.500    | 494         |
| <i>Leersia oryzoides</i>              | Rice Cut Grass   | 1.250    |             |
| <i>Pontederia cordata</i>             | Pickeral Weed    | 0.250    | 988         |
| <i>Sagittaria latifolia</i>           | Common Arrowhead | 1.250    | 494         |
| <i>Scirpus fluviatilis</i>            | River Bulrush    | 0.500    | 988         |
| <i>Scirpus cyperinus</i>              | Wool Grass       | 0.250    | 494         |
| <i>Schoenoplectus tabernaemontani</i> | Softstem Bulrush | 0.500    | 988         |
| <i>Sparganium eurycarpum</i>          | Bur Reed         | 1.000    | 988         |
| Total Emergent Wetland Mix            |                  | 8.060    | 7410        |

Wet Meadow Seed Mixture

Lower slopes of basin

| Botanical Name            | Common Name          | lbs / AC |
|---------------------------|----------------------|----------|
| Grasses / Sedges          |                      |          |
| <i>Carex bebbii</i>       | Bebb's Oval Sedge    | 0.250    |
| <i>Carex bicknellii</i>   | Bicknell's Sedge     | 0.125    |
| <i>Carex brevior</i>      | Plains Oval Sedge    | 0.250    |
| <i>Carex cristatella</i>  | Crested Oval Sedge   | 0.060    |
| <i>Carex molesta</i>      | Field Oval Sedge     | 0.250    |
| <i>Carex normalis</i>     | Spreading Oval Sedge | 0.015    |
| <i>Carex scoparia</i>     | Pointed Broom Sedge  | 0.190    |
| <i>Carex stipata</i>      | Common Fox Sedge     | 0.060    |
| <i>Carex vulpinoidea</i>  | Brown Fox Sedge      | 0.250    |
| <i>Elymus virginicus</i>  | Virginia Wild Rye    | 3.000    |
| <i>Glyceria striata</i>   | Fowl Manna Grass     | 0.130    |
| <i>Juncus dudleyi</i>     | Dudleys Rush         | 0.020    |
| <i>Juncus torreyi</i>     | Torrey's Rush        | 0.031    |
| <i>Panicum virgatum</i>   | Switch Grass         | 3.000    |
| <i>Scirpus atrovirens</i> | Dark Green Bulrush   | 0.060    |
| <i>Scirpus cyperinus</i>  | Wool Grass           | 0.030    |
| Total Grasses / Sedges    |                      | 7.721    |

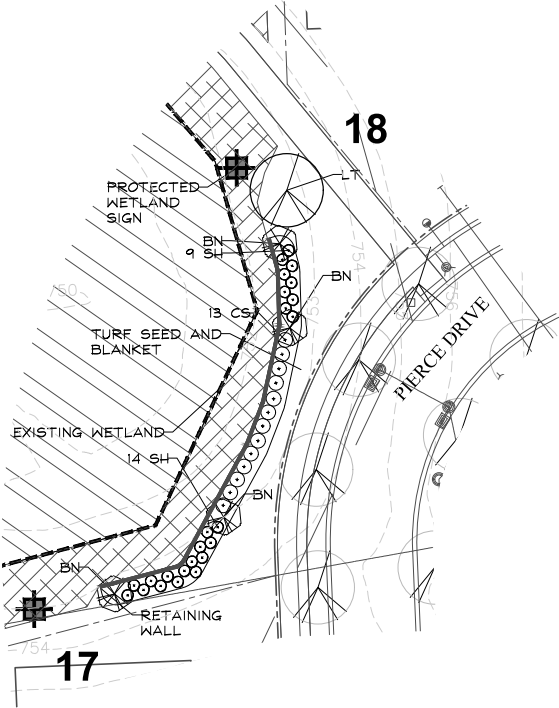
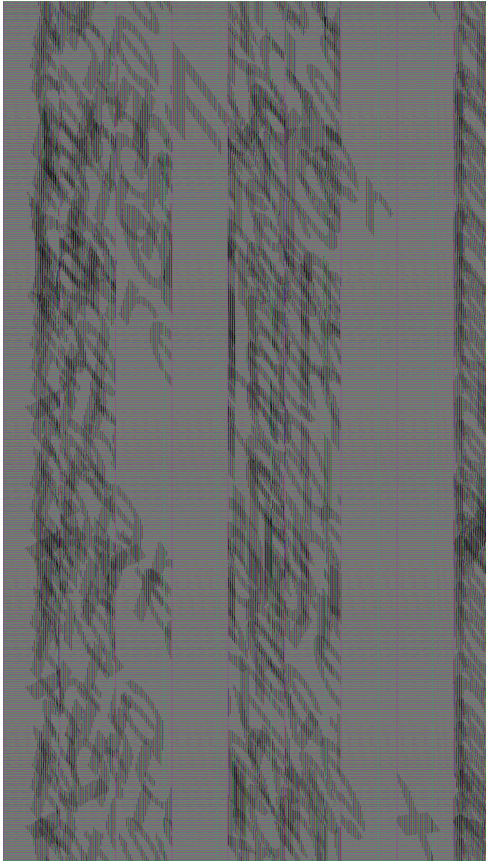
Wildflowers/Broadleaves

|                                      |                            |       |
|--------------------------------------|----------------------------|-------|
| <i>Asclepias incarnata</i>           | Swamp Milkweed             | 0.125 |
| <i>Bidens cernua</i>                 | Nodding Bur Marigold       | 0.190 |
| <i>Boltonia asteroides</i>           | False Aster                | 0.031 |
| <i>Eupatorium perfoliatum</i>        | Common Boneset             | 0.015 |
| <i>Euthamia graminifolia</i>         | Grassleaved Goldenrod      | 0.300 |
| <i>Helenium autumnale</i>            | Sneezeweed                 | 0.063 |
| <i>Hibiscus laevis</i>               | Halberd-leaved Rose Mallow | 0.380 |
| <i>Iris virginica shrevei</i>        | Blue Flag Iris             | 1.000 |
| <i>Lobelia siphilitica</i>           | Great Blue Lobelia         | 0.031 |
| <i>Mimulus ringens</i>               | Monkey Flower              | 0.031 |
| <i>Physostegia virginiana</i>        | Obedient Plant             | 0.031 |
| <i>Pycnanthemum virginianum</i>      | Common Mountain Mint       | 0.063 |
| <i>Solidago rigida</i>               | Stiff Goldenrod            | 0.125 |
| <i>Symphoricaricum novae-angliae</i> | New England Aster          | 0.250 |
| <i>Vernonia fasciculata</i>          | Common Ironweed            | 0.380 |
| <i>Verbena hastata</i>               | Blue Vervain               | 0.380 |
| <i>Zizia aurea</i>                   | Golden Alexanders          | 0.500 |
| Total Forbs                          |                            | 3.895 |

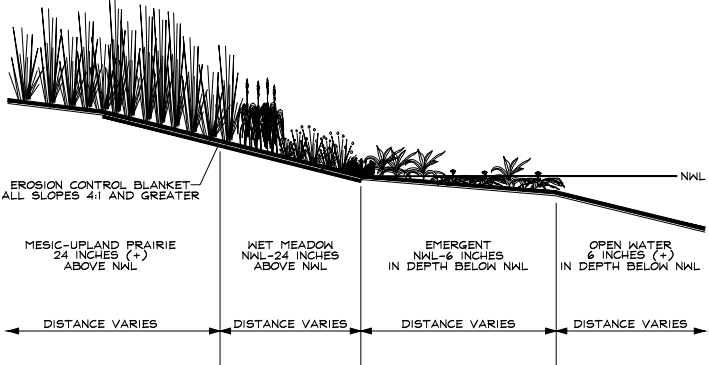
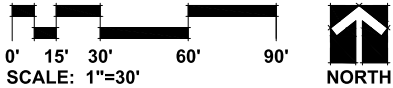
|                           |  |        |
|---------------------------|--|--------|
| Total Wet Meadow Seed Mix |  | 11.616 |
|---------------------------|--|--------|

Wetland Enhancement Seed and Plug Mix

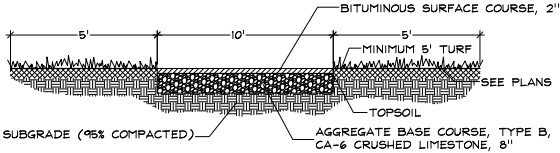
|                                               | LB/AC | Plugs AC |
|-----------------------------------------------|-------|----------|
| <i>Acorus americanus</i>                      | 0.250 |          |
| <i>Alisma subcordatum</i>                     | 0.250 |          |
| <i>Bulboschoenus fluviatilis</i> (Scirpus f)  | 0.125 |          |
| <i>Carex comosa</i>                           | 0.375 | 494      |
| <i>Ophalanthus occidentalis</i>               | 0.125 |          |
| <i>Echinochloa crusgalli</i>                  | 2.000 |          |
| <i>Eleocharis acicularis</i>                  | 0.031 |          |
| <i>Eleocharis erythropoda</i> (Ecalva)        | 0.031 |          |
| <i>Eleocharis palustris major</i>             | 0.031 |          |
| <i>Glyceria grandis</i>                       | 0.125 |          |
| <i>Hibiscus laevis</i> (Hmilitaris)           | 0.063 | 494      |
| <i>Iris virginica shrevei</i>                 | 0.250 | 494      |
| <i>Juncus effusus</i>                         | 0.125 |          |
| <i>Juncus torreyi</i>                         | 0.188 |          |
| <i>Leersia oryzoides</i>                      | 0.500 |          |
| <i>Pontederia cordata</i>                     | 0.063 | 494      |
| <i>Sagittaria latifolia</i>                   | 0.500 | 494      |
| <i>Schoenoplectus acutus</i> (Scirpus a)      | 0.063 |          |
| <i>Schoenoplectus pungens</i> (Scirpus p)     | 0.125 | 494      |
| <i>Schoenoplectus tabernaemontani</i> (Scirp) | 0.250 |          |
| <i>Sparganium eurycarpum</i>                  | 0.100 | 494      |
| <i>Spartina pectinata</i>                     | 0.375 |          |
| Total                                         | 5.945 | 3458     |



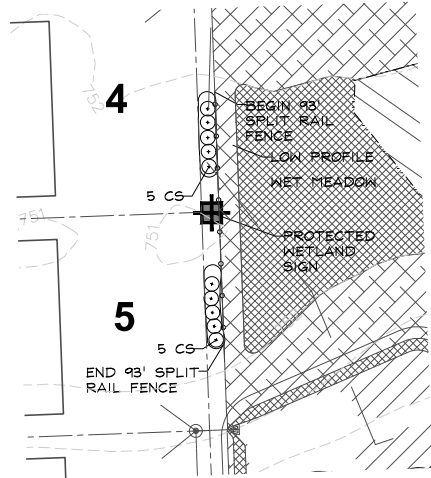
EAST WETLAND BUFFER PLANTING PLAN - EAST



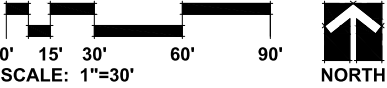
NOT TO SCALE NATURALIZED STORMWATER BASIN SECTION



NOT TO SCALE 10' ASPHALT PATH

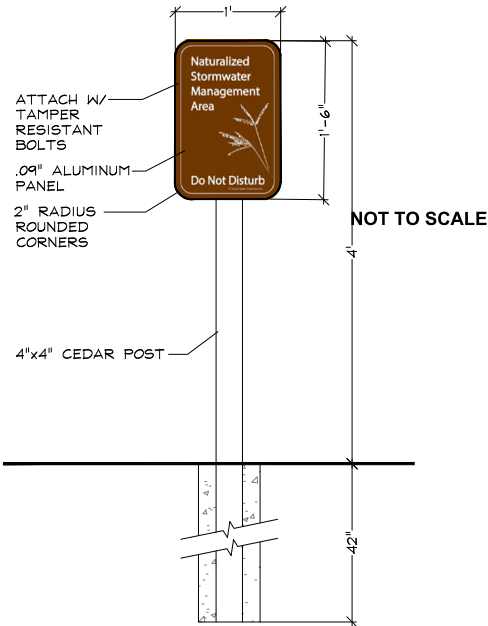


WEST WETLAND BUFFER PLANTING PLAN - WEST



SIGN NOTES:

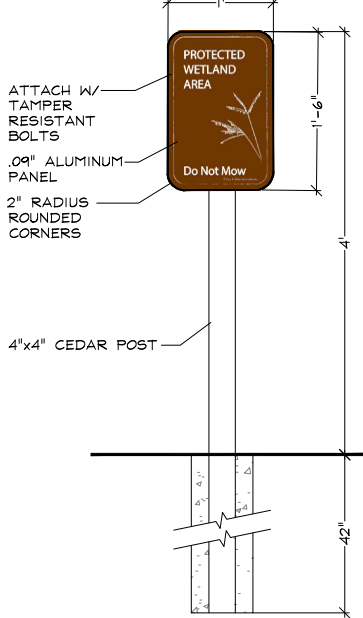
- SIGN BACKGROUND COLOR: C=40, M=70, Y=100, K=28  
SIGN FONT AND GRAPHIC COLOR: WHITE
- FONT STYLE: MYRIAD PRO  
FONT SIZE: 116 PT.
- SIGN ARTWORK SHALL BE PROVIDED BY GARY R. WEBER ASSOCIATES, INC.
- CONTRACTOR TO SUBMIT SHOP DRAWING AND COLOR SAMPLE FOR THE STORMWATER MANAGEMENT AREA SIGN FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO FABRICATION AND INSTALLATION.



NATURALIZED AREA SIGN DETAIL

SIGN NOTES:

- SIGN BACKGROUND COLOR: C=40, M=70, Y=100, K=28  
SIGN FONT AND GRAPHIC COLOR: WHITE
- FONT STYLE: MYRIAD PRO  
FONT SIZE: 116 PT.
- SIGN ARTWORK SHALL BE PROVIDED BY GARY R. WEBER ASSOCIATES, INC.
- CONTRACTOR TO SUBMIT SHOP DRAWING AND COLOR SAMPLE FOR THE STORMWATER MANAGEMENT AREA SIGN FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO FABRICATION AND INSTALLATION.



NOT TO SCALE PROTECTED WETLAND AREA DETAIL

**GR WA**  
**GARY R. WEBER ASSOCIATES, INC.**  
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WHEATON, ILLINOIS 60187  
PHONE: 630-668-7197

CLIENT

**M/I HOMES**  
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NAPERVILLE, IL 60563  
**CIVIL ENGINEER**  
**SPACECO INC.**  
9575 WEST HIGGINS ROAD, SUITE 700  
ROSEMONT, IL 60018

**TALON PRESERVE**  
DOWNERS GROVE, ILLINOIS  
**LANDSCAPE DETAILS**

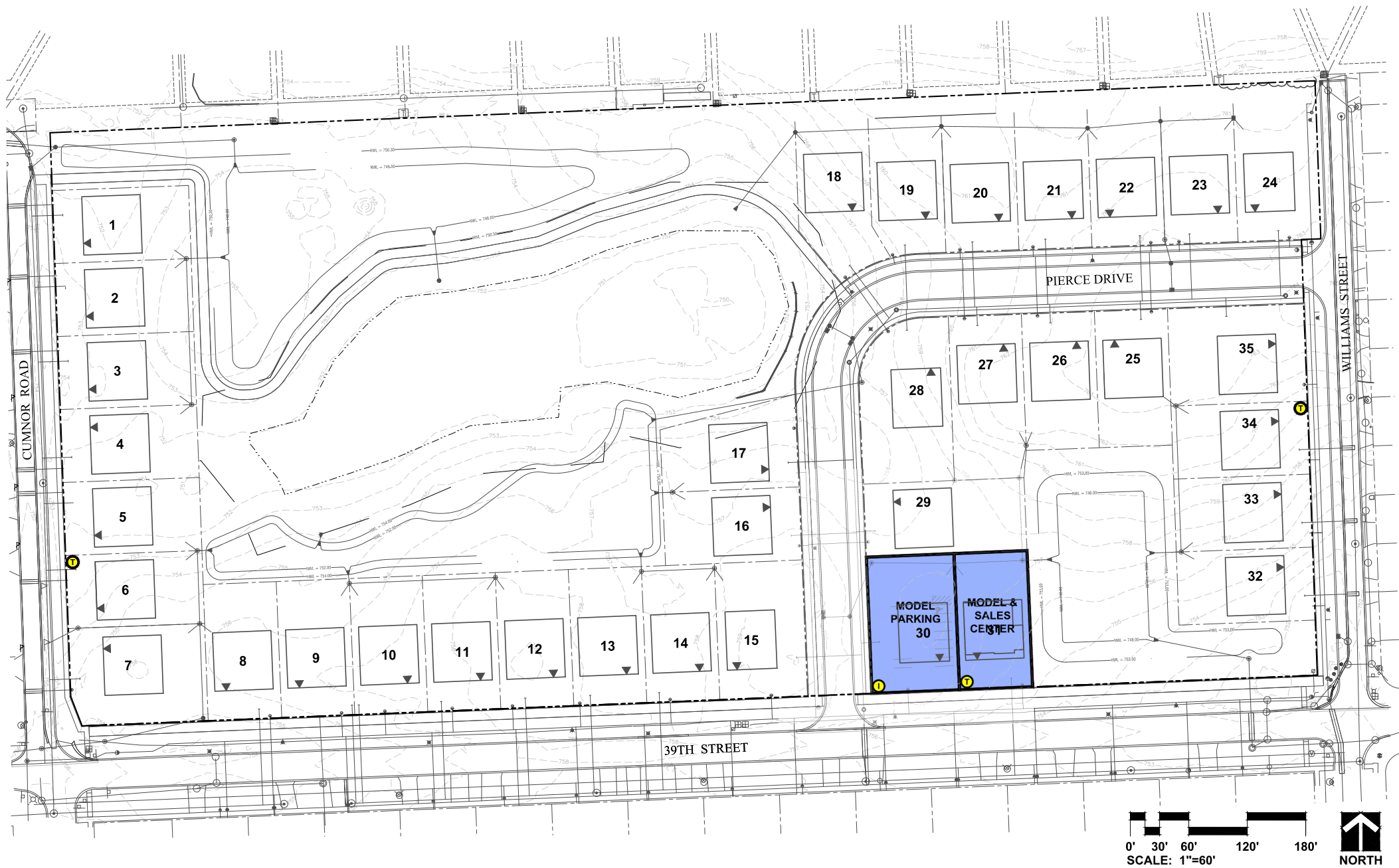
|   |            |
|---|------------|
| 4 | 08.11.2025 |
| 3 | 07.25.2025 |
| 2 | 07.01.2025 |
| 1 | 06.06.2025 |

REVISIONS

|             |            |
|-------------|------------|
| DATE        | 03.21.2025 |
| PROJECT NO. | M24248     |
| DRAWN       | EAN        |
| CHECKED     | DHS        |
| SHEET NO.   |            |



L1.2



| SIGNAGE TABLE |                        |          |          |
|---------------|------------------------|----------|----------|
| SYMBOL        | SIGN                   | QUANTITY | DURATION |
| I             | MODEL INFO CENTER SIGN | 1        |          |
| T             | PRODUCT PRICING SIGN   | 1        |          |
| M             | MODEL PLACARD SIGN     | 1        |          |



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**SPACECO INC.**  
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ROSEMONT, IL 60018

TALON PRESERVE

DOWNERS GROVE, ILLINOIS

MODEL SIGNAGE PLAN

5"

10'-6"

8'-0"

10"

1'-0"

TALON PRESERVE

EFFORTLESS LUXURY & ENDURING STYLE

SINGLE FAMILY HOMES STARTING AT \$000s

M/I HOMES

1" Tube Frame

BACKSIDE

TALON PRESERVE

EFFORTLESS LUXURY & ENDURING STYLE

SINGLE FAMILY HOMES STARTING AT \$000s

M/I HOMES

TALON PRESERVE

EFFORTLESS LUXURY & ENDURING STYLE

SINGLE FAMILY HOMES STARTING AT \$000s

M/I HOMES

TALON PRESERVE

EFFORTLESS LUXURY & ENDURING STYLE

SINGLE FAMILY HOMES STARTING AT \$000s

M/I HOMES

36"

29.875"

M/I HOMES

Information Center

mihomes.com

24"

30"

8"

Parking

Essex

Construction Office

T

PRODUCT PRICING SIGNS

NOT TO SCALE

I

MODEL INFO CENTER SIGN

NOT TO SCALE

M

MODEL PLACARD SIGN

NOT TO SCALE

408

08.11.2025

307

07.25.2025

201

07.01.2025

106

06.06.2025

REVISIONS

DATE

03.21.2025

PROJECT NO.

M124248

DRAWN

EAN

CHECKED

DHS

SHEET NO.

L1.3



LEGEND

- I

MODEL INFO CENTER SIGN  
NOT TO SCALE
- T

PRODUCT PRICING SIGN  
NOT TO SCALE
- S

SALES CENTER SIGN  
NOT TO SCALE
- M

MODEL PLACARD SIGN  
NOT TO SCALE

- U

UPLIGHT
- C

COACHLIGHT

PLANT LIST

| Key                 | Qty   | Botanical/Common Name                                                   | Size        | Remarks     |
|---------------------|-------|-------------------------------------------------------------------------|-------------|-------------|
| SHADE TREES         |       |                                                                         |             |             |
| AM                  | 4     | Acer miyabei 'Morton'<br>STATE STREET MAPLE                             | 2 1/2" Cal. |             |
| ORNAMENTAL TREES    |       |                                                                         |             |             |
| CC                  | 2     | Cercis canadensis<br>EASTERN REDBUD                                     | 6' Ht.      | Multi-Stem  |
| SR                  | 1     | Syringa reticulata 'Ivory Silk'<br>IVORY SILK JAPANESE TREE LILAC       | 2" Cal.     | Single Stem |
| EVERGREEN TREES     |       |                                                                         |             |             |
| PA                  | 4     | Picea abies<br>NORWAY SPRUCE                                            | 8' Ht.      |             |
| DECIDUOUS SHRUBS    |       |                                                                         |             |             |
| HA                  | 29    | Hydrangea arborescens 'Abetwo'<br>INCREDIBALL HYDRANGEA                 | 24" Tall    | 3' O.C.     |
| HP                  | 14    | Hydrangea paniculata 'SMHPLGF'<br>LITTLE QUICK FIRE HYDRANGEA           | 24" Tall    | 3' O.C.     |
| VJ                  | 6     | Viburnum x juddii<br>JUDD VIBURNUM                                      | 36" Tall    | 4' O.C.     |
| EVERGREEN SHRUBS    |       |                                                                         |             |             |
| BG                  | 11    | Buxus 'Green Velvet'<br>GREEN VELVET BOXWOOD                            | 24" Wide    | 3' O.C.     |
| BC                  | 27    | Buxus 'Glencoe'<br>CHICAGOLAND GREEN BOXWOOD                            | 24" Wide    | 3' O.C.     |
| JK                  | 14    | Juniperus chinensis 'Kallays Compact'<br>KALLAYS COMPACT PITZER JUNIPER | 24" Wide    | 4' O.C.     |
| ORNAMENTAL GRASSES  |       |                                                                         |             |             |
| PV                  | 24    | Panicum virgatum 'Northwind'<br>NORTHWIND SWITCHGRASS                   | #3          | 30" O.C.    |
| SS                  | 34    | Schizachyrium scoparium 'Twilight Zone'<br>TWILIGHT LITTLE BLUESTEM     | #3          | 24" O.C.    |
| SH                  | 18    | Sporobolus heterolepis<br>PRAIRIE DROPSEED                              | #3          | 24" O.C.    |
| PERENNIALS          |       |                                                                         |             |             |
| AB                  | 25    | Allium 'Summer Beauty'<br>SUMMER BEAUTY ONION                           | #2          | 18" O.C.    |
| HL                  | 52    | Hemerocallis 'Little Wine Cup'<br>LITTLE WINE CUP DAYLILY               | #2          | 18" O.C.    |
| IS                  | 9     | Iris sibirica 'Cesars Brother'<br>PATRIOT HOSTA                         | #2          | 24" O.C.    |
| PA                  | 6     | Perovskia atriplicifolia<br>RUSSIAN SAGE                                | #2          | 24" O.C.    |
| GROUNDCOVERS        |       |                                                                         |             |             |
| EF                  | 140   | Euonymus fortunei var. 'Coloratus'<br>PURPLE WINTERCREEPER              | #1          | 12" O.C.    |
| FALL/SPRING ANNUALS |       |                                                                         |             |             |
|                     | 110   | RED MUMS                                                                | #1          | 12" O.C.    |
|                     | 450   | RED TULIPS                                                              | BULB        | 6" O.C.     |
| SUMMER ANNUALS      |       |                                                                         |             |             |
|                     | 220   | YELLOW MARIGOLDS                                                        | 4.5" POT    | 6" O.C.     |
| MISC. MATERIALS     |       |                                                                         |             |             |
|                     | 14    | SHREDDED HARDWOOD MULCH                                                 | C.Y.        |             |
|                     | 3,150 | SOD                                                                     | S.Y.        |             |
|                     | 0.06  | TURF SEED & EROSION CONTROL<br>BLANKET                                  | AC.         |             |

|   |            |
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REVISIONS

|             |            |
|-------------|------------|
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| DRAWN       | EAN        |
| CHECKED     | DHS        |
| SHEET NO.   |            |

L1.4

GR  
WA

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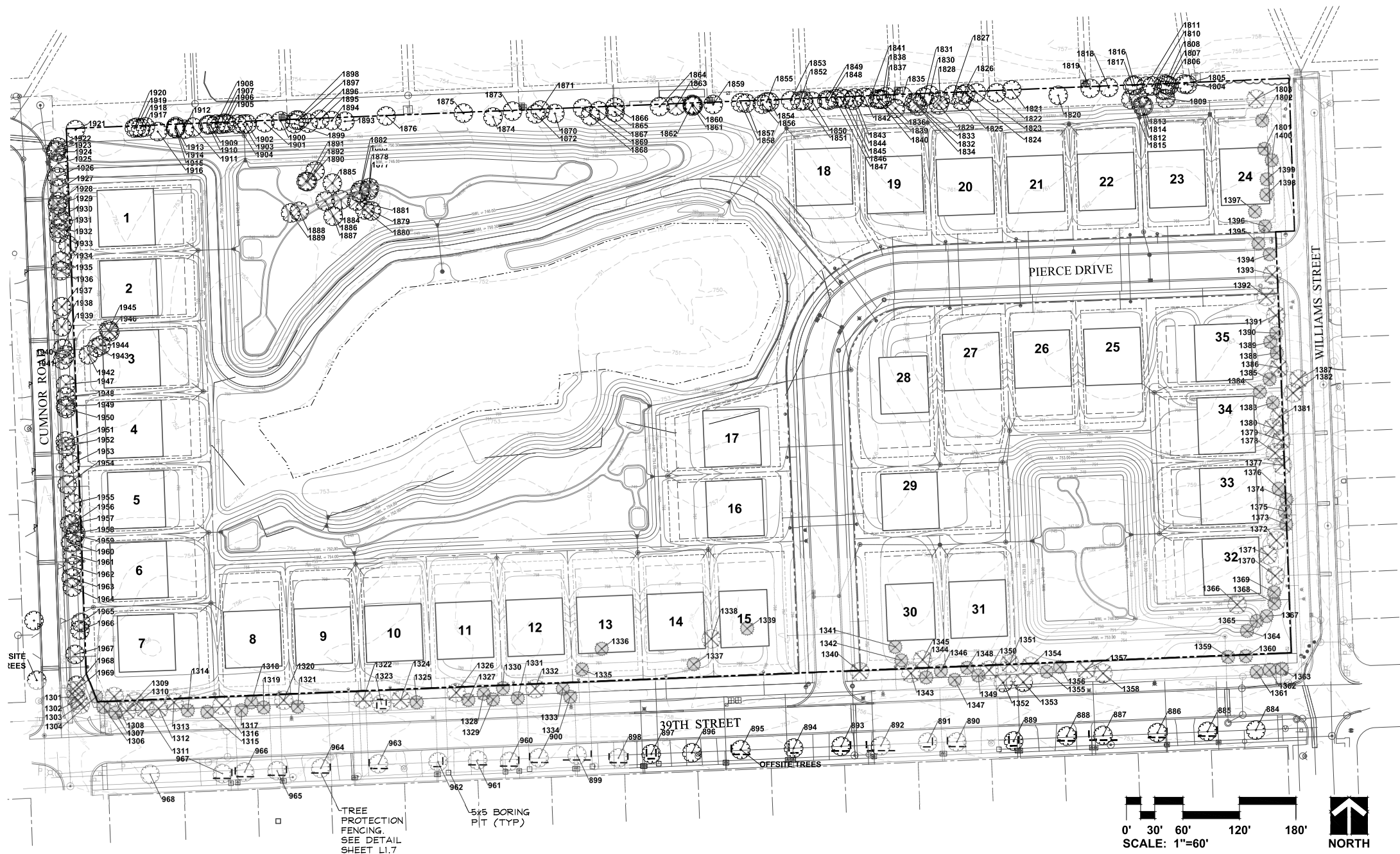
TALON PRESERVE

DOWNERS GROVE, ILLINOIS

MODEL LANDSCAPE PLAN

MODEL HOME LANDSCAPE PLAN





SEE SHEETS L1.6 AND L1.7 FOR TREE INVENTORY

TREE PRESERVATION NOTES

- Property line shall be located and staked by a professional land surveyor prior to tree removal.
- 48" high snow fence or wood barriers shall extend to the dripline of the tree or tree mass whenever possible, shall be installed before construction begins, and should not be removed until the completion of construction.
- Contractor shall take extreme care to protect the root system of existing trees. Should root pruning be necessary it shall not exceed 25% of the tree's root system and shall be done in accordance with recognized horticulture practices under the supervision of a professional arborists, Landscape Architect or Horticulturist.
- All accidental damage to existing trees that are to be preserved shall be promptly treated as required in accordance with recognized horticultural practices and the instructions of the professional Arborist, Landscape Architect or Horticulturist.
- Broken or badly bruised branches shall be removed with a clean cut. If recommended by the professional Arborist, Landscape Architect or Horticulturist.
- Care shall be exercised by the contractors to protect all overhead limbs and branches from damage by contact with material, machinery or equipment and by damage from engine exhaust.
- Contractors shall protect trees and vegetation against spills or discharge of fuels, lubricating oils, hydraulic fluids, anti-freeze and coolants, calcium chloride, lime and all other similar hydrocarbons, organic chemicals, and other materials which can be harmful.
- When underground utilities are proposed within 5' of a preserved tree trunk, they must be augered if possible.

LEGEND

-  EXISTING TREE TO BE PRESERVED
-  EXISTING TREE TO BE REMOVED



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TALON PRESERVE

DOWNERS GROVE, ILLINOIS

TREE PRESERVATION PLAN

|   |            |
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| DRAWN       | EAN        |
| CHECKED     | DHS        |
| SHEET NO.   |            |

L1.5





| RATING AND SURVEY CRITERIA                                                                                 |              |                                                                                              |
|------------------------------------------------------------------------------------------------------------|--------------|----------------------------------------------------------------------------------------------|
| 1) Trees measured at 4.5 ft. above the ground - DBH (diameter Breast Height)                               |              |                                                                                              |
| 2) All trees 6" DBH and above tagged. Dead trees were tagged for removal. Invasive shrubs were not tagged. |              |                                                                                              |
| 3) Health Rating:                                                                                          |              |                                                                                              |
| Rating                                                                                                     | Description  | Criteria                                                                                     |
| 1                                                                                                          | Excellent    | Less than 10% dead wood, typical growth for species, no observed defects                     |
| 2                                                                                                          | Good         | Less than 20% dead wood, minor defects, sound structure, no decay                            |
| 3                                                                                                          | Fair         | Less than 30% dead wood, minor crown die-back, minor trunk damage or cavities                |
| 4                                                                                                          | Fair to Poor | Approximately 30-50% dead wood, lacking full crown, minor disease evidence, trunk damage     |
| 5                                                                                                          | Poor         | Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavities |
| 6                                                                                                          | Dead         | Less than 10% living wood, greater than 50% missing bark, adventitious growth only, decay    |

| TAG NO. | SCIENTIFIC NAME        | COMMON NAME          | DBH (inches) | CONDITION | STRUCTURE                               | HEALTH                                                      | PROPOSED ACTION             | TRANSPLANT CANDIDATE |
|---------|------------------------|----------------------|--------------|-----------|-----------------------------------------|-------------------------------------------------------------|-----------------------------|----------------------|
| 884     | Fraxinus spp.          | Ash                  | 30.4         | Fair/Poor | Balanced Form                           | 20% dead wood Insect damage Callus                          | OFF SITE - PRESERVE         |                      |
| 885     | Acer spp.              | Maple Cultivar       | 16.3         | Fair      | Lean                                    | 10% dead wood Trunk Damage Callus                           | OFF SITE - PRESERVE         |                      |
| 886     | Acer saccharinum       | Silver Maple         | 16.2         | Good      |                                         | Root Girdling                                               | OFF SITE - PRESERVE         |                      |
| 887     | Fraxinus spp.          | Ash                  | 28.5         | Poor      |                                         | 30% dead wood Insect damage Fungus-Stem Hollow Trunk Damage | OFF SITE - PRESERVE         |                      |
| 888     | Acer spp.              | Maple Cultivar       | 17.5         | Poor      |                                         |                                                             | OFF SITE - PRESERVE         |                      |
| 889     | Quercus rubra          | Red Oak              | 4.1          | Excellent |                                         |                                                             | OFF SITE - PRESERVE         |                      |
| 890     | Acer spp.              | Maple Cultivar       | 18.5         | Poor      |                                         |                                                             | OFF SITE - PRESERVE         |                      |
| 891     | Acer spp.              | Maple Cultivar       | 2.5          | Fair      | Root flare buried                       | 10% dead wood Wood rot Cavity Trunk Damage                  | OFF SITE - PRESERVE         |                      |
| 892     | Quercus alba           | White Oak            | 29.4         | Fair/Poor |                                         | 20% dead wood Dead Leader Tip die-back                      | OFF SITE - PRESERVE         |                      |
| 893     | Acer spp.              | Maple Cultivar       | 19.3         | Fair      |                                         | 20% dead wood Tip die-back Callus Suspected Oak Wilt        | OFF SITE - PRESERVE         |                      |
| 894     | Acer spp.              | Maple Cultivar       | 2.5          | Good      |                                         | 10% dead wood Root Girdling                                 | OFF SITE - PRESERVE         |                      |
| 895     | Acer spp.              | Maple Cultivar       | 19.3         | Fair      |                                         | Peeling Bark Possible insect activity                       | OFF SITE - PRESERVE         |                      |
| 896     | Acer saccharinum       | Silver Maple         | 38.5         | Poor      | V-shaped joint Double Leader Split Risk | 10% dead wood Tip die-back                                  | OFF SITE - PRESERVE         |                      |
| 897     | Tilia americana        | American Basswood    | 3.2          | Good      | waterbag installed                      |                                                             | OFF SITE - PRESERVE         |                      |
| 898     | Acer saccharinum       | Silver Maple         | 23.3         | Fair      | U-shaped joint Lean                     |                                                             | OFF SITE - PRESERVE         |                      |
| 899     | Quercus rubra          | Red Oak              | 27.2         | Good      |                                         |                                                             | OFF SITE - PRESERVE         |                      |
| 900     | Acer saccharinum       | Silver Maple         | 17.5         | Poor      | Unbalanced                              | 10% dead wood Tip die-back                                  | OFF SITE - PRESERVE         |                      |
| 960     | Acer saccharinum       | Silver Maple         | 18.4         | Fair/Poor |                                         | >50% dead wood Dead Limbs Dead Leader                       | OFF SITE - PRESERVE         |                      |
| 961     | Acer saccharinum       | Silver Maple         | 18.4         | Fair/Poor |                                         | 20% dead wood Dead Limbs Tip die-back                       | OFF SITE - PRESERVE         |                      |
| 962     | Ulmus spp.             | Elm Cultivar         | 1.5          | Good      |                                         | 30% dead wood Tip die-back                                  | OFF SITE - PRESERVE         |                      |
| 963     | Acer spp.              | Maple Cultivar       | 15.4         | Fair/Poor |                                         | 40% dead wood Dead Limbs Trunk Damage                       | OFF SITE - PRESERVE         |                      |
| 964     | Acer spp.              | Maple Cultivar       | 14.4         | Fair/Poor |                                         | 30% dead wood Cavity Tip die-back                           | OFF SITE - PRESERVE         |                      |
| 965     | Aesculus hippocastanum | Horse Chestnut       | 14.2         | Good      | Lean                                    | Callus                                                      | OFF SITE - PRESERVE         |                      |
| 966     | Acer spp.              | Maple Cultivar       | 16.2         | Good      |                                         |                                                             | OFF SITE - PRESERVE         |                      |
| 967     | Acer spp.              | Maple Cultivar       | 16.2         | Good      |                                         |                                                             | OFF SITE - PRESERVE         |                      |
| 968     | Gleditsia triacanthos  | Honey Locust         | 22.3         | Fair      |                                         | Tip die-back                                                | OFF SITE - PRESERVE         |                      |
| 1301    | Morus alba             | White Mulberry       | 10.5         | Poor      |                                         | 40% dead wood                                               | REMOVE                      |                      |
| 1302    | Morus alba             | White Mulberry       | 15           | Poor      |                                         | 40% dead wood                                               | REMOVE                      |                      |
| 1303    | Morus alba             | White Mulberry       | 67.5         | Poor      | Multi Leader Crown Lean                 | 30% dead wood                                               | REMOVE                      |                      |
| 1304    | Pinus nigra            | Austrian Pine        | 8.40         | Tall      | Poor                                    | 50% dead wood Dead Limbs                                    | REMOVE                      |                      |
| 1306    | Pinus nigra            | Austrian Pine        | 10.50        | Tall      | Fair/Poor                               | 30% dead wood                                               | REMOVE                      |                      |
| 1307    | Pinus nigra            | Austrian Pine        | 12.50        | Tall      | Fair/Poor                               | 20% dead wood                                               | REMOVE                      |                      |
| 1308    | Acer saccharinum       | Silver Maple         | 8.12         | 6.8       | Fair                                    |                                                             | REMOVE                      |                      |
| 1309    | Pinus nigra            | Austrian Pine        | 9.40         | Tall      | Fair                                    |                                                             | REMOVE                      |                      |
| 1310    | Pinus nigra            | Austrian Pine        | 13.10        | 5.0       | Tall                                    | Fair                                                        | 20% dead wood               | REMOVE               |
| 1311    | Pinus nigra            | Austrian Pine        | 13.50        | Tall      | Fair                                    |                                                             | REMOVE                      |                      |
| 1312    | Acer saccharinum       | Silver Maple         | 11.13        | 9.9       | Fair                                    |                                                             | REMOVE                      |                      |
| 1313    | Acer saccharinum       | Silver Maple         | 6.10         | 8.8       | Fair                                    |                                                             | REMOVE                      |                      |
| 1314    | Pinus nigra            | Austrian Pine        | 6.30         | Tall      | Fair/Poor                               |                                                             | 40% dead wood               | REMOVE               |
| 1315    | Pinus strobus          | White Pine           | 6.40         | Tall      | Fair/Poor                               |                                                             | REMOVE                      |                      |
| 1316    | Quercus bicolor        | Swamp White Oak      | 12.2         | Good      |                                         |                                                             | PRESERVE                    |                      |
| 1317    | Picea pungens          | Colorado Spruce      | 8.30         | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1318    | Picea pungens          | Colorado Spruce      | 7.30         | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1319    | Picea pungens          | Colorado Spruce      | 8.30         | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1320    | Acer saccharinum       | Silver Maple         | 7.10         | 9.7       | 13                                      | Fair                                                        | Multi Leader                |                      |
| 1321    | Pinus strobus          | White Pine           | 10.40        | Tall      | Poor                                    |                                                             | Strong lean                 |                      |
| 1322    | Ulmus spp.             | Elm Cultivar         | 12.2         | Good      |                                         |                                                             | REMOVE                      |                      |
| 1323    | Ulmus spp.             | Elm Cultivar         | 10.2         | Good      |                                         |                                                             | PRESERVE                    | YES                  |
| 1324    | Ulmus spp.             | Elm Cultivar         | 13.2         | Good      |                                         |                                                             | REMOVE                      |                      |
| 1325    | Pinus nigra            | Austrian Pine        | 16.50        | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1326    | Fraxinus spp.          | Ash                  | 10.4         | Fair/Poor |                                         |                                                             | REMOVE                      |                      |
| 1327    | Picea spp.             | Spruce               | 6.30         | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1328    | Picea spp.             | Spruce               | 9.30         | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1329    | Picea spp.             | Spruce               | 10.30        | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1330    | Picea spp.             | Spruce               | 10.30        | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1331    | Picea spp.             | Spruce               | 7.30         | Tall      | Fair                                    | Lean                                                        | REMOVE                      |                      |
| 1332    | Malus spp.             | Crabapple            | 12.3         | Fair      |                                         |                                                             | REMOVE                      |                      |
| 1333    | Pinus strobus          | White Pine           | 15.40        | Tall      | Fair                                    | Split Leaders                                               | REMOVE                      |                      |
| 1334    | Pinus strobus          | White Pine           | 14.50        | Tall      | Fair                                    | Lean                                                        | REMOVE                      |                      |
| 1335    | Taxodium distichum     | Bald Cypress         | 9.40         | Tall      | Fair/Poor                               |                                                             | 20% dead wood               | REMOVE               |
| 1336    | Taxodium distichum     | Bald Cypress         | 6.40         | Tall      | Fair                                    |                                                             | REMOVE                      |                      |
| 1337    | Pinus nigra            | Austrian Pine        | 6.30         | Tall      | Fair                                    |                                                             | REMOVE                      |                      |
| 1338    | Acer saccharinum       | Silver Maple         | 6.3          | Fair      | Crown Lean                              |                                                             | REMOVE                      |                      |
| 1339    | Juniperus virginiana   | Eastern Red Cedar    | 20.6         | Dead      |                                         | >50% dead wood                                              | REMOVE                      |                      |
| 1340    | Celtis occidentalis    | Hackberry            | 8.2          | Good      |                                         |                                                             | REMOVE                      | YES                  |
| 1341    | Pinus nigra            | Austrian Pine        | 11.50        | Tall      | Fair                                    |                                                             | REMOVE                      |                      |
| 1342    | Pinus nigra            | Austrian Pine        | 11.50        | Tall      | Fair                                    |                                                             | REMOVE                      |                      |
| 1343    | Gymnocladus dioica     | Kentucky Coffee Tree | 9.2          | Good      |                                         |                                                             | REMOVE                      | YES                  |
| 1344    | Picea pungens          | Colorado Spruce      | 10.30        | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1345    | Malus spp.             | Crabapple            | 6.3          | Fair      | Crown Lean                              |                                                             | REMOVE                      |                      |
| 1346    | Picea abies            | Norway Spruce        | 10.30        | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1347    | Picea abies            | Norway Spruce        | 11.30        | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1348    | Picea abies            | Norway Spruce        | 7.30         | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1349    | Picea abies            | Norway Spruce        | 10.30        | Tall      | Good                                    |                                                             | REMOVE                      |                      |
| 1350    | Quercus muehlenbergii  | Chinkapin Oak        | 7.2          | Good      |                                         |                                                             | REMOVE                      | YES                  |
| 1351    | Quercus muehlenbergii  | Chinkapin Oak        | 6.2          | Good      |                                         |                                                             | REMOVE                      | YES                  |
| 1352    | Malus spp.             | Crabapple            | 6.5          | Poor      | Strong lean                             |                                                             | REMOVE                      |                      |
| 1353    | Malus spp.             | Crabapple            | 6.5          | Poor      | Lean                                    |                                                             | REMOVE                      |                      |
| 1354    | Quercus muehlenbergii  | Chinkapin Oak        | 10.2         | Good      |                                         |                                                             | REMOVE                      | YES                  |
| 1355    | Pinus nigra            | Austrian Pine        | 12.50        | Tall      | Fair/Poor                               |                                                             | 30% dead wood Insect damage | REMOVE               |
| 1356    | Pinus nigra            | Austrian Pine        | 10.50        | Tall      | Fair/Poor                               |                                                             | 30% dead wood Insect damage | REMOVE               |
| 1357    | Ulmus pumila           | Siberian Elm         | 14.4         | Fair/Poor | Split Leaders Crown Lean                |                                                             | REMOVE                      |                      |
| 1358    | Ulmus pumila           | Siberian Elm         | 12.4         | Fair/Poor | Lean                                    |                                                             | REMOVE                      |                      |
| 1359    | Taxodium distichum     | Bald Cypress         | 8.8          | 40        | Tall                                    | Fair/Poor                                                   | Split Leaders               | 30% dead wood        |
| 1360    | Taxodium distichum     | Bald Cypress         | 14.40        | Tall      | Fair                                    |                                                             | REMOVE                      |                      |
| 1361    | Taxodium distichum     | Bald Cypress         | 14.40        | Tall      | Fair/Poor                               |                                                             | Split Leaders               |                      |
| 1362    | Taxodium distichum     | Bald Cypress         | 16.40        | Tall      | Fair                                    |                                                             | REMOVE                      |                      |
| 1363    | Taxodium distichum     | Bald Cypress         | 14.40        | Tall      | Fair                                    |                                                             | REMOVE                      |                      |
| 1364    | Taxodium distichum     | Bald Cypress         | 14.40        | Tall      | Fair/Poor                               |                                                             | 30% dead wood               | REMOVE               |

| TAG NO. | SCIENTIFIC NAME       | COMMON NAME          | DBH (inches)       | CONDITION   | STRUCTURE                                                        | HEALTH                               | PROPOSED ACTION | TRANSPLANT CANDIDATE |
|---------|-----------------------|----------------------|--------------------|-------------|------------------------------------------------------------------|--------------------------------------|-----------------|----------------------|
| 1365    | Taxodium distichum    | Bald Cypress         | 12.40              | Tall        | 3-Fair                                                           |                                      | REMOVE          |                      |
| 1366    | Acer saccharinum      | Silver Maple         | 6.8, 12.6, 6.8     | 5-Poor      | Multi Leader                                                     |                                      | REMOVE          |                      |
| 1367    | Taxodium distichum    | Bald Cypress         | 15.40              | Tall        | 3-Fair                                                           |                                      | REMOVE          |                      |
| 1368    | Taxodium distichum    | Bald Cypress         | 12.40              | Tall        | 3-Fair                                                           |                                      | REMOVE          |                      |
| 1369    | Taxodium distichum    | Bald Cypress         | 12.40              | Tall        | 3-Fair                                                           |                                      | REMOVE          |                      |
| 1370    | Ulmus pumila          | Siberian Elm         | 10.4               | Fair/Poor   | Split Leaders                                                    |                                      | REMOVE          |                      |
| 1371    | Fraxinus americana    | White Ash            | 14.3               | Fair        | Unbalanced                                                       |                                      | REMOVE          |                      |
| 1372    | Fraxinus americana    | White Ash            | 14.3               | Fair        |                                                                  |                                      | REMOVE          |                      |
| 1373    | Pinus strobus         | White Pine           | 20.50              | Tall        | 2-Good                                                           |                                      | REMOVE          |                      |
| 1374    | Pinus strobus         | White Pine           | 14.50              | Tall        | 2-Good                                                           | Crowded                              | REMOVE          |                      |
| 1375    | Pinus strobus         | White Pine           | 14.40              | Tall        | 3-Fair                                                           | Grown around wire                    | REMOVE          |                      |
| 1376    | Pinus strobus         | White Pine           | 18.40              | Tall        | 3-Fair                                                           | Grown around wire                    | REMOVE          |                      |
| 1377    | Betula papyrifera     | White Birch          | 5.4, 4.3           | 3-Fair      | Multi Leader/Lean                                                |                                      | REMOVE          |                      |
| 1378    | Betula papyrifera     | White Birch          | 5.5, 4.3           | 3-Fair      | V-shaped joint/Multi Leader                                      | Trunk Scar                           | REMOVE          |                      |
| 1379    | Betula papyrifera     | White Birch          | 4.4, 3.3, 3.2      | 3-Fair      | V-shaped joint/Multi Leader/Lean                                 |                                      | REMOVE          |                      |
| 1380    | Betula papyrifera     | White Birch          | 4.4, 3.3, 3.2      | 3-Fair      | V-shaped joint/Multi Leader/Crowded                              |                                      | REMOVE          |                      |
| 1381    | Betula papyrifera     | White Birch          | 5.5, 4.2, 2        | 3-Fair      | Multi Leader/Lean                                                |                                      | REMOVE          |                      |
| 1382    | Morus alba            | White Mulberry       | 7.7, 7.6, 6.5, 5.4 | 5-Poor      | V-shaped joint/Multi Leader/Split Risk                           | 30% dead wood/Dead Leader/Trunk Scar | REMOVE          |                      |
| 1383    | Pinus nigra           | Austrian Pine        | 15.50              | Tall        | 3-Fair                                                           | Grown around wire                    | REMOVE          |                      |
| 1384    | Pinus nigra           | Austrian Pine        | 16.50              | Tall        | 3-Fair                                                           | Grown around wire                    | REMOVE          |                      |
| 1385    | Pinus nigra           | Austrian Pine        | 23.50              | Tall        | 3-Fair                                                           | Grown around wire                    | REMOVE          |                      |
| 1386    | Acer platanoides      | Norway maple         | 16.2               | Good        |                                                                  |                                      | REMOVE          |                      |
| 1387    | Morus alba            | White Mulberry       | 10.10, 9.5         | 5-Poor      | V-shaped joint/Multi Leader/Split Risk/Crown Lean                | 30% dead wood                        | REMOVE          |                      |
| 1388    | Picea pungens         | Colorado Spruce      | 8.30               | Tall        | 2-Good                                                           |                                      | REMOVE          |                      |
| 1389    | Picea pungens         | Colorado Spruce      | 10.30              | Tall        | 3-Fair                                                           | Grown around wire                    | REMOVE          |                      |
| 1390    | Picea pungens         | Colorado Spruce      | 9.25               | Tall        | 3-Fair                                                           | Grown around wire                    | REMOVE          |                      |
| 1391    | Gleditsia triacanthos | Honey Locust         | 14.2               | Good        | Broken Limb                                                      |                                      | REMOVE          |                      |
| 1392    | Gleditsia triacanthos | Honey Locust         | 9.9                | 4-Fair/Poor | V-shaped joint/Multi Leader/Split Risk                           | Dead Leader                          | REMOVE          |                      |
| 1393    | Gleditsia triacanthos | Honey Locust         | 12.7               | 4-Fair/Poor |                                                                  | Cavity/Trunk Scar                    | REMOVE          |                      |
| 1394    | Taxodium distichum    | Bald Cypress         | 12.40              | Tall        | 2-Good                                                           |                                      | REMOVE          |                      |
| 1395    | Taxodium distichum    | Bald Cypress         | 15.40              | Tall        | 2-Good                                                           |                                      | REMOVE          |                      |
| 1396    | Taxodium distichum    | Bald Cypress         | 20.40              | Tall        | 2-Good                                                           |                                      | REMOVE          |                      |
| 1397    | Taxodium distichum    | Bald Cypress         | 15.40              | Tall        | 2-Good                                                           |                                      | REMOVE          |                      |
| 1398    | Taxodium distichum    | Bald Cypress         | 13.40              | Tall        | 2-Good                                                           |                                      | REMOVE          |                      |
| 1399    | Gymnocladus dioicus   | Kentucky Coffee Tree | 9.2                | Good        |                                                                  |                                      | REMOVE          | YES                  |
| 1400    | Picea pungens         | Colorado Spruce      | 9.25               | Tall        | 3-Fair                                                           | Lean                                 | REMOVE          |                      |
| 1801    | Picea pungens         | Colorado Spruce      | 9.25               | Tall        | 2-Good                                                           |                                      | REMOVE          |                      |
| 1802    | Picea pungens         | Colorado Spruce      | 7.20               | Tall        | 2-Good                                                           |                                      | REMOVE          |                      |
| 1803    | Quercus bicolor       | Swamp White Oak      | 8.2                | Good        | Unbalanced/Crowded                                               |                                      | REMOVE          | YES                  |
| 1804    | Morus alba            | White Mulberry       | 10.7, 7.5          | 5-Poor      | V-shaped joint/Multi Leader/Split Risk/lean                      | 50% dead wood/Dead Leader            | PRESERVE        |                      |
| 1805    | Morus alba            | White Mulberry       | 7.6, 4.3           | 5-Poor      | V-shaped joint/Multi Leader/Split Risk                           | 40% dead wood/Trunk Scar             | PRESERVE        |                      |
| 1806    | Morus alba            | White Mulberry       | 9.3                | Fair        | Lean/Crown Lean/Crowded                                          |                                      | PRESERVE        |                      |
| 1807    | Morus alba            | White Mulberry       | 9.4                | Fair/Poor   | Crown Lean/Crowded                                               | 30% dead wood                        | PRESERVE        |                      |
| 1808    | Morus alba            | White Mulberry       | 9.3                | Fair        | Crown Lean/Crowded                                               | 20% dead wood                        | PRESERVE        |                      |
| 1809    | Morus alba            | White Mulberry       | 13.3               | Fair        | Crown Lean/Crowded                                               | 10% dead wood                        | REMOVE          |                      |
| 1810    | Morus alba            | White Mulberry       | 12.4               | Fair/Poor   |                                                                  | Trunk Scar                           | PRESERVE        |                      |
| 1811    | Morus alba            | White Mulberry       | 11.1, 9.5          | 5-Poor      | V-shaped joint/Multi Leader/Split Risk/Crown Lean                | Cavity                               | PRESERVE        |                      |
| 1812    | Pyrus calleryana      | Pear                 | 11.4               | Fair/Poor   | Crown Lean/Crowded                                               |                                      | REMOVE          |                      |
| 1813    | Fraxinus americana    | White Ash            | 6.4                | Fair/Poor   | Lean/Crown Lean                                                  | Trunk Scar                           | REMOVE          |                      |
| 1814    | Ulmus americana       | American Elm         | 6.4                | Fair/Poor   | Strong lean/Unbalanced/Crown Lean                                |                                      | REMOVE          |                      |
| 1815    | Morus alba            | White Mulberry       | 12.4               | Fair/Poor   | Strong lean/Crown Lean/Crowded                                   | Vines                                | REMOVE          |                      |
| 1816    | Morus alba            | White Mulberry       | 11.4               | Fair/Poor   | Lean/Crown Lean/Broken Leader                                    |                                      | PRESERVE        |                      |
| 1817    | Morus alba            | White Mulberry       | 9.4                | Fair/Poor   | Lean/Crown Lean/Broken Leader                                    |                                      | PRESERVE        |                      |
| 1818    | Morus alba            | White Mulberry       | 8.6, 3.5           | 5-Poor      | V-shaped joint/Multi Leader/Split Risk                           | Dead Leader                          | PRESERVE        |                      |
| 1819    | Morus alba            | White Mulberry       | 7.3, 2.5           | 5-Poor      | Lean/Crown Lean                                                  | Dead Leader                          | PRESERVE        |                      |
| 1820    | Acer saccharinum      | Silver Maple         | 12.9, 7.6          | 4-Fair/Poor | V-shaped joint/Multi Leader/Split Risk/Lean                      |                                      | PRESERVE        |                      |
| 1821    | Morus alba            | White Mulberry       | 24.20              | 5-Poor      | V-shaped joint/Double Leader/Split Leaders                       | Wood rot/Cavity                      | PRESERVE        |                      |
| 1822    | Morus alba            | White Mulberry       | 11.7, 8.4          | Fair/Poor   | V-shaped joint/Multi Leader/Split Risk/Crowded                   |                                      | PRESERVE        |                      |
| 1823    | Morus alba            | White Mulberry       | 10.8               | 4-Fair/Poor | Strong lean/Crown Lean/Crowded                                   | 20% dead wood                        | PRESERVE        |                      |
| 1824    | Prunus serotina       | Black Cherry         | 16.3               | Fair        | Lean                                                             | 20% dead wood                        | PRESERVE        |                      |
| 1825    | Morus alba            | White Mulberry       | 8.4                | Fair/Poor   | Strong lean/Crown Lean/Crowded                                   |                                      | REMOVE          |                      |
| 1826    | Morus alba            | White Mulberry       | 11.3               | Fair        | Lean/Crown Lean                                                  |                                      | PRESERVE        |                      |
| 1827    | Morus alba            | White Mulberry       | 12.10              | 4-Fair/Poor | V-shaped joint/Double Leader/Split Risk/Crown Lean               | 20% dead wood                        | PRESERVE        |                      |
| 1828    | Morus alba            | White Mulberry       | 13.13              | 5-Poor      | V-shaped joint/Double Leader/Split Risk/Strong lean              |                                      | REMOVE          |                      |
| 1829    | Morus alba            | White Mulberry       | 9.5                | 4-Fair/Poor | Lean/Crown Lean/Crowded                                          |                                      | REMOVE          |                      |
| 1830    | Morus alba            | White Mulberry       | 10.3               | Fair        | Lean                                                             |                                      | PRESERVE        |                      |
| 1831    | Morus alba            | White Mulberry       | 8.4                | Fair/Poor   | Lean/Crown Lean/Crowded                                          |                                      | PRESERVE        |                      |
| 1832    | Morus alba            | White Mulberry       | 8.6                | 5-Poor      | V-shaped joint/Double Leader/Crown Lean/Crowded                  |                                      | REMOVE          |                      |
| 1833    | Morus alba            | White Mulberry       | 7.5                | Poor        | Strong lean/Crown Lean/Crowded                                   |                                      | REMOVE          |                      |
| 1834    | Morus alba            | White Mulberry       | 12.3               | Fair        | Lean/Crown Lean                                                  |                                      | PRESERVE        |                      |
| 1835    | Morus alba            | White Mulberry       | 17.17, 16.16       | 5-Poor      | V-shaped joint/Multi Leader/Split Risk                           | Cavity/Trunk Scar                    | PRESERVE        |                      |
| 1836    | Morus alba            | White Mulberry       | 8.4                | Fair/Poor   | Lean/Crown Lean/Crowded                                          |                                      | PRESERVE        |                      |
| 1837    | Prunus serotina       | Black Cherry         | 7.3                | Fair        | Crown Lean                                                       | Trunk Scar                           | PRESERVE        |                      |
| 1838    | Prunus serotina       | Black Cherry         | 10.3               | Fair        | Lean/Crown Lean                                                  |                                      | PRESERVE        |                      |
| 1839    | Morus alba            | White Mulberry       | 13.3               | Fair        |                                                                  | 20% dead wood                        | PRESERVE        |                      |
| 1840    | Morus alba            | White Mulberry       | 11.9               | 5-Poor      | V-shaped joint/Double Leader/Split Risk/Strong lean              | 30% dead wood/Trunk Damage           | PRESERVE        |                      |
| 1841    | Prunus serotina       | Black Cherry         | 8.5                | 5-Poor      | Strong lean/Horizontal Growth                                    |                                      | PRESERVE        |                      |
| 1842    | Morus alba            | White Mulberry       | 9.4                | Fair/Poor   | Lean/Crown Lean/Crowded                                          | 20% dead wood                        | PRESERVE        |                      |
| 1843    | Morus alba            | White Mulberry       | 15.4               | Fair/Poor   | Crown Lean/Crowded                                               | Fungus-Stem/Trunk Damage             | PRESERVE        |                      |
| 1844    | Prunus serotina       | Black Cherry         | 14.4               | Fair/Poor   | Lean                                                             | 20% dead wood/Fungus-Stem            | PRESERVE        |                      |
| 1845    | Morus alba            | White Mulberry       | 7.7                | 4-Fair/Poor | U-shaped joint/Double Leader/Crown Lean/Crowded                  | 20% dead wood/Trunk Scar             | PRESERVE        |                      |
| 1846    | Morus alba            | White Mulberry       | 8.6                | 5-Poor      | V-shaped joint/Double Leader/Split Risk                          | 50% dead wood/Dead Leader            | PRESERVE        |                      |
| 1847    | Prunus serotina       | Black Cherry         | 8.4                | Fair/Poor   | Strong lean                                                      |                                      | PRESERVE        |                      |
| 1848    | Morus alba            | White Mulberry       | 10.8               | 4-Fair/Poor | V-shaped joint/Double Leader/Split Risk                          | Trunk Scar                           | PRESERVE        |                      |
| 1849    | Morus alba            | White Mulberry       | 9.3                | Fair        |                                                                  | 20% dead wood                        | PRESERVE        |                      |
| 1850    | Morus alba            | White Mulberry       | 10.7               | 4-Fair/Poor | V-shaped joint/Double Leader/Split Risk/Lean                     | 30% dead wood/Trunk Scar             | PRESERVE        |                      |
| 1851    | Morus alba            | White Mulberry       | 11.8, 5.4          | 4-Fair/Poor | V-shaped joint/Multi Leader/Split Risk/Crown Lean                | 30% dead wood/Dead Leader            | PRESERVE        |                      |
| 1852    | Morus alba            | White Mulberry       | 9.8                | 4-Fair/Poor | V-shaped joint/Double Leader/Split Risk/Crown Lean               |                                      | PRESERVE        |                      |
| 1853    | Morus alba            | White Mulberry       | 23.4               | 4-Fair/Poor | Lean/Crown Lean/Broken Limb                                      | 20% dead wood/Cavity                 | PRESERVE        |                      |
| 1854    | Morus alba            | White Mulberry       | 20.8               | 4-Fair/Poor | V-shaped joint/Double Leader/Split Risk                          | 20% dead wood                        | PRESERVE        |                      |
| 1855    | Morus alba            | White Mulberry       | 11.4               | 4-Fair/Poor | Lean/Crowded                                                     | 20% dead wood                        | PRESERVE        |                      |
| 1856    | Morus alba            | White Mulberry       | 7.3                | 4-Fair/Poor | Lean/Crown Lean/Crowded                                          | Trunk Scar                           | PRESERVE        |                      |
| 1857    | Morus alba            | White Mulberry       | 23.10              | 5-Poor      | V-shaped joint/Double Leader/Split Risk/Fused Leaders/Crown Lean | Trunk Scar                           | PRESERVE        |                      |
| 1858    | Morus alba            | White Mulberry       | 28.9               | 4-Fair/Poor | V-shaped joint/Multi Leader/Split Risk/Crown Lean                |                                      | PRESERVE        |                      |
| 1859    | Morus alba            | White Mulberry       | 15.11, 11.8        | 5-Poor      | V-shaped joint/Multi Leader/Split Risk                           | Cavity/Trunk Scar                    | PRESERVE        |                      |
| 1860    | Morus spp.            | Crabapple            | 8.4                | 4-Fair/Poor | Lean/Crown Lean/Crowded/Broken Limb                              |                                      | PRESERVE        |                      |
| 1861    | Morus alba            | White Mulberry       | 20.3               | Fair        | Lean/Crown Lean                                                  | 20% dead wood                        | PRESERVE        |                      |
| 1862    | Prunus serotina       | Black Cherry         | 21.4               | Fair/Poor   | Strong lean/Crown Lean                                           | 30% dead wood/Fungus-Stem            | PRESERVE        |                      |
| 1863    | Fraxinus americana    | White Ash            | 13.11, 8.6         | Dead        |                                                                  |                                      | REMOVE          |                      |
| 1864    | Morus alba            | White Mulberry       | 18.3               | Fair        | Lean/Crown Lean                                                  | 10% dead wood                        | PRESERVE        |                      |



| TAG NO. | SCIENTIFIC NAME    | COMMON NAME        | DBH (inches) | CONDITION          | STRUCTURE                                                            | HEALTH                          | PROPOSED ACTION | TRANSPLANT CANDIDATE |
|---------|--------------------|--------------------|--------------|--------------------|----------------------------------------------------------------------|---------------------------------|-----------------|----------------------|
| 1865    | Morus alba         | White Mulberry     | 11.11        | 7 5 - Poor         | V-shaped joint(Multi Leader Split Risk Strong lean                   |                                 | PRESERVE        |                      |
| 1866    | Prunus serotina    | Black Cherry       | 12           | 3 - Fair           | Crown Lean                                                           |                                 | PRESERVE        |                      |
| 1867    | Morus alba         | White Mulberry     | 13           | 4 - Fair Poor      | Lean Crown Lean                                                      | 20% dead wood                   | PRESERVE        |                      |
| 1868    | Morus alba         | White Mulberry     | 7            | 3 - Fair           | Lean Crown Lean Crowded                                              |                                 | PRESERVE        |                      |
| 1869    | Morus alba         | White Mulberry     | 22           | 8 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk Crown Lean                   | Cavity                          | PRESERVE        |                      |
| 1870    | Morus alba         | White Mulberry     | 10           | 9 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk Crown Lean                   | 20% dead wood                   | PRESERVE        |                      |
| 1871    | Morus alba         | White Mulberry     | 33           | 4 - Fair Poor      | V-shaped joint Split Risk Fused Leaders Lean                         |                                 | PRESERVE        |                      |
| 1872    | Morus alba         | White Mulberry     | 7            | 5 4 - Fair Poor    | V-shaped joint Split Risk Strong lean Crown Lean Crowded             |                                 | PRESERVE        |                      |
| 1873    | Prunus serotina    | Black Cherry       | 14           | 5 - Poor           | V-shaped joint(Double Leader Split Risk Crown Lean                   | 30% dead wood Dead Limbs        | PRESERVE        |                      |
| 1874    | Morus alba         | White Mulberry     | 11,9,8,6     | 6 5 - Poor         | V-shaped joint(Multi Leader Split Risk                               | Cavity                          | PRESERVE        |                      |
| 1875    | Morus alba         | White Mulberry     | 18           | 12 4 - Fair Poor   | V-shaped joint(Double Leader Split Risk Crown Lean                   |                                 | PRESERVE        |                      |
| 1876    | Morus alba         | White Mulberry     | 6            | 4 - Fair Poor      | Lean Crown Lean Crowded                                              |                                 | PRESERVE        |                      |
| 1877    | Acer saccharinum   | Silver Maple       | 7            | 2 - Good           | Lean                                                                 |                                 | REMOVE          |                      |
| 1878    | Morus alba         | White Mulberry     | 7            | 3 - Fair           | Lean                                                                 |                                 | REMOVE          |                      |
| 1879    | Morus alba         | White Mulberry     | 8            | 6 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk Crown Lean                   | Vines                           | REMOVE          |                      |
| 1880    | Morus alba         | White Mulberry     | 7            | 5 - Fair           | Unbalanced Crown Lean                                                |                                 | REMOVE          |                      |
| 1881    | Morus alba         | White Mulberry     | 8            | 6 4 - Fair Poor    | V-shaped joint Split Risk Lean Crown Lean                            | Fungus-Stem Cavity              | REMOVE          |                      |
| 1882    | Morus alba         | White Mulberry     | 6            | 3 - Fair           |                                                                      |                                 | REMOVE          |                      |
| 1883    | Morus alba         | White Mulberry     | 6            | 3 - Fair           | Lean Crown Lean                                                      |                                 | REMOVE          |                      |
| 1884    | Morus alba         | White Mulberry     | 7            | 6 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk Crown Lean                   |                                 | REMOVE          |                      |
| 1885    | Morus alba         | White Mulberry     | 17           | 14 4 - Fair Poor   | V-shaped joint(Double Leader Split Risk Strong lean Crown Lean       |                                 | REMOVE          |                      |
| 1886    | Acer saccharinum   | Silver Maple       | 16           | 16 4 - Fair Poor   | V-shaped joint(Double Leader Split Risk Crown Lean                   |                                 | REMOVE          |                      |
| 1887    | Populus deltoides  | Eastern Cottonwood | 15           | 2 - Good           | Crown Lean                                                           |                                 | REMOVE          |                      |
| 1888    | Acer saccharinum   | Silver Maple       | 43           | 3 - Fair           | V-shaped joint(Double Leader Crown Lean                              |                                 | REMOVE          |                      |
| 1889    | Ulmus americana    | American Elm       | 7            | 7 4 - Fair Poor    | U-shaped joint(Double Leader Split Risk Crown Lean                   |                                 | REMOVE          |                      |
| 1890    | Morus alba         | White Mulberry     | 6            | 3 - Fair           | Crown Lean                                                           |                                 | REMOVE          |                      |
| 1891    | Morus alba         | White Mulberry     | 6            | 3 - Fair           | Lean Crown Lean                                                      |                                 | REMOVE          |                      |
| 1892    | Morus alba         | White Mulberry     | 6            | 3 - Fair           | Crown Lean                                                           |                                 | REMOVE          |                      |
| 1893    | Melus spp.         | Crabapple          | 8            | 5 - Poor           |                                                                      | >50% dead wood Growing in fence | PRESERVE        |                      |
| 1894    | Morus alba         | White Mulberry     | 7            | 4 - Fair Poor      | Strong lean Crown Lean Crowded                                       | Trunk Damage                    | PRESERVE        |                      |
| 1895    | Prunus serotina    | Black Cherry       | 14           | 12 5 - Poor        | V-shaped joint(Multi Leader Split Risk                               | 50% dead wood Dead Leader       | PRESERVE        |                      |
| 1896    | Morus alba         | White Mulberry     | 8            | 4 - Fair Poor      | Lean Crown Lean Crowded                                              |                                 | PRESERVE        |                      |
| 1897    | Morus alba         | White Mulberry     | 12           | 3 - Fair           | Lean Crown Lean Crowded                                              |                                 | PRESERVE        |                      |
| 1898    | Prunus serotina    | Black Cherry       | 16           | 4 - Fair Poor      | Lean                                                                 | 20% dead wood Growing in fence  | PRESERVE        |                      |
| 1899    | Morus alba         | White Mulberry     | 11           | 3 - Fair           | Lean Crown Lean Crowded                                              |                                 | PRESERVE        |                      |
| 1900    | Morus alba         | White Mulberry     | 18           | 4 - Fair Poor      | V-shaped joint Split Risk Split Leaders                              | 20% dead wood                   | PRESERVE        |                      |
| 1901    | Morus alba         | White Mulberry     | 13           | 9 5 - Poor         | V-shaped joint(Double Leader Split Risk                              | 20% dead wood Cavity            | PRESERVE        |                      |
| 1902    | Morus alba         | White Mulberry     | 15           | 15 4 - Fair Poor   | V-shaped joint(Double Leader Split Risk                              | Trunk Scar                      | PRESERVE        |                      |
| 1903    | Morus alba         | White Mulberry     | 24           | 5 - Poor           | V-shaped joint Split Risk Fused Leaders Strong lean                  | Cavity                          | PRESERVE        |                      |
| 1904    | Morus alba         | White Mulberry     | 10           | 3 - Fair           | Lean Crown Lean                                                      |                                 | PRESERVE        |                      |
| 1905    | Morus alba         | White Mulberry     | 7            | 4 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk Crown Lean                   |                                 | PRESERVE        |                      |
| 1906    | Morus alba         | White Mulberry     | 11           | 3 - Fair           | Lean Crown Lean Crowded                                              |                                 | PRESERVE        |                      |
| 1907    | Morus alba         | White Mulberry     | 7            | 3 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk Crown Lean                   |                                 | PRESERVE        |                      |
| 1908    | Morus alba         | White Mulberry     | 26           | 4 - Fair Poor      | V-shaped joint Split Risk Fused Leaders                              | 20% dead wood                   | PRESERVE        |                      |
| 1909    | Prunus serotina    | Black Cherry       | 14           | 3 - Fair           | Lean                                                                 | 20% dead wood                   | PRESERVE        |                      |
| 1910    | Morus alba         | White Mulberry     | 14           | 4 - Fair Poor      | Lean Crown Lean Crowded                                              | 30% dead wood                   | PRESERVE        |                      |
| 1911    | Morus alba         | White Mulberry     | 9            | 4 - Fair Poor      | Lean                                                                 | 30% dead wood Trunk Scar        | PRESERVE        |                      |
| 1912    | Morus alba         | White Mulberry     | 6            | 4 - Fair Poor      | Lean Crown Lean Crowded                                              |                                 | PRESERVE        |                      |
| 1913    | Morus alba         | White Mulberry     | 11           | 10 7 5 - Poor      | V-shaped joint(Multi Leader Split Risk Strong lean Horizontal Growth | Horizontal Growth               | PRESERVE        |                      |
| 1914    | Morus alba         | White Mulberry     | 8            | 5 - Poor           | Strong lean Horizontal Growth                                        |                                 | PRESERVE        |                      |
| 1915    | Prunus serotina    | Black Cherry       | 10           | 4 - Fair Poor      | Strong lean Unbalanced Crown Lean                                    |                                 | PRESERVE        |                      |
| 1916    | Morus alba         | White Mulberry     | 9            | 9 5 - Poor         | V-shaped joint(Double Leader Split Risk Strong lean                  | Cavity                          | PRESERVE        |                      |
| 1917    | Prunus serotina    | Black Cherry       | 12           | 5 - Poor           | Strong lean Unbalanced Crown Lean                                    |                                 | PRESERVE        |                      |
| 1918    | Morus alba         | White Mulberry     | 16           | 15 5 - Poor        | V-shaped joint(Double Leader Split Risk Lean                         | 20% dead wood Trunk Scar        | PRESERVE        |                      |
| 1919    | Morus alba         | White Mulberry     | 7            | 4 - Fair Poor      | Lean Crown Lean Crowded                                              | Growing in fence                | PRESERVE        |                      |
| 1920    | Morus alba         | White Mulberry     | 20           | 4 - Fair Poor      | Strong lean Crown Lean Crowded                                       |                                 | PRESERVE        |                      |
| 1921    | Acer saccharinum   | Silver Maple       | 12           | 4 - Fair Poor      |                                                                      | Growing in fence                | PRESERVE        |                      |
| 1922    | Morus alba         | White Mulberry     | 16,9,7,7     | 7 5 - Poor         | V-shaped joint(Multi Leader Split Risk Lean                          |                                 | REMOVE          |                      |
| 1923    | Morus alba         | White Mulberry     | 8            | 3 - Fair           | Crowded                                                              | Trunk Scar                      | REMOVE          |                      |
| 1924    | Morus alba         | White Mulberry     | 9            | 3 - Fair           | Lean Crowded                                                         |                                 | REMOVE          |                      |
| 1925    | Morus alba         | White Mulberry     | 8            | 7 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk                              |                                 | REMOVE          |                      |
| 1926    | Acer saccharinum   | Silver Maple       | 8,7,7        | 3 5 - Poor         | V-shaped joint(Multi Leader Split Risk                               | Trunk Scar Growing in fence     | REMOVE          |                      |
| 1927    | Melus spp.         | Crabapple          | 7            | 6 - Dead           |                                                                      |                                 | REMOVE          |                      |
| 1928    | Morus alba         | White Mulberry     | 15           | 4 - Fair Poor      | V-shaped joint Split Risk Fused Leaders Crown Lean                   |                                 | REMOVE          |                      |
| 1929    | Ulmus pumila       | Siberian Elm       | 14           | 3 - Fair           |                                                                      |                                 | REMOVE          |                      |
| 1930    | Morus alba         | White Mulberry     | 10           | 4 - Fair Poor      | V-shaped joint Split Risk Fused Leaders Crown Lean                   |                                 | REMOVE          |                      |
| 1931    | Morus alba         | White Mulberry     | 7            | 4 - Fair Poor      | Strong lean Crown Lean Crowded                                       |                                 | REMOVE          |                      |
| 1932    | Morus alba         | White Mulberry     | 14,9,6,5     | 4 4 - Fair Poor    | V-shaped joint(Multi Leader Split Risk                               | Trunk Scar                      | REMOVE          |                      |
| 1933    | Morus alba         | White Mulberry     | 6            | 5 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk Lean Crown Lean              |                                 | REMOVE          |                      |
| 1934    | Morus alba         | White Mulberry     | 6,6,4        | 3 4 - Fair Poor    | V-shaped joint(Multi Leader Split Risk Lean Crown Lean               |                                 | REMOVE          |                      |
| 1935    | Morus alba         | White Mulberry     | 31           | 15 4 - Fair Poor   | V-shaped joint(Multi Leader Split Leaders Fused Leaders              | Cavity Trunk Scar               | REMOVE          |                      |
| 1936    | Morus alba         | White Mulberry     | 14           | 11 10 5 - Poor     | V-shaped joint(Multi Leader Split Risk Lean                          | 40% dead wood Fungus-Stem       | REMOVE          |                      |
| 1937    | Morus alba         | White Mulberry     | 15           | 8 5 - Poor         | V-shaped joint(Double Leader Split Risk Lean                         | Cavity Trunk Scar               | REMOVE          |                      |
| 1938    | Acer saccharinum   | Silver Maple       | 8,8,7        | 5 5 - Poor         | V-shaped joint(Multi Leader Split Risk                               | Growing in fence                | REMOVE          |                      |
| 1939    | Morus alba         | White Mulberry     | 13           | 3 - Fair           |                                                                      |                                 | REMOVE          |                      |
| 1940    | Morus alba         | White Mulberry     | 8            | 6 4 - Fair Poor    | Lean Crown Lean Crowded                                              | Fungus-Stem                     | REMOVE          |                      |
| 1941    | Fraxinus americana | White Ash          | 9            | 4 - Fair Poor      | Lean Crown Lean Broken Limb                                          |                                 | REMOVE          |                      |
| 1942    | Morus alba         | White Mulberry     | 12           | 3 - Fair           | Lean Crown Lean                                                      |                                 | REMOVE          |                      |
| 1943    | Morus alba         | White Mulberry     | 8            | 7 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk                              | 20% dead wood                   | REMOVE          |                      |
| 1944    | Morus alba         | White Mulberry     | 18           | 4 - Fair Poor      | Lean Unbalanced Crown Lean                                           | 20% dead wood Trunk Scar Vines  | REMOVE          |                      |
| 1945    | Melus spp.         | Crabapple          | 6            | 5 4 5 - Poor       | V-shaped joint(Multi Leader Split Risk                               | >50% dead wood                  | REMOVE          |                      |
| 1946    | Acer saccharinum   | Silver Maple       | 6            | 3 - Fair           | Lean Crown Lean                                                      |                                 | REMOVE          |                      |
| 1947    | Morus alba         | White Mulberry     | 7            | 4 - Fair Poor      | Lean Crown Lean Crowded                                              | 20% dead wood                   | REMOVE          |                      |
| 1948    | Morus alba         | White Mulberry     | 22           | 4 - Fair Poor      | V-shaped joint Split Risk Fused Leaders Crown Lean                   | 20% dead wood                   | REMOVE          |                      |
| 1949    | Morus alba         | White Mulberry     | 11,9         | 8 5 - Poor         | V-shaped joint(Multi Leader Split Risk Crown Lean                    | Growing in fence                | REMOVE          |                      |
| 1950    | Morus alba         | White Mulberry     | 7            | 3 - Fair           | Lean Crown Lean Crowded                                              |                                 | REMOVE          |                      |
| 1951    | Populus deltoides  | Eastern Cottonwood | 22           | 14 3 - Fair        | Lean Crown Lean Broken Limb                                          |                                 | REMOVE          |                      |
| 1952    | Populus deltoides  | Eastern Cottonwood | 21           | 4 3 - Fair Poor    | Lean Crown Lean Crowded Broken Limb                                  |                                 | REMOVE          |                      |
| 1953    | Morus alba         | White Mulberry     | 7            | 3 - Fair           | Lean Crown Lean                                                      |                                 | REMOVE          |                      |
| 1954    | Morus alba         | White Mulberry     | 11           | 10 4 - Fair Poor   | V-shaped joint(Double Leader Split Risk                              | 20% dead wood Trunk Scar        | REMOVE          |                      |
| 1955    | Acer saccharinum   | Silver Maple       | 12           | 12 4 4 - Fair Poor | V-shaped joint(Multi Leader Split Risk Lean                          | Growing in fence                | REMOVE          |                      |
| 1956    | Morus alba         | White Mulberry     | 8            | 6 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk Lean Crown Lean              |                                 | REMOVE          |                      |
| 1957    | Acer saccharinum   | Silver Maple       | 13           | 13 6 4 - Fair Poor | V-shaped joint(Multi Leader Split Risk                               | Growing in fence                | REMOVE          |                      |
| 1958    | Morus alba         | White Mulberry     | 12           | 5 - Poor           | V-shaped joint Split Risk Fused Leaders Crown Lean                   | Trunk Scar                      | REMOVE          |                      |
| 1959    | Morus alba         | White Mulberry     | 9            | 3 - Fair           | Lean Crown Lean                                                      |                                 | REMOVE          |                      |
| 1960    | Morus alba         | White Mulberry     | 22           | 5 - Poor           | V-shaped joint(Multi Leader Split Risk Fused Leaders                 | 30% dead wood Trunk Scar        | REMOVE          |                      |
| 1961    | Acer saccharinum   | Silver Maple       | 7            | 4 - Fair Poor      | Lean                                                                 | Dead Leader                     | REMOVE          |                      |
| 1962    | Acer saccharinum   | Silver Maple       | 21           | 4 - Fair Poor      | Lean Crown Lean                                                      | Trunk Scar                      | REMOVE          |                      |
| 1963    | Acer saccharinum   | Silver Maple       | 13           | 9 5 - Poor         | V-shaped joint(Double Leader Split Risk Lean                         | Growing in fence                | REMOVE          |                      |
| 1964    | Acer saccharinum   | Silver Maple       | 13           | 9 4 - Fair Poor    | V-shaped joint(Double Leader Split Risk Lean                         |                                 | REMOVE          |                      |
| 1965    | Acer saccharinum   | Silver Maple       | 13,12,11,10  | 10 5 - Poor        | V-shaped joint(Multi Leader Split Risk Lean                          |                                 | REMOVE          |                      |
| 1966    | Acer saccharinum   | Silver Maple       | 11,8,6,4     | 4 4 - Fair Poor    | V-shaped joint(Multi Leader Split Risk Crown Lean                    |                                 | REMOVE          |                      |
| 1967    | Morus alba         | White Mulberry     | 14           | 13 11 9 5 - Poor   | V-shaped joint(Multi Leader Split Leaders                            | Cavity                          | REMOVE          |                      |
| 1968    | Morus alba         | White Mulberry     | 11           | 8 4 - Fair Poor    | Double Leader Lean Crown Lean                                        | 20% dead wood Trunk Scar        | REMOVE          |                      |
| 1969    | Morus alba         | White Mulberry     | 9            | 7 4 - Fair Poor    | lean Crown Lean                                                      |                                 | REMOVE          |                      |

| RATING AND SURVEY CRITERIA                                                                                 |              |                                                                                              |
|------------------------------------------------------------------------------------------------------------|--------------|----------------------------------------------------------------------------------------------|
| 1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)                                |              |                                                                                              |
| 2) All trees 6" DBH and above tagged. Dead trees were tagged for removal. Invasive shrubs were not tagged. |              |                                                                                              |
| 3) Health Rating:                                                                                          |              |                                                                                              |
| Rating                                                                                                     | Description  | Criteria                                                                                     |
| 1                                                                                                          | Excellent    | Less than 10% dead wood, typical growth for species, no observed defects                     |
| 2                                                                                                          | Good         | Less than 20% dead wood, minor defects, sound structure, no decay                            |
| 3                                                                                                          | Fair         | Less than 30% dead wood, minor crown die-back, minor trunk damage or cavities                |
| 4                                                                                                          | Fair to Poor | Approximately 30-50% dead wood, lacking full crown, minor disease evidence, trunk damage     |
| 5                                                                                                          | Poor         | Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavities |
| 6                                                                                                          | Dead         | Less than 10% living wood, greater than 50% missing bark, adventitious growth only, decay    |

Municipal Codes regarding trees, including tree protection requirements for public parkway trees, are located in Chapter 24 of the Downers Grove Municipal Code <http://www.downers.us/code/chapters/24> . Parkway tree protection shall involve avoiding damage to both the above ground tree trunk, including the branches, and the below ground root system. Roots are the most vital part of a tree with the majority of nutrient and water absorbing roots in the upper 18 to 24 inches of soil. Tree roots must be protected from severing or changes in their soil environment (such as compaction or grade changes) to prevent irreversible tree decline or death in the coming years.

The Critical Root Zone, or CRZ, is the area immediately surrounding a tree that needs to be protected from damage. The size of this area, measured from the center of the tree, is ideally a circle with a radius of one foot for each inch of trunk diameter. The depth of the CRZ extends to 4 feet below the natural ground surface level. In a municipal parkway setting with utilities and paved or concrete surfaces, the CRZ cannot always be the ideal size. Instead, the CRZ has been adjusted to form a rectangle around the parkway tree trunk with the minimum dimensions listed in the following table. At a minimum, the listed CRZ shall be fenced with a 6 foot high temporary chain link construction fence secured to metal posts spaced no further than 10 feet apart. Whenever possible, the entire parkway shall be fenced in except where access has been permitted. Any exceptions shall be noted on the drawings submitted for a given permit.

| PARKWAY TREE DIAMETER AT 4.5' 0"-12.0 INCHES 12.1-24.0 INCHES 24.1 OR MORE INCHES | WIDTH FROM STREET TO PROPERTY 10.0 FEET 10.0 FEET 10.0 FEET | LENGTH ALONG STREET (MINIMUM) 10 FEET 20 FEET 30 FEET | DEPTH (MINIMUM) 4 FEET 4 FEET 4 FEET |
|-----------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------|--------------------------------------|
|-----------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------|--------------------------------------|



For public parkway trees, roots located within the determined CRZ shall be protected from compaction, severing, and the storage of materials or equipment. Utilities must be augered underneath the tree as shown above. In cases when severing of roots within a portion of the CRZ may be unavoidable (ex. sidewalk installation, curb replacement, water main or sanitary main disconnects in the parkway), subject to the approval of the Village Forester, the smallest possible area shall be disturbed and sharp clean cuts shall be made on root ends to promote wound closure and root regeneration. All CRZ fencing shall be a 6 foot high temporary chain link construction fence secured to metal posts spaced no further than 10 feet apart, and shall be maintained daily in good condition. Any exceptions to the fence dimensions or parkway position shall be noted on the permit.

In addition to fines and citations that may be assessed for violations of any Chapter 24 municipal code (such as not maintaining fencing around the CRZ or unauthorized removal of parkway trees), violators may be subject to the following provisions:

- issuance of an invoice for the monetary loss in tree value or partial value due to damage to either the above ground or below ground portions of the parkway tree, or unauthorized tree removal.
- forfeiture of bonds issued for the work should funds be sufficient to cover tree values and fines.
- costs of repairs, such as pruning or cabling, or costs for removal of the damaged parkway tree along with the stump if the tree cannot remain in the right-of-way.
- fines of \$2,000 for the 1st offense; \$3,000 for the 2nd offense; \$5,000 for 3rd and subsequent offenses.
- each day during which a violation continues shall be construed as a separate and distinct offense.

|                                                                                       |          |           |          |          |                                                                                       |
|---------------------------------------------------------------------------------------|----------|-----------|----------|----------|---------------------------------------------------------------------------------------|
| For more information, contact the Forestry Division at 630-434-5475 or 630-434-5476.  |          |           |          |          |  |
| N.T.S.                                                                                | DATE     | REVISIONS | DRAWN BY | APPVD BY | STANDARD DETAIL                                                                       |
|  | 03/03/25 | ////      | S.A.V.   | S.A.V.   | PARKWAY<br>TREE PROTECTION<br>REQUIREMENTS                                            |
|                                                                                       |          |           |          |          |                                                                                       |
|                                                                                       |          |           |          |          |                                                                                       |
|                                                                                       |          |           |          |          |                                                                                       |
|                                                                                       |          |           |          |          |                                                                                       |
| DRAWING NO. TRE-01                                                                    |          |           |          |          |                                                                                       |
| C:\LIBRARY\DETAILS\TREES\TRE-01                                                       |          |           |          |          |                                                                                       |

**GARY R. WEBER**  
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LAND PLANNING  
ECOLOGICAL CONSULTING  
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CLIENT

**M/I HOMES**  
2135 CITY GATE LANE, SUITE 620  
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**SPACECO INC.**  
9575 WEST HIGGINS ROAD, SUITE 700  
ROSEMONT, IL 60018

TALON PRESERVE  
DOWNERS GROVE, ILLINOIS  
TREE INVENTORY

|   |            |
|---|------------|
| 4 | 08.11.2025 |
| 3 | 07.25.2025 |
| 2 | 07.01.2025 |
| 1 | 06.06.2025 |

REVISIONS

|             |            |
|-------------|------------|
| DATE        | 03.21.2025 |
| PROJECT NO. | M24248     |
| DRAWN       | EAN        |
| CHECKED     | DHS        |
| SHEET NO.   |            |





1.1 DESCRIPTION OF WORK

- The work shall consist of furnishing, transporting and installing all seeds, plants and other materials required for:
1. The establishment of trees, shrubs, perennial, annual and lawn areas as shown on Landscape Plan;
  2. The provision of post-planting management as specified herein;
  3. Any remedial operations necessary in conformance with the plans as specified in this document;
  4. The design, furnishing and installation of a complete underground sprinkler system; and
  5. Permits which may be required.

1.2 QUALITY ASSURANCE

- A. Work shall conform to State of Illinois Horticultural Standards and local municipal requirements.
- B. Quality Control Procedures:
1. Ship landscape materials with certificates of inspection as required by governmental authorities. Comply with governing regulations applicable to landscape materials.
  2. Do not make substitutions. If specified landscape material is not obtainable, submit to Landscape Architect proof of non-availability and proposal for use of equivalent material.
  3. Analysis and Standards: Package standard products with manufacturers certified analysis.
- C. Insect Control
1. For areas containing standing water less than 3-ft that persist for greater than 7 days, mosquito control may be necessary. Mosquito control should be limited to larvicides applications such as Natulor or VectoLex Fc, per the EPA and CDC guidance. Larvicide application should be provided by a qualified professional. Contract the North Shore Mosquito Abatement District for service.

1.3 SUBMITTALS

- A. Planting Schedule
- Submit three (3) copies of the proposed planting schedule showing dates for each type of planting
- B. Maintenance Instruction - Landscape Work
- Submit two (2) copies of typewritten instructions recommending procedures to be established by the Owner for the maintenance of landscape work for one full year. Submit prior to expiration of required maintenance periods.
- Instructions shall include: watering, fertilizing, spraying, mulching and pruning for plant material and trimming groundcover. Instructions for watering, fertilizing and mowing grass areas shall be provided ten (10) days prior to request for inspection for final acceptance. Landscape Architect shall receive copies of all instructions when issued.
- C. Submit two (2) samples of shredded hardwood bark mulch, erosion control blankets, and all other products and materials as specified on plans to Landscape Architect for review and written approval.
- D. Nursery packing lists indicating the species and quantities of material installed must be provided to the Owner and/or City upon request.

1.4 JOB CONDITIONS

- A. Examine and evaluate grades, soils and water levels. Observe the conditions under which work is to be performed and notify Landscape Architect of unsatisfactory conditions. Do not proceed with the work until unsatisfactory conditions have been corrected in an acceptable manner.
- B. Utilities: Review underground utility location maps and plans; notify local utility location services; demonstrate awareness of utility locations; and certify acceptance of liability for the protection of utilities during course of work. Contractor shall be responsible for any damage to utilities or property.
- C. Excavation: When conditions detrimental to plant growth are encountered such as rubble fill, adverse drainage conditions or obstructions, notify Landscape Architect before planting.

1.5 GUARANTEES

- A. Guarantee seeded and sodded areas through the specified maintenance period and until final inspection.
- B. Guarantee trees, shrubs, groundcover and perennials for a period of one year after date of acceptance against defects including death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others or unusual phenomena or incidents which are beyond Landscape Installer's control.
- C. Native BMP Planting Area Performance Criteria
- 1<sup>st</sup> Full Growing Season: 90% of cover crop shall be established. There shall be no bare areas greater than two (2) square feet in seeded areas. At least 25% of vegetation coverage shall be native, non-invasive species.
- 2<sup>nd</sup> Full Growing Season: All areas shall exhibit full vegetative cover. At least 50% of the vegetation coverage shall be native, non-invasive species.
- 3<sup>rd</sup> Full Growing Season: At least 75% of vegetation coverage shall be native, non-invasive species. Non-native species shall constitute no more than 25% relative aerial coverage of the planted area. Invasive species for this project shall include the following: Ambrosia artemisiifolia & trifida (Common & Giant Ragweed), Cirsium arvense (Canada Thistle), Dipsacus laciniatus (Cut-leaved Teasel), Lythrum salicaria (Purple Loosestrife), Melilotus sp. (Sweet Clover), Phalaris arundinacea (Reed Canary Grass), Phragmites australis (Giant Reed), Fallopia japonica (Japanese Knotweed), Rhamnus cathartica & frangula (Common & Glossy Buckthorn), Typha sp. (Broadleaf, Narrowleaf, and Hybrid Cattail).

- 100% of trees and shrubs within the wetland buffer planting zone shall be alive and good condition at the of the monitoring period.
- 100% of trees and shrubs within the BMP and wetland buffer shall be alive and in good condition.
- D. Wetland Creation and Enhancement Area Performance Criteria
- 1st/ Full Growing Season: 90% of cover crop shall be established. There shall be no bare areas greater than two (2) square feet in seeded areas. At least 25% of vegetation coverage shall be native, non-invasive species. At least 50% of the emergent species, if planted as plugs shall be alive and apparent.
- 2nd/ Full Growing Season: All areas with the exception of emergent zones shall exhibit full vegetative cover. At least 50% of the vegetation coverage shall be native, non-invasive species.
- 3rd/ - 5th/ Full Growing Season: At least 80% of vegetation coverage shall be native, non-invasive species. Non-native species shall constitute no more than 25% relative aerial coverage of the planted area.

- The following Floristic Quality Index (FQI) standards shall be achieved:
- a) Based on the results of the meander survey, the Native Mean-C value shall be 3.00.
  - b) Based on the meander survey, the Native Floristic Quality Index shall be 20.
  - c) Based on the results of the meander survey, the Native Mean-C value shall be 3.00.
  - d) Based on the meander survey, the Native Floristic Quality Index shall be 20.

- Invasive species for this project shall include the following: Ambrosia artemisiifolia & trifida (Common & Giant Ragweed), Cirsium arvense (Canada Thistle), Dipsacus laciniatus (Cut-leaved Teasel), Dipsacus sylvestris (Common Teasel), Lythrum salicaria (Purple Loosestrife), Melilotus sp. (Sweet Clover), Phalaris arundinacea (Reed Canary Grass), Phragmites australis (Giant Reed), Fallopia japonica (Japanese Knotweed), Rhamnus cathartica & frangula (Common & Glossy Buckthorn), Typha sp. (Broadleaf, Narrowleaf, and Hybrid Cattail).
- 100% of trees and shrubs within the BMP and wetland buffer shall be alive and in good condition
- Adaptive Management shall be implemented to address modifications needed to establish native plant communities in dynamic planting zones.

LANDSCAPE WORK PART 2 - PLANT MATERIALS

2.1 LAWN SOD

- Provide strongly rooted sod, not less than two (2) years old and free of weeds and undesirable native grasses. Provide only sod capable of growth and development when planted (viable, not dormant) and in strips not more than 18" wide x 4' long. Provide sod composed of a 5-way blend of Kentucky Bluegrass such as: Midnight, Allure, Viva, Washington, Liberty.

2.2 LAWN SEED MIXTURE

- Grass Seed: Provide fresh, clean, new crop seed complying with the tolerance for purity and germination established by the Official Seed Analysis of North America. Provide seed of the grass species, proportions and maximum percentage of weed seed, as specified.
- A. Lawn Seed Mixture - 5 lbs. / 1,000 sq. ft.
- 50% Kentucky Bluegrass (98/85)
  - 15% Cutter Perennial Ryegrass
  - 10% Spartan Hard Fescue
  - 10% Edge Perennial Ryegrass
  - 10% Express Perennial Ryegrass
  - 5% Pennlawn Creeping Red Fescue
- B. Temporary Lawn Seed Mixture - 5 lbs. / 1,000 sq. ft.
- 40% Kentucky Bluegrass (98/85)
  - 40% Perennial Ryegrass
  - 20% Annual Ryegrass
- C. Highlands Fescue Seed Mixture - Mixture-7 lbs. / 1,000 sq. ft.
- 25% Discovery Hard Fescue
  - 25% Tiffany Chewings Fescue
  - 25% Florentine Creeping Red Fescue
  - 25% Bighorn Sheeps Fescue
- D. Detention Seed Mixture - 7 lbs. / 1000 sq. ft.
- 70% Kentucky 31 Tall Fescue
  - 30% Perennial Ryegrass

2.3 NATIVE PLANTING MIXTURES

- Provide fresh, clean, new crop of the species and proportions as specified. Native seed and live plant material shall be obtained from a reputable supplier (approved by Landscape Architect) that has collected from sources east of the Mississippi River within the same EPA Level III Ecoregion as the project site (Central Corn Belt Plains). Any material sourced from outside this ecoregion must be approved by the Landscape Architect prior to installation.

- For each species, the amount of seed indicated on the specifications shall mean the total amount of pure live seed (PLS) per acre. Seed tags and PLS testing information shall be provided to the Landscape Architect prior to seeding.

- It is the sole responsibility of the Native Landscape Contractor to provide approved seed that meets industry-standard PLS requirements.

2.4 GROUNDCOVERS, PERENNIALS AND ANNUALS

- Provide plants established and well-rooted in removable containers or integral pots and with not less than the minimum number and length of runners required by ANSI Z60.1 for the pot size shown or listed.

2.5 TREES AND SHRUBS

- A. Name and Variety: Provide nursery grown plant material true to name and variety.
- B. Quality: Provide trees, shrubs and other plants complying with the recommendations and requirements of ANSI Z60.1 "Standard for Nursery Stock" and as further specified.
- C. Deciduous Trees: Provide trees of height and caliper listed or shown and with branching configuration recommended by ANSI Z60.1 for type and species required. Provide single stem trees except where special forms are shown or listed. Provide balled and burlapped (B&B) deciduous trees.
- D. Deciduous Shrubs: Provide shrubs of the height shown or listed and with not less than the minimum number of canes required by ANSI Z60.1 for the type and height of shrub required. Provide balled and burlapped (B&B) deciduous shrubs.
- E. Coniferous Evergreen: Provide evergreens of the sizes shown or listed. Dimensions indicate minimum spread for spreading and semi-spreading type evergreens and height for other types. Provide quality evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown. Provide balled and burlapped (B&B) evergreen trees and containerized shrubs.
- F. Inspection: All plants shall be subject to inspection and review at the place of growth or upon delivery and conformity to specification requirements as to quality, right of inspection and rejection upon delivery at the site or during the progress of the work for size and condition of balls or roots, diseases, insects and latent defects or injuries. Rejected plants shall be removed immediately from the site.

2.6 PLANTING SOIL MIXTURE

- Provide planting soil mixture consisting of clean uncompacted topsoil (stockpiled at site) for all planting pits, perennial, annual and groundcover areas.

2.7 EROSION CONTROL

- A. Lawn Seed Areas Erosion Control Blanket: North American Green DST5, or equivalent approved equal.
- B. Native Areas Erosion Control Blanket: North American Green SI50, or equivalent approved equal.
- C. Shoreline and Sloped Berm Areas Erosion Control Blanket: North American Green SC150, or equivalent approved equal. To be installed per manufacturer's recommendations.
- D. Refer to latest Engineering & Erosion Control Plans for any areas to receive permanent or long-term blanket installation.
- E. Hydroseed Mulch: Conueb 2000 wood fiber mulch with tackifier. Other mulches may be used subject to approval of Landscape Architect.

2.8 MULCH

- Provide mulch consisting of premium shredded hardwood bark. Provide sample to Landscape Architect for approval prior to ordering materials.

LANDSCAPE WORK PART 3 - EXECUTION

3.1 PLANTING SCHEDULE

- At least thirty (30) days prior to the beginning of work in each area, submit a planting schedule for approval by the Landscape Architect.

3.2 PLANTINGS

- A. Sodding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site, do not turn over into soil being prepared for lawns.
2. Till to a depth of not less than 6"; apply soil amendments as needed; remove high areas and fill in depressions; till soil to a homogeneous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.
3. Sodded areas shall receive an application of commercial fertilizer at the rate of 10 lbs. per 1,000 sq. ft. and shall have an analysis of 16-8-8.
4. Lay sod within 24 hours from time of stripping.
5. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces of sod; remove excess to avoid smothering of adjacent grass.
6. Water sod thoroughly with a fine spray immediately after planting.

B. Seeding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site. Do not turn over into soil being prepared for lawns.
2. Till to a depth of not less than 6"; apply soil amendments; remove high areas and fill in depressions; till soil to a homogeneous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.
3. Seeded lawn areas shall receive an application of commercial fertilizer at the rate of 5 lbs. per 1,000 sq. ft. and shall be 6-24-24. Fertilizer shall be uniformly spread and mixed into the soil to a depth of 1" inches.
4. Do not use wet seed or seed which is moldy or otherwise damaged in transit or storage.
5. Sow seed using a spreader or seeding machine. Do not seed when wind velocity exceeds five (5) miles per hour. Distribute seed evenly over entire area by sowing equal quantity in two directions at right angles to each other.
6. Sow not less than specified rate.
7. Rake lawn seed lightly into top 1" of soil, roll lightly and water with a fine spray.
8. After the seeding operation is completed, spray a wood fiber mulch (Conueb 2000 with tackifier or approved equal) over the entire grassed area at the rate of 2,000 lbs. per acre using a mechanical spray unit to insure uniform coverage. Exercise care to protect buildings, automobiles and people during the application of the mulch.
9. DO NOT MOW HIGHLANDS FESCUE SEED MIXTURE.
10. All seeding shall reach ninety percent (90%) minimum live coverage after the first growing season.

C. Seeding Native Areas

1. The period for planting prairie seed shall be from April 1 to May 15 or November 1 to just before the first frost. Seeding outside of these timeframes must be approved by the landscape architect. Native seed planted outside of specified timeframes must have at least 60 days of growth prior to frost. Dormant seeding in winter is possible if soil conditions allow.
2. The General Contractor and Native Landscape Contractor shall be responsible for performing all work necessary to achieve and maintain an acceptable seeded prior to seeding. All areas must be properly prepared before seeding begins. Equipment having low unit pressure ground contact shall be utilized within the planting areas.
3. If present, compacted soils shall be disked or raked prior to seeding. Remedial measures for the access area may, at the direction of the Wetland Consultant, involve ripping from 12 to 18 inches of the soil horizon prior to diskling.
4. Prior to seeding, planting areas shall have at least twelve inches of clean un-compacted topsoil. Clumps, clods, stones over 2" diameter, roots and other extraneous matter shall be removed and disposed of legally off-site.
5. Granular mycorrhizal inoculants shall be installed with the seed mix at a rate of 40lbs/ acre. Inoculant can be banded under seed, worked into seed or added into spray tanks. Native areas shall not receive fertilizer.
6. Contractor shall be solely responsible for the proper handling and storage of the seed according to the best seed handling and storage practices, including fungicide treatments and stratification considerations. Owner shall make no compensation for damage to the seed because of improper storage, cleaning, threshing, or screening operations.
7. Except where site conditions preclude their use, seeding shall be performed using a Truax drill, Truax Trillion seeder, or comparable equipment designed specifically for installation of native seed. For areas where site conditions preclude the use of specialized equipment, seed may be installed through hand broadcasting and followed by light raking. Hand broadcast seed shall be spread at twice the specified rate. Other methods of seed installation may be used with prior approval from the Landscape Architect.
8. Prior to starting work, all seeding equipment shall be calibrated and adjusted to sow seeds at the proper seeding rate. In general, the optimum seeding depth is 0.25 inch below the soil surface. Areas where the seed has not been incorporated into the soil to the proper depth will not be accepted, and no compensation for materials or labor for the rejected work will be made by the Owner.
9. Seeding and soil tracking/firming shall not be done during periods of rain, severe drought, high winds, excessive moisture, frozen ground, or other conditions that preclude satisfactory results.
10. Wet mesic and emergent areas shall be planted, and seed allowed to germinate (if possible), prior to flooding with significant amounts of water. Any areas of significant permanent water located within the planting area will receive live plugs in lieu of seed.
11. After the seeding operation is completed, install erosion control blanket per manufacturer's specifications.
12. Emergent plugs shall be planted in natural groupings within designed areas containing saturated soils or in shallow inundation. Plants within groupings shall be planted at 2 foot centers.
13. Emergent plugs shall not be planted less than the specified rate and shall be protected with goose enclosures surrounding all natural groupings of plugs.

E. Groundcover and Perennial Beds

- Groundcover, perennials, and annuals shall be planted in continuous beds of planting soil mixture a minimum of 8" deep. Install per spacing indicated on plan.

F. Trees and Shrubs

1. Set balled and burlapped (B&B) stock plumb and in center of pit or trench with top of ball at an elevation that will keep the root flare exposed upon backfill and mulching. Remove burlap from top and sides of balls; retain on bottoms. When set, place additional topsoil backfill around base and sides of ball and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.
2. Dish top of backfill to allow for mulching. Provide additional backfill berm around edge of excavations to form shallow saucer to collect water.

3. Mulch pits, trenches and planted areas. Provide not less than 3" thickness of mulch and work into top of backfill and finish level with adjacent finish grades. Maintain exposed root flare at all times.
4. Prune only injured or dead branches from flowering trees, if any. Protect central leader of tree during shipping and pruning operations. Prune shrubs to retain natural character in accordance with standard horticultural practices.
5. Remove and replace excessively pruned or ill-formed stock resulting from improper pruning.
6. The Contractor shall be wholly responsible for assuring that all trees are planted in a vertical and plumb position and remain so throughout the life of this contract and guarantee period. Trees may or may not be staked and guyed depending upon the individual preference of the Contractor; however, any bracing procedure(s) must be approved by the Owner prior to its installation.

3.3 INITIAL MAINTENANCE

- A. Begin maintenance immediately after planting, continuing until final acceptance. A minimum of thirty (30) days.
- B. Maintain planted and seeded areas by watering, rolling/regrading, replanting and implementing erosion control as required to establish vegetation free of eroded or bare areas.
- C. Highlands Fescue and Native Planting areas are to be mowed only once per spring during the initial three year establishment period.
- D. Review the site on a monthly basis and provide reports to the Owner's Land Development Manager.
- E. Within thirty (30) days prior to expiration of the maintenance period, Contractor, Landscape Architect, HOA Property manager and Developer shall make final inspections to determine acceptability. After final acceptance at the time of survival period expiration, Developer will be responsible for maintenance. The maintenance period shall not expire until the final inspection is approved by a Developer's representative.

3.4 NATIVE LANDSCAPED AREAS CONTINUED MONITORING & MAINTENANCE

C. Monitoring

- The Owner shall notify the Village of Downers Grove upon completion of plantings. The Owner's Environmental Specialist shall inspect the plantings and provide the Village of Downers Grove with a copy of the planting locations, species, and quantities for verification by the Village of Downers Grove.

- The Owner's Environmental Specialist shall inspect the plantings at least twice per year during the three-year term of the Establishment and Maintenance Cash Bond or Letter of Credit, to determine compliance with the minimum annual performance criteria (See 1.5C Guarantees). A monitoring report will be provided to the Village of Downers Grove by January 31st following each inspection.

D. Maintenance:

First Season

- With the exception of the emergent area, native seeding areas should be mowed to a height of 6" to control annual nonnative and invasive species early in the growing season. Mowing, including weed whipping, should be conducted during prior to weed seed production. Mowing height and timing may need to be adjusted per target species. Small quantities of undesirable plant species, shall be controlled by hand pulling prior to the development and maturity of the plant. Hand removal shall include the removal of all above-ground and below-ground stems, roots and flower masses prior to development of seeds. Herbicide should be applied as necessary by a trained and licensed operator that is competent in the identification of native and nonnative herbaceous plants. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Second Season

- Control of undesirable plant species during the second growing season shall consist primarily of precise herbicide application. Mowing and weed whipping shall be conducted as needed during the early growing season and as needed to a height of 6 to 8 inches to prevent annual weeds from producing seed. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Third Year:

- Seasonal mowing and herbicide will continue as above but should be reduced over time. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary. At the completion of the third growing season (dependent on fuel availability; dominance of graminoid species; and favorable weather conditions), fire may be introduced to the planted areas as a management tool.

- State and local permits shall be required prior to controlled burning. Burning shall be conducted by trained professionals experienced in managing smoke in urban environments. Prior to a controlled burn, surrounding property owners as well as local fire and police departments shall be notified. A burn plan detailing preferred wind direction and speed, location of fire breaks, and necessary personnel and equipment shall be prepared and utilized in planning and burn implementation.

- The initial burn shall be dependent on fuel availability which is directly related to the quantity and quality of grasses contained within the plant matrix. Timing of the burn shall be determined based on results of the annual monitoring indicating species composition of the management area and other analysis of management goals. Generally, burns shall be scheduled from spring to fall on a rotational basis. Burn frequency shall also be dependent on the species composition within the management area. Generally, a new prairie restoration area shall be burned annually for two years after the second or third growing season after planting and then every 2-3 years thereafter, burning 50-75% of the area.

E. Long Term Wetland and Prairie Management/Maintenance

- A final compliance report and Long-Term Operation and Maintenance Plan shall be submitted by the Developer/Owner's Environmental Specialist no less than 60 days prior to the expiration of any landscape Cash Bond or Letter of Credit posted for the native areas. Final acceptance and release shall be determined by the Village of Downers Grove upon inspection of the site to verify compliance.

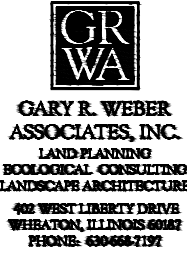
- The Long -Term Operation and Maintenance Plan shall be written to include guidelines and schedules for burning, mowing, application of herbicide, debris/litter removal and inspection schedule for storm structures and sediment removal.

3.5 CLEAN UP AND PROTECTION

- A. During landscape work, store materials and equipment where directed. Keep pavements clean and work areas and adjoining areas in an orderly condition.
- B. Protect landscape work and materials from damage due to landscape operations, operations by other trades and trespassers. Maintain protection during installation and maintenance periods. Treat, repair or replace damaged landscape work as directed by Landscape Architect.

3.6 INSPECTION AND ACCEPTANCE

- A. The Landscape Architect reserves the right to inspect seeds, plants, trees and shrubs either at place of growth or at site before planting for compliance with requirements for name, variety, size, quantity, quality and mix proportion.
- B. Supply written affidavit certifying composition of seed mixtures and integrity of plant materials with respect to species, variety and source.
- C. Notify the Landscape Architect within five (5) days after completing initial and/or supplemental plantings in each area.
- D. When the landscape work is completed, including maintenance, the Landscape Architect will, upon request, make a final inspection to determine acceptability. After final acceptance, the Owner will be responsible for maintenance.



CLIENT



TALON PRESERVE

DOWNERS GROVE, ILLINOIS

LANDSCAPE SPECIFICATIONS

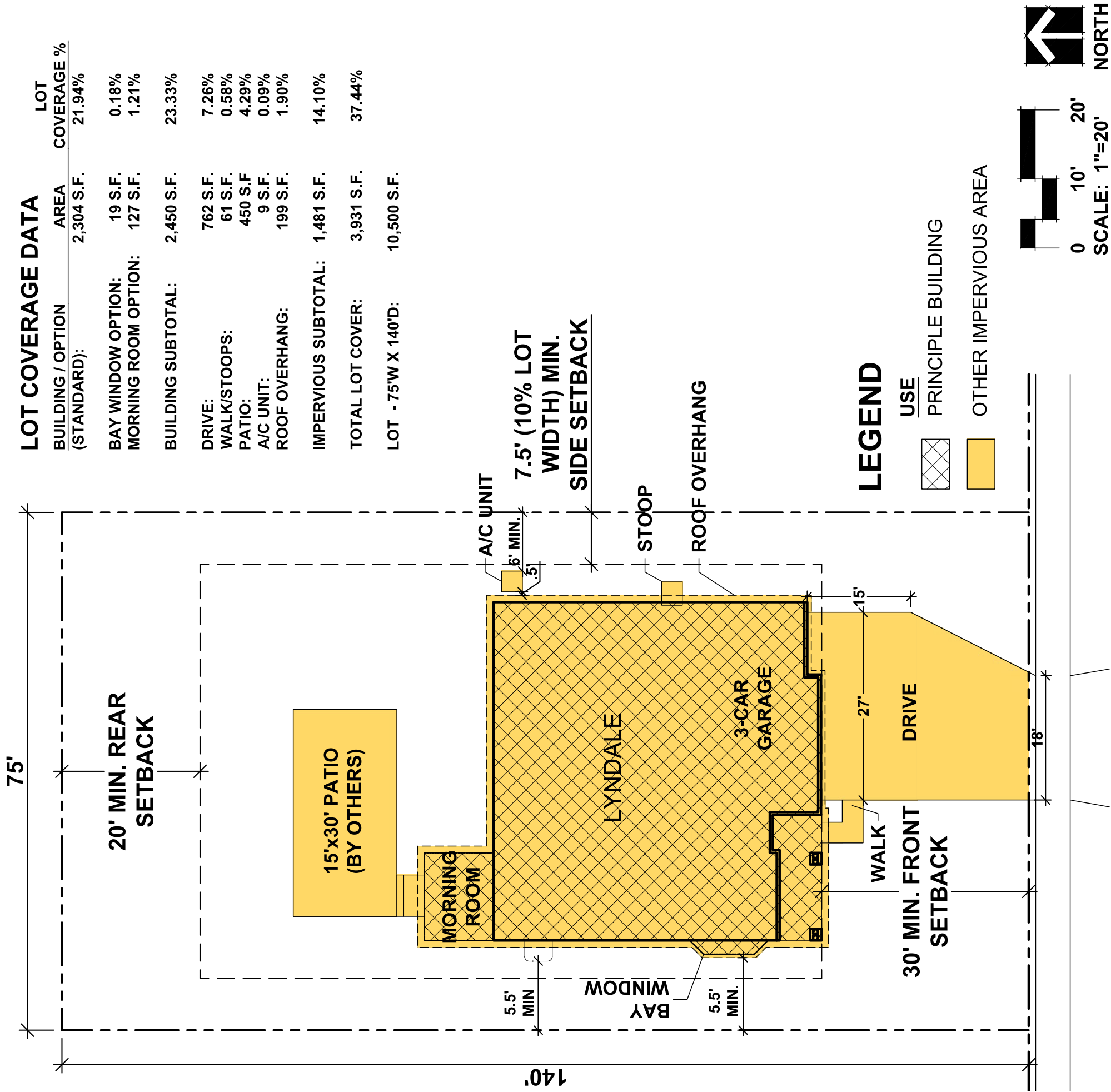
|   |            |
|---|------------|
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| 3 | 07.25.2025 |
| 2 | 07.01.2025 |
| 1 | 06.06.2025 |

REVISIONS

|             |            |
|-------------|------------|
| DATE        | 03.21.2025 |
| PROJECT NO. | M124248    |
| DRAWN       | EAN        |
| CHECKED     | DHS        |
| SHEET NO.   |            |

L1.8





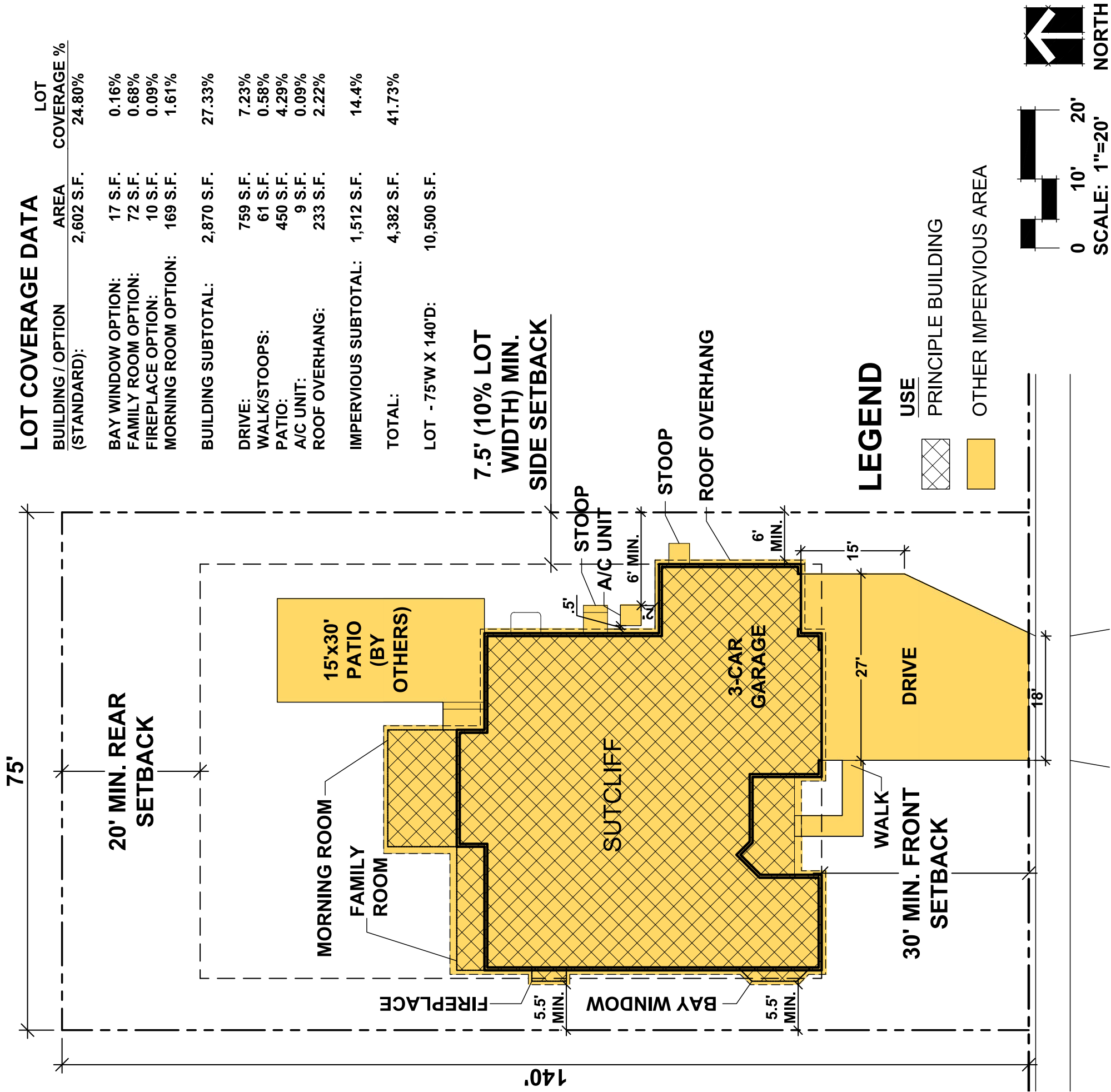
**BUILDING COVERAGE DEFINITION:**

Building coverage is measured as the area of the lot that is occupied by principal and accessory buildings and by structures with a surface area of more than four (4) square feet and a height of eighteen inches (18") or more, including pergolas and pools. All areas beneath a roof are counted for purposes of measuring building coverage, except on R-zoned lots with a lot width of sixty feet (60') or less, detached garages in the rear yard and rear-loading attached garages with a building footprint of five hundred (500) square feet or less are not counted towards overall building coverage provided that the detached garage in the rear yard or the rear-loading attached garage is the only garage on the subject property

**IMPERVIOUS AREA DEFINITION:**

Impervious area means area within a parcel which prevents or significantly impedes the infiltration of stormwater into the soil. Common impervious areas include, but are not limited to, buildings, rooftop areas including overhangs and eaves, paved walkways, bricks, concrete pavers (unless part of a permeable pavement system), swimming pools, decks, paved, gravel or stone areas, and other similar non-porous areas.





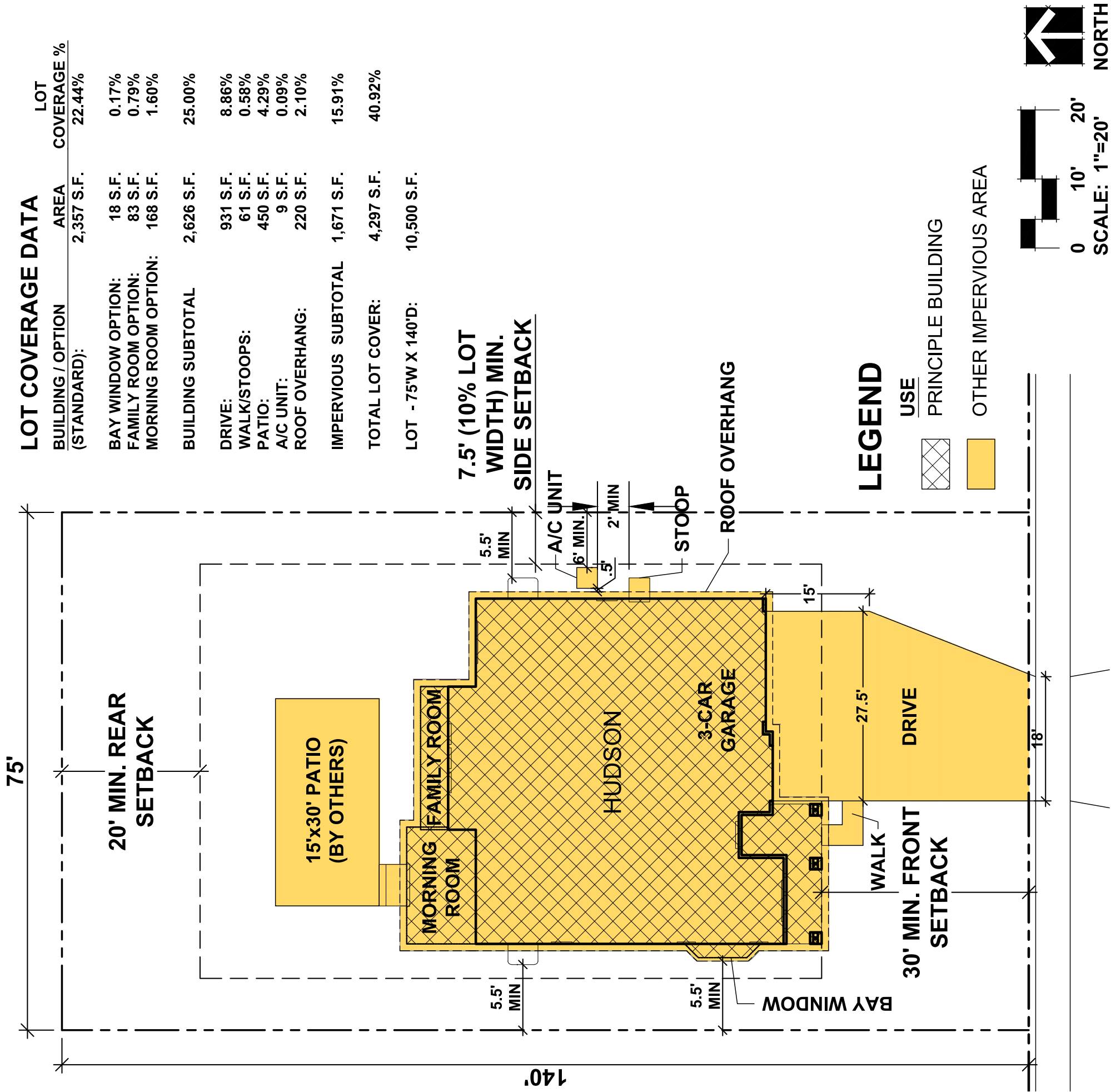
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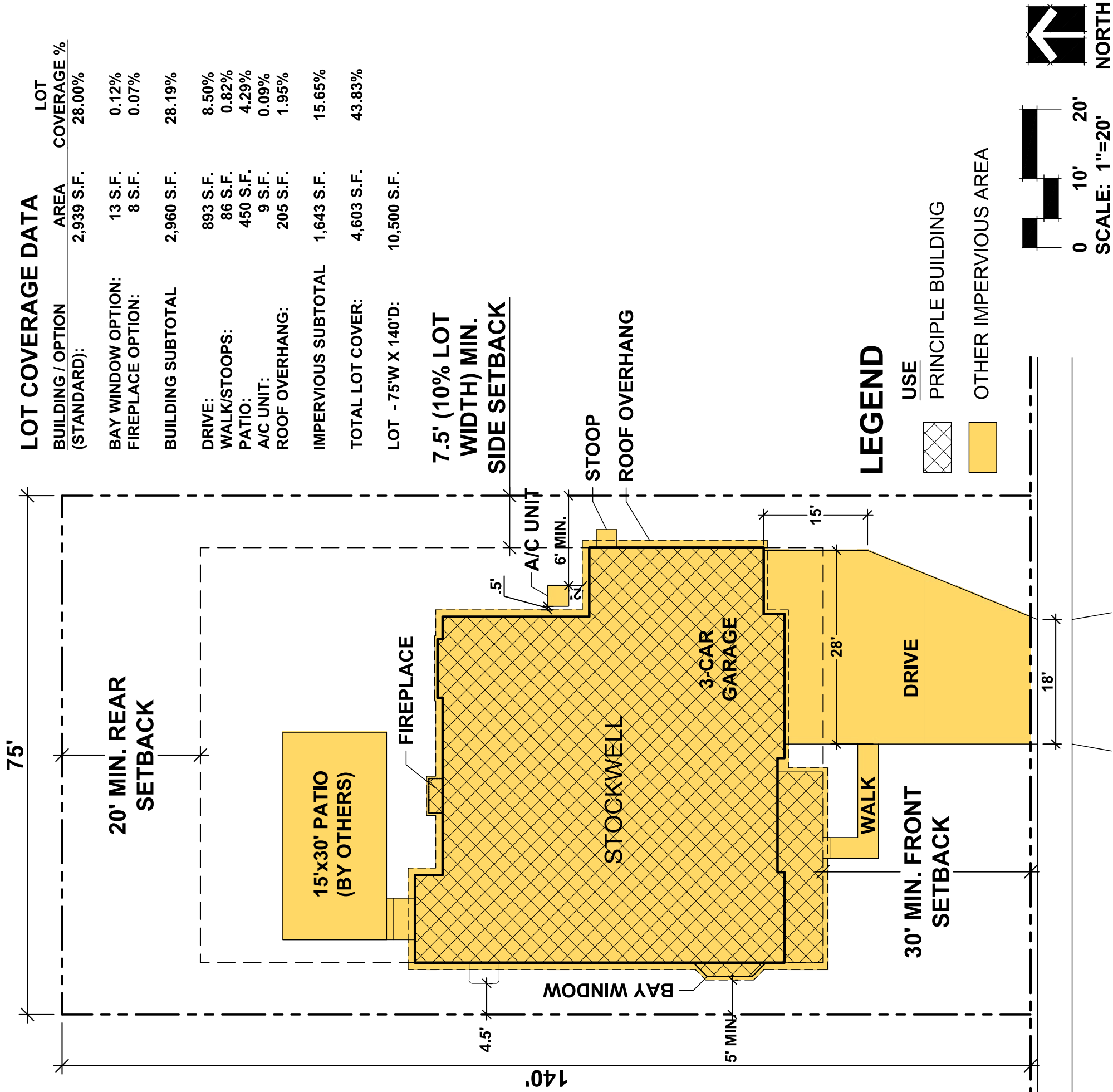


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Front Elevation



Left Elevation



Rear Elevation



Right Elevation

# Talon Preserve

Downers Grove, IL

## Hudson Elevation A





Front Elevation



Left Elevation



Rear Elevation



Right Elevation

# Talon Preserve

Downers Grove, IL

## Hudson Elevation B



Front Elevation



Left Elevation



Rear Elevation



Right Elevation

# Talon Preserve

Downers Grove, IL

## Hudson Elevation C





Front Elevation



Left Elevation



Rear Elevation



Right Elevation

# Talon Preserve

Downers Grove, IL

## Lyndale Elevation A





Front Elevation



Left Elevation



Rear Elevation



Right Elevation

# Talon Preserve

Downers Grove, IL

## Lyndale Elevation B





Front Elevation



Left Elevation



Rear Elevation



Right Elevation

**Talon Preserve**  
Downers Grove, IL

**Lyndale**  
Elevation C





Front Elevation



Left Elevation



Rear Elevation



Right Elevation

# Talon Preserve

Downers Grove, IL

## Stockwell Elevation A





Front Elevation



Left Elevation



Rear Elevation



Right Elevation

**Talon Preserve**  
Downers Grove, IL

**Stockwell**  
Elevation B





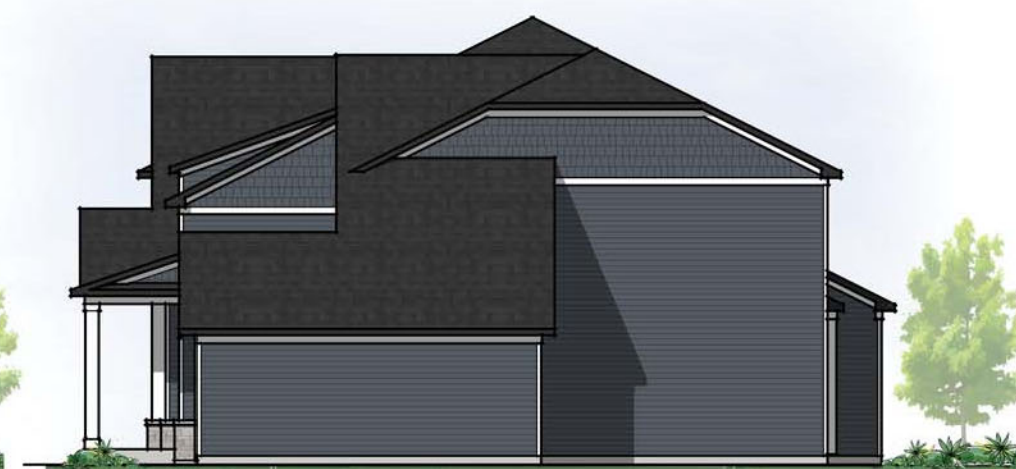
Front Elevation



Left Elevation



Rear Elevation



Right Elevation

**Talon Preserve**  
Downers Grove, IL

**Stockwell**  
Elevation C





Front Elevation



Left Elevation



Rear Elevation



Right Elevation

**Talon Preserve**  
Downers Grove, IL

**Sutcliff**  
Elevation A





Front Elevation



Left Elevation



Rear Elevation



Right Elevation

# Talon Preserve

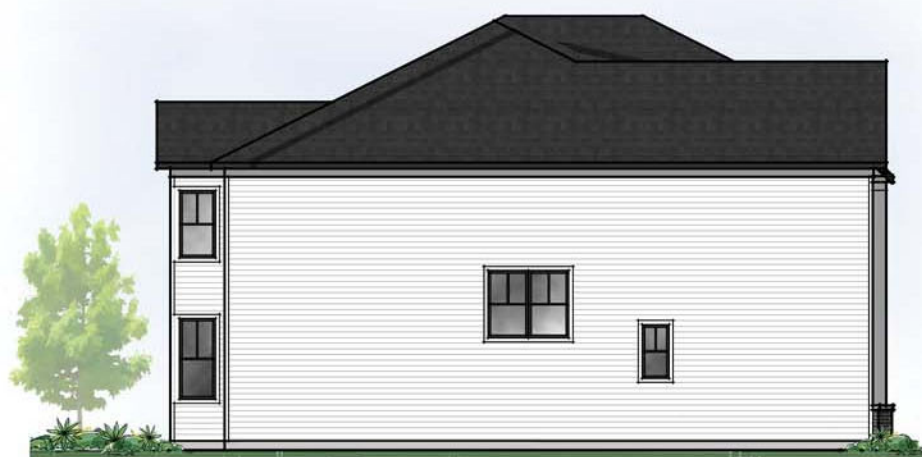
Downers Grove, IL

## Sutcliff Elevation B





Front Elevation



Left Elevation



Rear Elevation



Right Elevation

# Talon Preserve

Downers Grove, IL

## Sutcliff Elevation C



# Traffic Impact Study Proposed Residential Development

Downers Grove, Illinois



Prepared For:



March 18, 2025



# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Downers Grove, Illinois. The site is located on the north side of 39<sup>th</sup> Street between Williams Street and Cumnor Road and it is proposed to contain 35 single-family homes. An access road extending between 39<sup>th</sup> Street and Williams Street will provide access to some of the proposed homes, with the remainder having direct access on Cumnor Road, 39<sup>th</sup> Street and Williams Street.

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

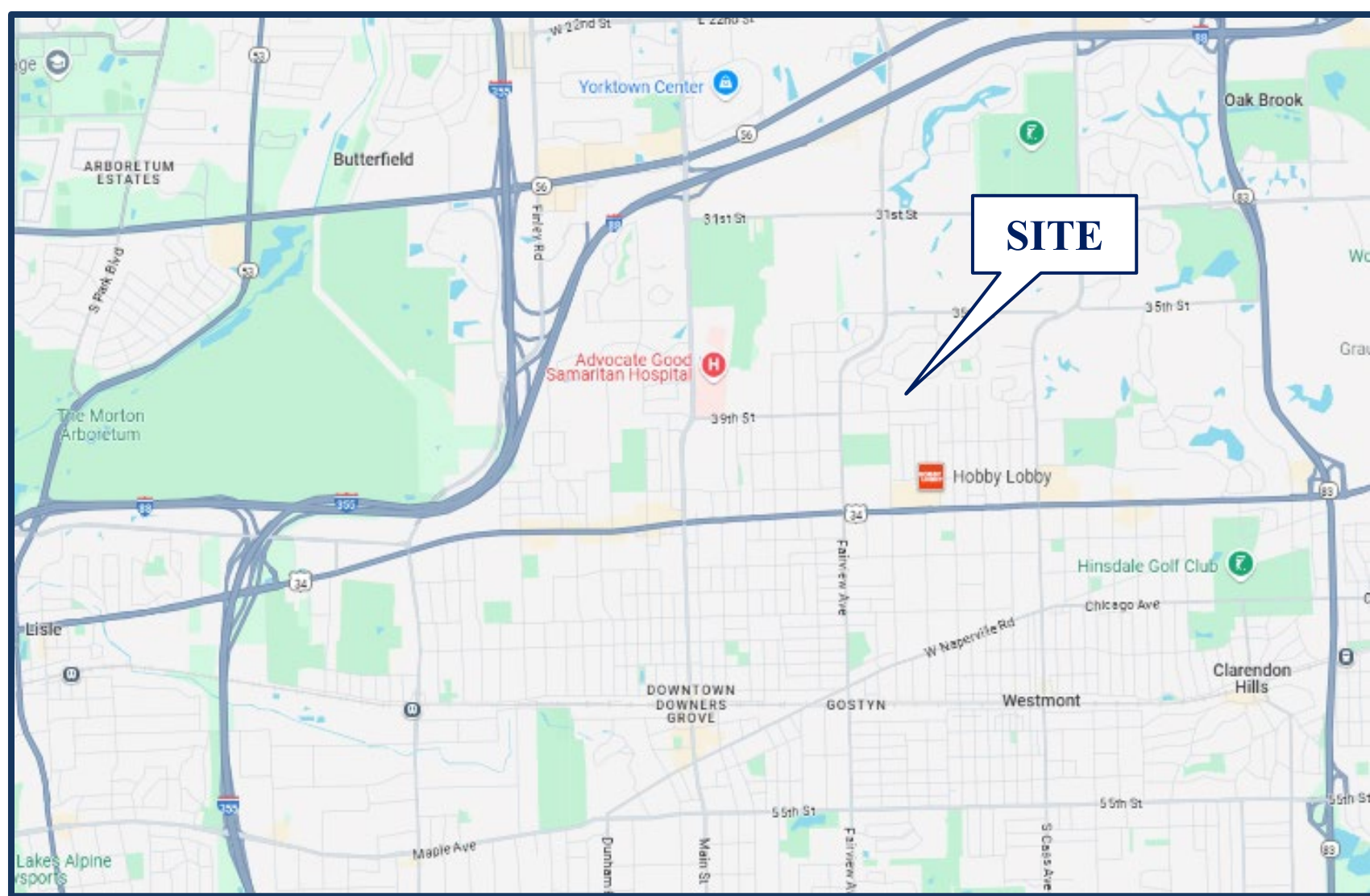
**Figure 1** shows the location of the site in relation to the area roadway system and **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

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

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the proposed development.
3. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the background traffic volume, and the traffic estimated to be generated by the proposed development



Site Location

Figure 1





Aerial View of Site

Figure 2



## 2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

### Site Location

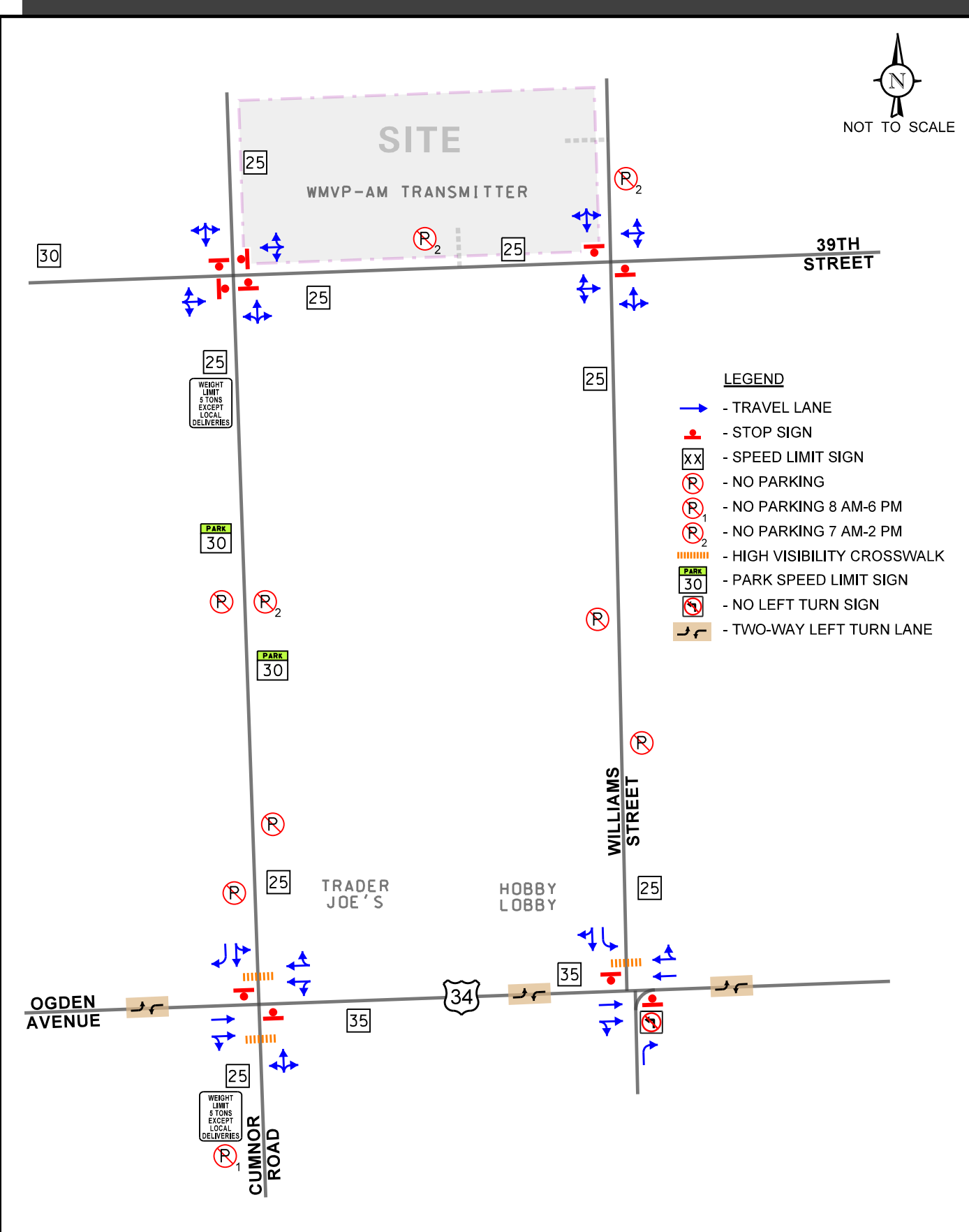
The site is currently occupied by the WMVP AM Transmitter. Land uses in the vicinity of the site include residential to the west, north, east, and south. Additionally, retail buildings are located approximately .40 miles south of the proposed development.

### Existing Roadway System Characteristics

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

*US 34 (Ogden Avenue)* is an east-west other principal arterial roadway that provides two travel lanes in each direction. At its unsignalized intersection with Cumnor Road, US 34 provides a shared left-turn median lane, a through lane and a shared through/right-turn lane on the eastbound approach, while the westbound approach provides a shared left-turn/through lane and a shared through/right-turn lane. At its unsignalized intersection with Williams Street, US 34 provides a shared left-turn median lane, a through lane and a shared through/right-turn lane on both approaches. US 34 is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an AADT volume of 27,100 vehicles (IDOT 2023), and has a posted speed limit of 35 miles per hour.

*39<sup>th</sup> Street* is an east-west minor collector roadway west of Cumnor Road and a local roadway east of Cumnor Road that provides one travel lane in each direction. At its unsignalized intersection with Cumnor Road, 39<sup>th</sup> Street provides a shared left-turn/through/right-turn lane on both approaches that operate under stop sign control. At its unsignalized intersection with Williams Street, 39<sup>th</sup> Street provides a shared left-turn/through/right-turn lane on both approaches. Parking is generally permitted on both sides of the street, except on the north side of 39<sup>th</sup> Street west of Cumnor Road where parking is not permitted between 7:00 A.M. and 2:00 P.M. 39<sup>th</sup> Street is under the jurisdiction of the Village of Downers Grove, carries an AADT volume of 1,700 vehicles (IDOT 2020), and has a posted speed limit of 25 miles per hour east of Cumnor Road and 30 miles per hour west of Cumnor Road.



*Cumnor Road* is a north-south minor collector roadway south of 39<sup>th</sup> Street and a local roadway north of 39<sup>th</sup> Street that provides one travel lane in each direction. At its unsignalized intersection with 39<sup>th</sup> Street, Cumnor Road provides a shared left-turn/through/right-turn lane on both approaches that operate under stop sign control. At its unsignalized intersection with US 34, Cumnor Road provides shared left-turn/through lane and a right-turn lane on the southbound approach, while the northbound approach provides a shared left-turn/through/right-turn lane. High-visibility crosswalks are provided on both the north and the south leg of the intersection. Parking is generally not permitted on both sides of the street. Cumnor Road is under the jurisdiction of the Village of Downers Grove, carries an AADT volume of 1,150 vehicles (IDOT 2020), and has a posted speed limit of 25 miles per hour with a park zone speed limit of 20 miles per hour between 39<sup>th</sup> Street and US 34.

*Williams Street* is a north-south local roadway that provides one travel lane in each direction. At its unsignalized intersection with 39<sup>th</sup> Street, Williams Street provides a shared left-turn/through/right-turn lane on both approaches that operate under stop sign control. At its unsignalized intersection with US 34, Williams Street provides a left-turn lane and a shared through/right-turn lane on the southbound approach, while the northbound approach provides a right-turn lane. A high-visibility crosswalk is provided on the north leg of the intersection and parking is not permitted on both sides of the street between 39<sup>th</sup> Street and US 34. Williams Street is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 miles per hour.

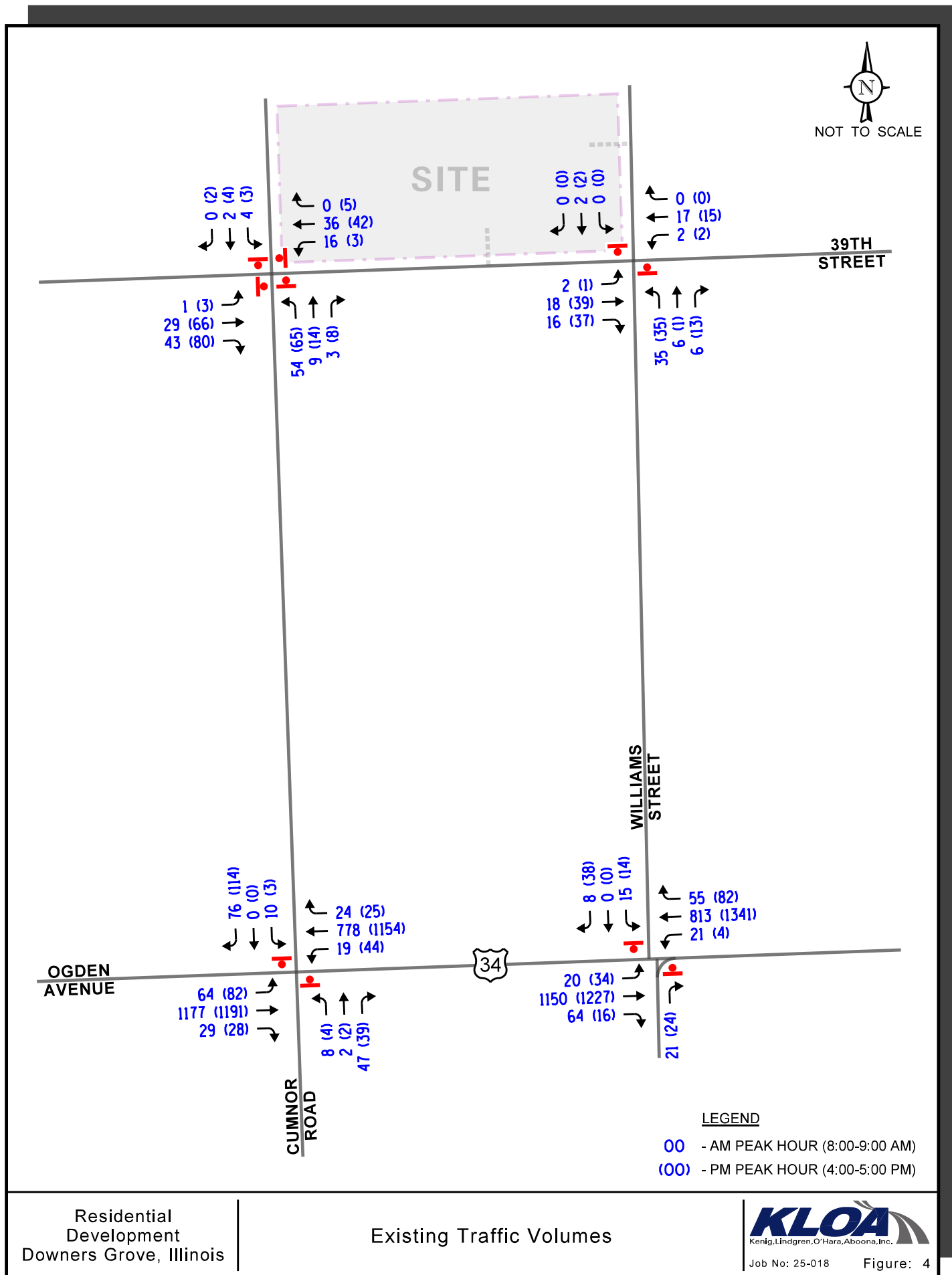
## Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts using Miovision Video Scout Collection Units at the following intersections:

- 39<sup>th</sup> Street with Cumnor Road (Thursday, January 23, 2025)
- 39<sup>th</sup> Street with Williams Street (Thursday, January 23, 2025)
- US 34 with Cumnor Road (Tuesday, January 28, 2025)
- US 34 with Williams Street (Thursday, January 23, 2025)

The traffic counts were conducted during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 8:00 A.M. and 9:00 A.M. during the weekday morning peak period and between 4:00 P.M. and 5:00 P.M. during the weekday evening peak period. Copies of the traffic count summary sheets are included in the Appendix. **Figure 4** illustrates the existing traffic volumes.





Residential  
Development  
Downers Grove, Illinois

Existing Traffic Volumes



Job No: 25-018

Figure: 4

## Crash Data

KLOA, Inc. obtained crash data<sup>1</sup> for the past five years (2019 to 2023) for the intersections of US 34 with Cumnor Road, US 34 with Williams Street, 39<sup>th</sup> Street with Cumnor Road and 39<sup>th</sup> Street with Williams Street. A review of the crash data indicated no fatalities were reported at the intersections during the review period. The crash data for the intersections is summarized in **Table 1** through **Table 4**.

Table 1

### US 34 WITH CUMNOR ROAD – CRASH SUMMARY

| Year           | Type of Crash Frequency |          |          |          |           |                |                |                |
|----------------|-------------------------|----------|----------|----------|-----------|----------------|----------------|----------------|
|                | Angle                   | Head On  | Object   | Rear End | Sideswipe | Turning        | Other          | Total          |
| 2019           | 0                       | 0        | 0        | 0        | 0         | 0              | 0              | 0              |
| 2020           | 0                       | 0        | 0        | 0        | 0         | 0              | 1              | 1              |
| 2021           | 0                       | 0        | 0        | 0        | 0         | 1              | 0              | 1              |
| 2022           | 1                       | 0        | 0        | 0        | 0         | 1              | 0              | 2              |
| 2023           | <u>0</u>                | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u>  | <u>0</u>       | <u>0</u>       | <u>0</u>       |
| <b>Total</b>   | <b>1</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>2</b>       | <b>1</b>       | <b>4</b>       |
| <b>Average</b> | <b>&lt;1.0</b>          | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>&lt;1.0</b> | <b>&lt;1.0</b> | <b>&lt;1.0</b> |

Table 2

### US 34 WITH WILLIAMS STREET – CRASH SUMMARY

| Year           | Type of Crash Frequency |          |          |          |           |            |                |            |
|----------------|-------------------------|----------|----------|----------|-----------|------------|----------------|------------|
|                | Angle                   | Head On  | Object   | Rear End | Sideswipe | Turning    | Other          | Total      |
| 2019           | 0                       | 0        | 0        | 0        | 0         | 2          | 0              | 2          |
| 2020           | 0                       | 0        | 0        | 0        | 0         | 1          | 1              | 2          |
| 2021           | 0                       | 0        | 0        | 0        | 0         | 0          | 1              | 1          |
| 2022           | 0                       | 0        | 0        | 0        | 0         | 4          | 0              | 4          |
| 2023           | <u>0</u>                | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u>  | <u>1</u>   | <u>1</u>       | <u>2</u>   |
| <b>Total</b>   | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>8</b>   | <b>3</b>       | <b>11</b>  |
| <b>Average</b> | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>1.6</b> | <b>&lt;1.0</b> | <b>2.2</b> |

<sup>1</sup> IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

Table 3

39<sup>TH</sup> STREET WITH CUMNOR ROAD – CRASH SUMMARY

| Year           | Type of Crash Frequency |          |          |          |           |          |          |          |
|----------------|-------------------------|----------|----------|----------|-----------|----------|----------|----------|
|                | Angle                   | Head On  | Object   | Rear End | Sideswipe | Turning  | Other    | Total    |
| 2019           | 0                       | 0        | 0        | 0        | 0         | 0        | 0        | 0        |
| 2020           | 0                       | 0        | 0        | 0        | 0         | 0        | 0        | 0        |
| 2021           | 0                       | 0        | 0        | 0        | 0         | 0        | 0        | 0        |
| 2022           | 0                       | 0        | 0        | 0        | 0         | 0        | 0        | 0        |
| 2023           | <u>0</u>                | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u>  | <u>0</u> | <u>0</u> | <u>0</u> |
| <b>Total</b>   | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Average</b> | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |

Table 4

39<sup>TH</sup> STREET WITH WILLIAMS STREET – CRASH SUMMARY

| Year           | Type of Crash Frequency |          |          |          |           |          |                |                |
|----------------|-------------------------|----------|----------|----------|-----------|----------|----------------|----------------|
|                | Angle                   | Head On  | Object   | Rear End | Sideswipe | Turning  | Other          | Total          |
| 2019           | 0                       | 0        | 0        | 0        | 0         | 0        | 0              | 0              |
| 2020           | 0                       | 0        | 0        | 0        | 0         | 0        | 0              | 0              |
| 2021           | 0                       | 0        | 0        | 0        | 0         | 0        | 1              | 1              |
| 2022           | 0                       | 0        | 0        | 0        | 0         | 0        | 0              | 0              |
| 2023           | <u>0</u>                | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u>  | <u>0</u> | <u>0</u>       | <u>0</u>       |
| <b>Total</b>   | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>1</b>       | <b>1</b>       |
| <b>Average</b> | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>&lt;1.0</b> | <b>&lt;1.0</b> |



### 3. Traffic Characteristics of Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

#### Proposed Site and Development Plan

The site is located on the north side of 39<sup>th</sup> Street between Williams Street and Cumnor Road. As proposed, the plans call for the site to be developed with 35 single-family homes.

Access to some of the proposed homes will be provided via an access road that will extend between 39<sup>th</sup> Street and Williams Street. The remaining homes will have direct access off Cumnor Road, 39<sup>th</sup> Street, and Williams Street. Outbound movements from the proposed access drives onto 39<sup>th</sup> Street and Williams Street should be under stop sign control.

#### Directional Distribution

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

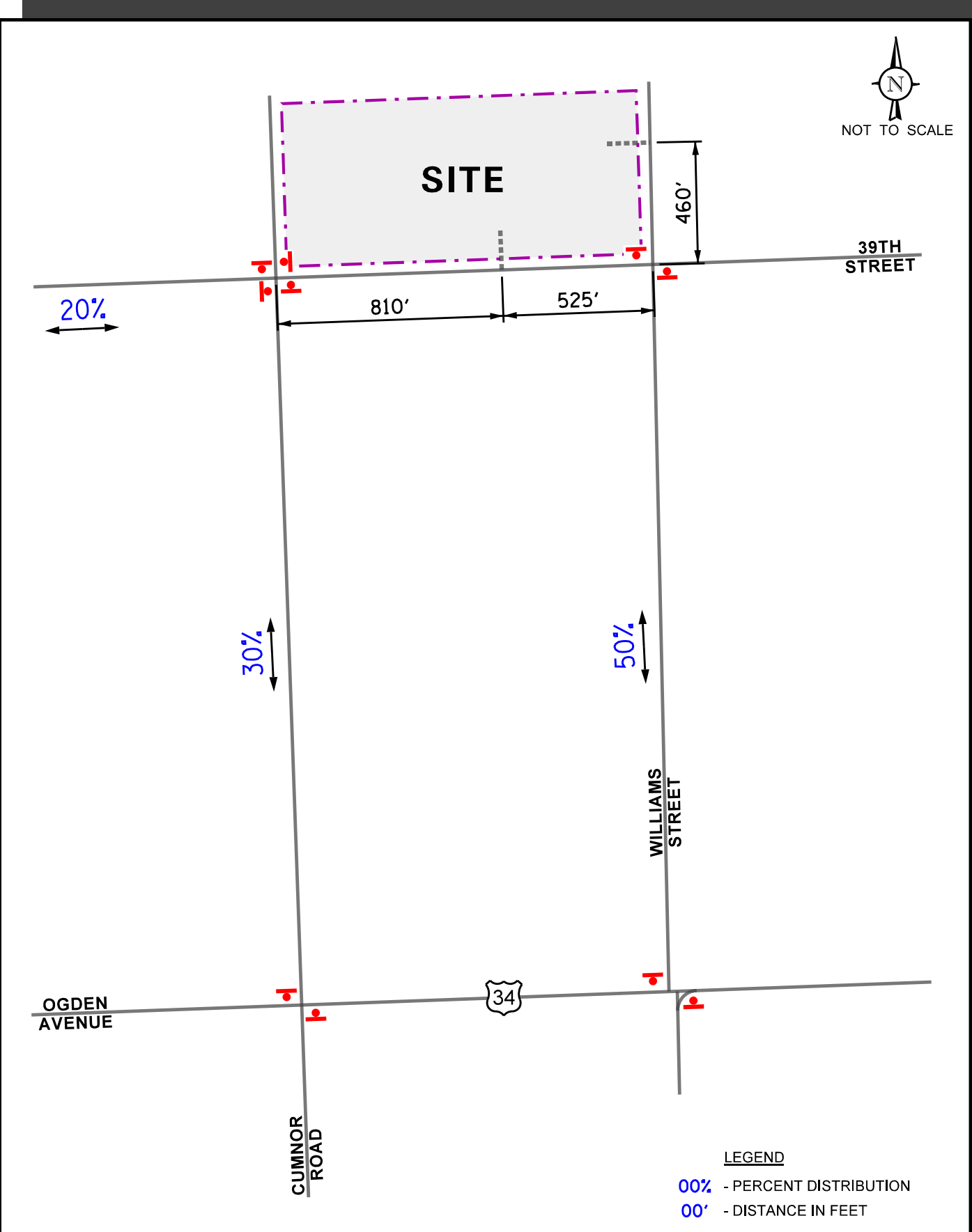
#### Development Traffic Generation

To determine the weekday morning and weekday evening peak hour vehicle trip generation for the proposed development, information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 11<sup>th</sup> Edition was utilized. ITE Land-Use Code 210 (Single-Family Detached Housing) rates were used for the proposed residential development.

**Table 5** shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours. Copies of the ITE trip generation worksheets are included in the Appendix.

Table 5  
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

| ITE Land-Use Code | Type/Size                                 | Weekday Morning Peak Hour |     |       | Weekday Evening Peak Hour |     |       |
|-------------------|-------------------------------------------|---------------------------|-----|-------|---------------------------|-----|-------|
|                   |                                           | In                        | Out | Total | In                        | Out | Total |
| 210               | Single-Family Detached Housing (35 units) | 7                         | 22  | 29    | 23                        | 14  | 37    |



## 4. Projected Traffic Conditions

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

### Development Traffic Assignment

The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

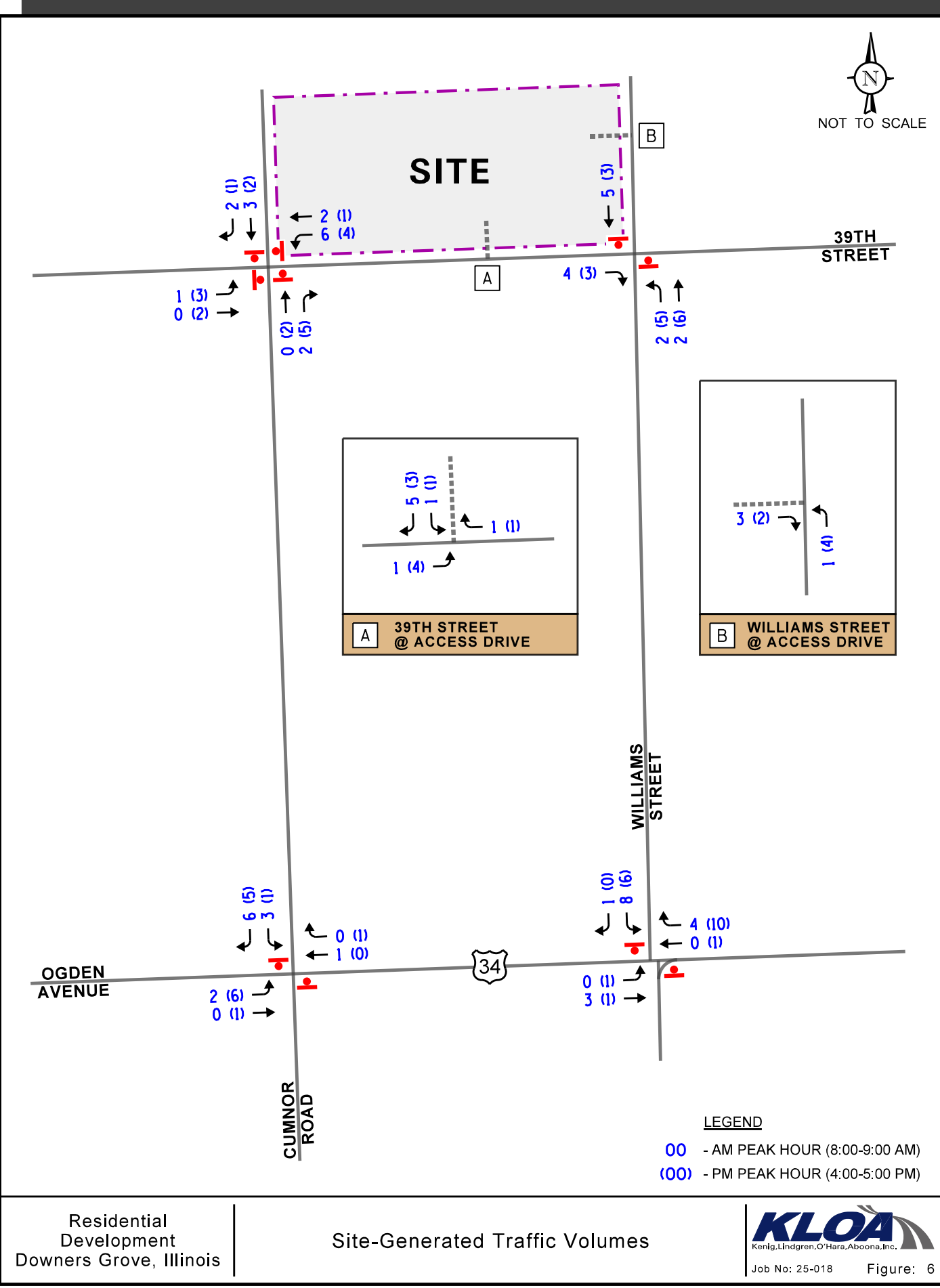
### Background (No-Build) Traffic Conditions

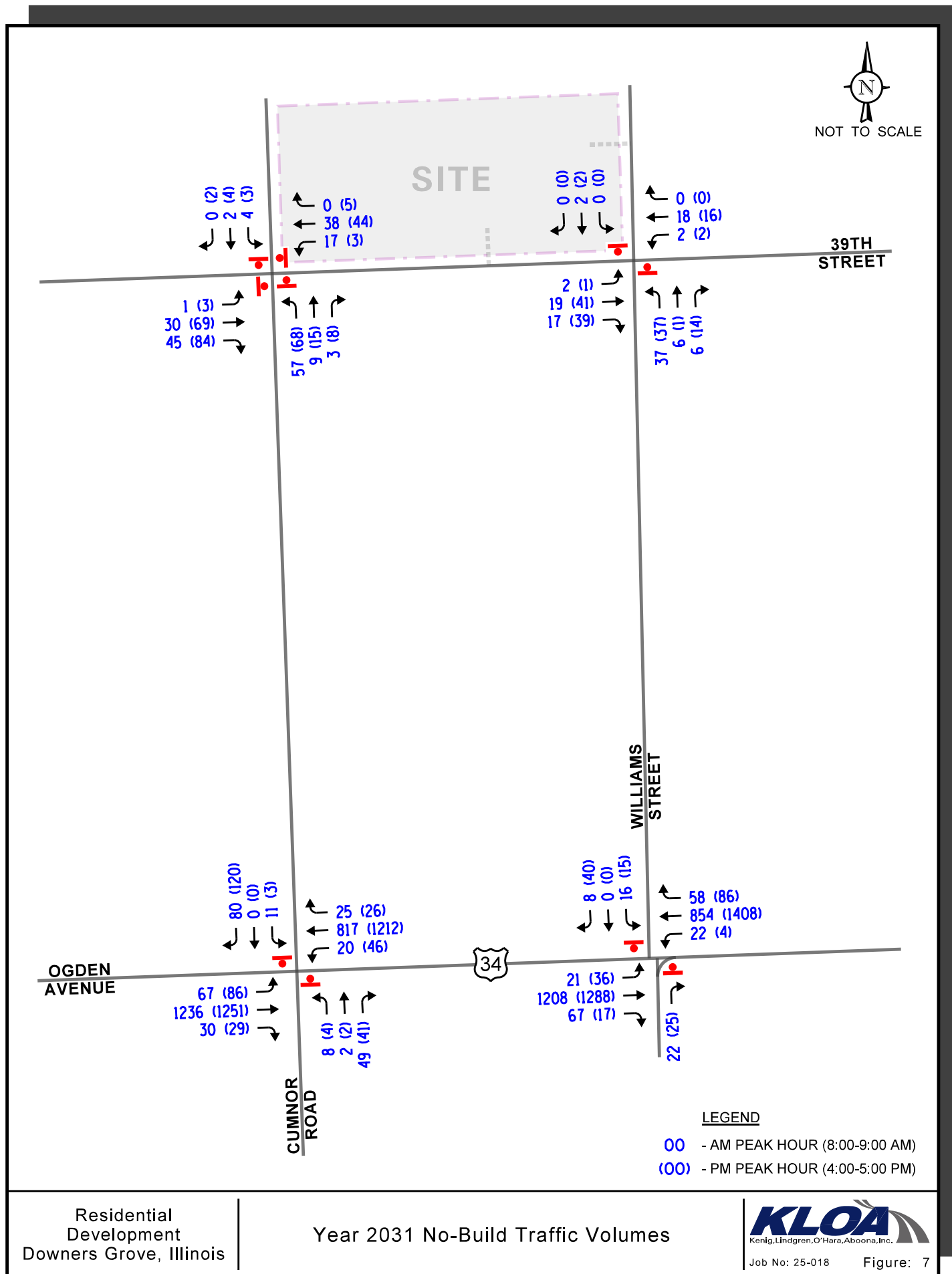
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of .833 percent per year for six years (buildout year plus five years) for a total of approximately five percent to project Year 2031 background (no-build) conditions, as illustrated in **Figure 7**. A copy of the CMAP letter is included in the Appendix.

### Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2031 no-build traffic volumes and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2031 total projected traffic volumes.







Residential  
Development  
Downers Grove, Illinois

Year 2031 No-Build Traffic Volumes



Job No: 25-018

Figure: 7





## 5. Traffic Analysis and Recommendations

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

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing and Year 2031 no-build and total conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections are accomplished using field measured lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2031 no-build and total conditions are presented in **Tables 6** through **8**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6

## CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

| Intersection                                                              | Weekday Morning Peak Hour |                                                      | Weekday Evening Peak Hour |       |
|---------------------------------------------------------------------------|---------------------------|------------------------------------------------------|---------------------------|-------|
|                                                                           | LOS                       | Delay                                                | LOS                       | Delay |
| <b>US 34 (Ogden Avenue) with Cumnor Road<sup>2</sup></b>                  |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.0                                                 | B                         | 12.2  |
| • Westbound Left Turn                                                     | B                         | 11.9                                                 | B                         | 12.0  |
| • Northbound Approach                                                     | C                         | 22.2                                                 | C                         | 23.1  |
| • Southbound Approach                                                     | B                         | 14.6                                                 | C                         | 16.8  |
| <b>US 34 (Ogden Avenue) with Williams Street/Access Drive<sup>2</sup></b> |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.2                                                 | B                         | 13.6  |
| • Westbound Left Turn                                                     | B                         | 11.9                                                 | B                         | 11.8  |
| • Northbound Approach                                                     | B                         | 14.1                                                 | B                         | 14.3  |
| • Southbound Approach                                                     | C                         | 22.2                                                 | C                         | 25.9  |
| <b>39<sup>th</sup> Street with Cumnor Road<sup>1</sup></b>                |                           |                                                      |                           |       |
| • Eastbound Approach                                                      | A                         | 8.0                                                  | A                         | 7.9   |
| • Westbound Approach                                                      | A                         | 7.7                                                  | A                         | 7.7   |
| • Northbound Approach                                                     | A                         | 8.3                                                  | A                         | 8.3   |
| • Southbound Approach                                                     | A                         | 7.6                                                  | A                         | 7.6   |
| <b>39<sup>th</sup> Street with Williams Street<sup>2</sup></b>            |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | A                         | 7.2                                                  | A                         | 7.2   |
| • Westbound Left Turn                                                     | A                         | 7.3                                                  | A                         | 7.4   |
| • Northbound Approach                                                     | A                         | 9.1                                                  | A                         | 9.3   |
| • Southbound Approach                                                     | A                         | 9.4                                                  | A                         | 9.7   |
| LOS = Level of Service<br>Delay is measured in seconds.                   |                           | 1 – All-way stop control<br>2 – Two-way stop control |                           |       |

Table 7

## CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

| Intersection                                                              | Weekday Morning Peak Hour |                                                      | Weekday Evening Peak Hour |       |
|---------------------------------------------------------------------------|---------------------------|------------------------------------------------------|---------------------------|-------|
|                                                                           | LOS                       | Delay                                                | LOS                       | Delay |
| <b>US 34 (Ogden Avenue) with Cumnor Road<sup>2</sup></b>                  |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.2                                                 | B                         | 12.8  |
| • Westbound Left Turn                                                     | B                         | 12.3                                                 | B                         | 12.5  |
| • Northbound Approach                                                     | C                         | 23.9                                                 | D                         | 26.8  |
| • Southbound Approach                                                     | C                         | 15.4                                                 | C                         | 17.8  |
| <b>US 34 (Ogden Avenue) with Williams Street/Access Drive<sup>2</sup></b> |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.4                                                 | B                         | 14.3  |
| • Westbound Left Turn                                                     | B                         | 12.3                                                 | B                         | 12.2  |
| • Northbound Approach                                                     | B                         | 14.6                                                 | B                         | 14.8  |
| • Southbound Approach                                                     | C                         | 23.8                                                 | C                         | 28.8  |
| <b>39<sup>th</sup> Street with Cumnor Road<sup>1</sup></b>                |                           |                                                      |                           |       |
| • Eastbound Approach                                                      | A                         | 7.2                                                  | A                         | 8.0   |
| • Westbound Approach                                                      | A                         | 7.6                                                  | A                         | 7.7   |
| • Northbound Approach                                                     | A                         | 7.8                                                  | A                         | 8.3   |
| • Southbound Approach                                                     | A                         | 7.5                                                  | A                         | 7.6   |
| <b>39<sup>th</sup> Street with Williams Street<sup>2</sup></b>            |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | A                         | 7.2                                                  | A                         | 7.2   |
| • Westbound Left Turn                                                     | A                         | 7.3                                                  | A                         | 7.4   |
| • Northbound Approach                                                     | A                         | 9.1                                                  | A                         | 9.4   |
| • Southbound Approach                                                     | A                         | 9.4                                                  | A                         | 9.8   |
| LOS = Level of Service<br>Delay is measured in seconds.                   |                           | 1 – All-way stop control<br>2 – Two-way stop control |                           |       |



Table 8

## CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

| Intersection                                                              | Weekday Morning Peak Hour |                                                      | Weekday Evening Peak Hour |       |
|---------------------------------------------------------------------------|---------------------------|------------------------------------------------------|---------------------------|-------|
|                                                                           | LOS                       | Delay                                                | LOS                       | Delay |
| <b>US 34 (Ogden Avenue) with Cumnor Road<sup>2</sup></b>                  |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.3                                                 | B                         | 12.9  |
| • Westbound Left Turn                                                     | B                         | 12.3                                                 | B                         | 12.5  |
| • Northbound Approach                                                     | C                         | 24.0                                                 | D                         | 27.8  |
| • Southbound Approach                                                     | C                         | 16.1                                                 | C                         | 18.3  |
| <b>US 34 (Ogden Avenue) with Williams Street/Access Drive<sup>2</sup></b> |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | B                         | 10.4                                                 | B                         | 14.4  |
| • Westbound Left Turn                                                     | B                         | 12.4                                                 | B                         | 12.2  |
| • Northbound Approach                                                     | B                         | 14.6                                                 | B                         | 14.8  |
| • Southbound Approach                                                     | D                         | 26.2                                                 | D                         | 34.0  |
| <b>39<sup>th</sup> Street with Cumnor Road<sup>1</sup></b>                |                           |                                                      |                           |       |
| • Eastbound Approach                                                      | A                         | 7.2                                                  | A                         | 8.2   |
| • Westbound Approach                                                      | A                         | 7.7                                                  | A                         | 7.8   |
| • Northbound Approach                                                     | A                         | 7.8                                                  | A                         | 8.4   |
| • Southbound Approach                                                     | A                         | 7.4                                                  | A                         | 7.6   |
| <b>39<sup>th</sup> Street with Williams Street<sup>2</sup></b>            |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | A                         | 7.2                                                  | A                         | 7.2   |
| • Westbound Left Turn                                                     | A                         | 7.3                                                  | A                         | 7.4   |
| • Northbound Approach                                                     | A                         | 9.2                                                  | A                         | 9.5   |
| • Southbound Approach                                                     | A                         | 9.5                                                  | A                         | 9.8   |
| <b>39<sup>th</sup> Street with Proposed Access Drive<sup>2</sup></b>      |                           |                                                      |                           |       |
| • Eastbound Left Turn                                                     | A                         | 7.3                                                  | A                         | 7.3   |
| • Southbound Approach                                                     | A                         | 8.7                                                  | A                         | 8.8   |
| <b>Williams Street with Proposed Access Drive<sup>2</sup></b>             |                           |                                                      |                           |       |
| • Northbound Left Turn                                                    | A                         | 7.2                                                  | A                         | 7.2   |
| • Eastbound Approach                                                      | A                         | 8.3                                                  | A                         | 8.3   |
| LOS = Level of Service<br>Delay is measured in seconds.                   |                           | 1 – All-way stop control<br>2 – Two-way stop control |                           |       |

## Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

### *US 34 (Ogden Avenue) with Cumnor Road*

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS C or better during both peak hours, The eastbound and westbound left turn movements currently operate at LOS B during both peak hours. Under Year 2031 no-build and projected conditions all the approaches, and critical movements are projected to continue to operate at the same LOS as existing conditions, except for the northbound approach during the weekday evening peak hour and the southbound approach during the morning peak hour which are projected to operate at LOS D and LOS C, respectively with an increase of delay of less than five seconds. As such, the traffic estimated to be generated by the residential development will have a limited impact on the operations of this intersection.

### *US 34 (Ogden Avenue) with Williams Street/Access Drive*

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS D or better during both peak hours, The eastbound and westbound left turn movements currently operate at LOS B during both peak hours. Under Year 2031 no-build conditions all the approaches, and critical movements are projected to continue to operate at the same LOS as exiting conditions with an increase in delay of less than 3 seconds. Under Year 2031 projected conditions all the approaches, and critical movement are project to continue to operate at the same LOS as exiting conditions during both peak hours, except for the southbound approach which is projected to operate at LOS D during both peak hours with an increase in delay of less than nine seconds. As such, the traffic estimated to be generated by the residential development will have a limited impact on the operations of this intersection.

### *39<sup>th</sup> Street with Cumnor Road*

The results of the capacity analyses indicate that all the approaches and critical movements currently operate at LOS A during both the weekday morning and weekday evening peak hours. Under Year 2031 no-build and projected conditions this intersection is projected to continue to operate at the same LOS as exiting conditions with an increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated by the proposed development and no roadway or traffic control improvements will be required.

### *39<sup>th</sup> Street with Williams Street*

The results of the capacity analyses indicate that all the approaches and critical movements currently operate at LOS A during both the weekday morning and weekday evening peak hours. Under Year 2031 no-build and projected conditions this intersection is projected to continue to operate at the same LOS as exiting conditions with an increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated by the proposed development and no roadway or traffic control improvements will be required.

### *39<sup>th</sup> Street and Williams Street with Proposed Access Drives*

The results of the capacity analyses indicate that under Year 2031 projected conditions the access drives serving the residential development is projected to operate at LOS A for all the approaches and critical movements. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated by the proposed development and no roadway or traffic control improvements will be required.



## 6. Conclusion

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

- The proposed residential development will contain 35 single-family homes and will be a low traffic generator.
- The results of the capacity analysis indicated that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed residential development.
- The proposed plan calls for an access road that will extend between 39<sup>th</sup> Street and Williams Street, which will provide access to some of the single-family lots.
- The remaining lots will front 39<sup>th</sup> Street, Williams Street, and Cumnor Road and will have individual driveways serving each home.
- Outbound movements from the access road onto 39<sup>th</sup> Street and Williams Street should be under stop sign control.

# Appendix

Traffic Count Summary Sheets

Site Plan

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

## Traffic Count Summary Sheets





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

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

Count Name: 39th Street with Cumnor Road  
TMC  
Site Code:  
Start Date: 01/23/2025  
Page No: 1

## Turning Movement Data

| Start Time    | 39 st<br>Eastbound |      |      |       |      |            | 39 st<br>Westbound |      |      |       |      |            | cumnor rd<br>Northbound |      |      |       |      |            | cumnor rd<br>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 |            |
| 6:00 AM       | 0                  | 0    | 1    | 0     | 0    | 1          | 0                  | 0    | 1    | 0     | 0    | 1          | 0                       | 0    | 0    | 0     | 0    | 0          | 0                       | 0    | 0    | 0     | 0    | 0          | 2          |
| 6:15 AM       | 0                  | 0    | 2    | 1     | 0    | 3          | 0                  | 0    | 4    | 1     | 0    | 5          | 0                       | 3    | 0    | 1     | 0    | 4          | 0                       | 1    | 0    | 0     | 0    | 1          | 13         |
| 6:30 AM       | 0                  | 0    | 2    | 3     | 0    | 5          | 0                  | 1    | 10   | 0     | 0    | 11         | 0                       | 3    | 0    | 0     | 0    | 3          | 0                       | 0    | 0    | 0     | 0    | 0          | 19         |
| 6:45 AM       | 0                  | 1    | 3    | 2     | 0    | 6          | 0                  | 0    | 4    | 0     | 0    | 4          | 0                       | 6    | 1    | 0     | 0    | 7          | 0                       | 1    | 0    | 0     | 0    | 1          | 18         |
| Hourly Total  | 0                  | 1    | 8    | 6     | 0    | 15         | 0                  | 1    | 19   | 1     | 0    | 21         | 0                       | 12   | 1    | 1     | 0    | 14         | 0                       | 2    | 0    | 0     | 0    | 2          | 52         |
| 7:00 AM       | 0                  | 0    | 3    | 1     | 0    | 4          | 0                  | 1    | 8    | 0     | 0    | 9          | 0                       | 8    | 0    | 1     | 0    | 9          | 0                       | 0    | 3    | 0     | 0    | 3          | 25         |
| 7:15 AM       | 0                  | 0    | 3    | 6     | 1    | 9          | 0                  | 1    | 10   | 0     | 0    | 11         | 0                       | 5    | 0    | 1     | 1    | 6          | 0                       | 0    | 0    | 0     | 0    | 0          | 26         |
| 7:30 AM       | 0                  | 0    | 4    | 4     | 0    | 8          | 0                  | 1    | 9    | 0     | 0    | 10         | 0                       | 11   | 0    | 0     | 0    | 11         | 0                       | 1    | 1    | 0     | 0    | 2          | 31         |
| 7:45 AM       | 0                  | 0    | 3    | 4     | 0    | 7          | 0                  | 2    | 14   | 0     | 0    | 16         | 0                       | 9    | 1    | 3     | 1    | 13         | 0                       | 1    | 2    | 1     | 0    | 4          | 40         |
| Hourly Total  | 0                  | 0    | 13   | 15    | 1    | 28         | 0                  | 5    | 41   | 0     | 0    | 46         | 0                       | 33   | 1    | 5     | 2    | 39         | 0                       | 2    | 6    | 1     | 0    | 9          | 122        |
| 8:00 AM       | 0                  | 1    | 7    | 8     | 0    | 16         | 0                  | 0    | 7    | 0     | 0    | 7          | 0                       | 11   | 2    | 1     | 0    | 14         | 0                       | 1    | 1    | 0     | 0    | 2          | 39         |
| 8:15 AM       | 0                  | 0    | 8    | 6     | 0    | 14         | 0                  | 0    | 2    | 0     | 0    | 2          | 0                       | 10   | 2    | 1     | 0    | 13         | 0                       | 2    | 0    | 0     | 0    | 2          | 31         |
| 8:30 AM       | 0                  | 0    | 8    | 6     | 0    | 14         | 0                  | 0    | 9    | 0     | 0    | 9          | 0                       | 6    | 1    | 0     | 1    | 7          | 0                       | 0    | 0    | 0     | 0    | 0          | 30         |
| 8:45 AM       | 0                  | 0    | 6    | 3     | 0    | 9          | 0                  | 2    | 10   | 0     | 0    | 12         | 0                       | 9    | 4    | 1     | 0    | 14         | 0                       | 1    | 1    | 0     | 0    | 2          | 37         |
| Hourly Total  | 0                  | 1    | 29   | 23    | 0    | 53         | 0                  | 2    | 28   | 0     | 0    | 30         | 0                       | 36   | 9    | 3     | 1    | 48         | 0                       | 4    | 2    | 0     | 0    | 6          | 137        |
| *** BREAK *** | -                  | -    | -    | -     | -    | -          | -                  | -    | -    | -     | -    | -          | -                       | -    | -    | -     | -    | -          | -                       | -    | -    | -     | -    | -          | -          |
| 4:00 PM       | 0                  | 1    | 10   | 8     | 0    | 19         | 0                  | 2    | 9    | 1     | 0    | 12         | 0                       | 12   | 0    | 1     | 1    | 13         | 0                       | 1    | 0    | 0     | 0    | 1          | 45         |
| 4:15 PM       | 0                  | 1    | 22   | 16    | 0    | 39         | 0                  | 0    | 14   | 2     | 0    | 16         | 0                       | 14   | 3    | 3     | 0    | 20         | 0                       | 0    | 1    | 1     | 0    | 2          | 77         |
| 4:30 PM       | 0                  | 1    | 14   | 12    | 0    | 27         | 0                  | 0    | 10   | 2     | 0    | 12         | 0                       | 9    | 4    | 1     | 1    | 14         | 0                       | 1    | 2    | 1     | 0    | 4          | 57         |
| 4:45 PM       | 0                  | 0    | 20   | 19    | 0    | 39         | 0                  | 1    | 9    | 0     | 0    | 10         | 0                       | 11   | 2    | 3     | 1    | 16         | 0                       | 1    | 1    | 0     | 0    | 2          | 67         |
| Hourly Total  | 0                  | 3    | 66   | 55    | 0    | 124        | 0                  | 3    | 42   | 5     | 0    | 50         | 0                       | 46   | 9    | 8     | 3    | 63         | 0                       | 3    | 4    | 2     | 0    | 9          | 246        |
| 5:00 PM       | 0                  | 0    | 18   | 10    | 0    | 28         | 0                  | 3    | 6    | 0     | 0    | 9          | 0                       | 12   | 6    | 3     | 1    | 21         | 0                       | 1    | 2    | 0     | 0    | 3          | 61         |
| 5:15 PM       | 0                  | 1    | 19   | 12    | 0    | 32         | 0                  | 2    | 5    | 2     | 0    | 9          | 0                       | 8    | 3    | 0     | 0    | 11         | 0                       | 1    | 1    | 0     | 0    | 2          | 54         |
| 5:30 PM       | 0                  | 3    | 14   | 17    | 0    | 34         | 0                  | 1    | 9    | 1     | 0    | 11         | 0                       | 5    | 2    | 2     | 0    | 9          | 0                       | 0    | 3    | 0     | 0    | 3          | 57         |
| 5:45 PM       | 0                  | 1    | 9    | 17    | 0    | 27         | 0                  | 0    | 6    | 1     | 0    | 7          | 0                       | 19   | 1    | 1     | 0    | 21         | 0                       | 0    | 2    | 1     | 0    | 3          | 58         |
| Hourly Total  | 0                  | 5    | 60   | 56    | 0    | 121        | 0                  | 6    | 26   | 4     | 0    | 36         | 0                       | 44   | 12   | 6     | 1    | 62         | 0                       | 2    | 8    | 1     | 0    | 11         | 230        |
| 6:00 PM       | 0                  | 0    | 11   | 15    | 0    | 26         | 0                  | 2    | 13   | 0     | 0    | 15         | 0                       | 14   | 5    | 2     | 0    | 21         | 0                       | 3    | 3    | 0     | 0    | 6          | 68         |
| 6:15 PM       | 0                  | 0    | 14   | 7     | 0    | 21         | 0                  | 3    | 11   | 2     | 0    | 16         | 0                       | 14   | 3    | 0     | 0    | 17         | 0                       | 0    | 0    | 0     | 0    | 0          | 54         |
| 6:30 PM       | 0                  | 0    | 12   | 7     | 0    | 19         | 0                  | 0    | 5    | 0     | 0    | 5          | 0                       | 12   | 2    | 3     | 0    | 17         | 0                       | 0    | 0    | 0     | 0    | 0          | 41         |
| 6:45 PM       | 0                  | 0    | 8    | 9     | 0    | 17         | 0                  | 0    | 5    | 1     | 0    | 6          | 0                       | 5    | 3    | 1     | 0    | 9          | 0                       | 0    | 1    | 0     | 0    | 1          | 33         |
| Hourly Total  | 0                  | 0    | 45   | 38    | 0    | 83         | 0                  | 5    | 34   | 3     | 0    | 42         | 0                       | 45   | 13   | 6     | 0    | 64         | 0                       | 3    | 4    | 0     | 0    | 7          | 196        |
| Grand Total   | 0                  | 10   | 221  | 193   | 1    | 424        | 0                  | 22   | 190  | 13    | 0    | 225        | 0                       | 216  | 45   | 29    | 7    | 290        | 0                       | 16   | 24   | 4     | 0    | 44         | 983        |
| Approach %    | 0.0                | 2.4  | 52.1 | 45.5  | -    | -          | 0.0                | 9.8  | 84.4 | 5.8   | -    | -          | 0.0                     | 74.5 | 15.5 | 10.0  | -    | -          | 0.0                     | 36.4 | 54.5 | 9.1   | -    | -          | -          |
| Total %       | 0.0                | 1.0  | 22.5 | 19.6  | -    | 43.1       | 0.0                | 2.2  | 19.3 | 1.3   | -    | 22.9       | 0.0                     | 22.0 | 4.6  | 3.0   | -    | 29.5       | 0.0                     | 1.6  | 2.4  | 0.4   | -    | 4.5        | -          |
| Lights        | 0                  | 10   | 218  | 192   | -    | 420        | 0                  | 22   | 188  | 13    | -    | 223        | 0                       | 214  | 45   | 29    | -    | 288        | 0                       | 15   | 22   | 4     | -    | 41         | 972        |

|                      |   |       |      |      |       |      |   |       |      |       |   |      |   |      |       |       |       |      |   |      |      |       |   |      |      |
|----------------------|---|-------|------|------|-------|------|---|-------|------|-------|---|------|---|------|-------|-------|-------|------|---|------|------|-------|---|------|------|
| % Lights             | - | 100.0 | 98.6 | 99.5 | -     | 99.1 | - | 100.0 | 98.9 | 100.0 | - | 99.1 | - | 99.1 | 100.0 | 100.0 | -     | 99.3 | - | 93.8 | 91.7 | 100.0 | - | 93.2 | 98.9 |
| Buses                | 0 | 0     | 1    | 1    | -     | 2    | 0 | 0     | 1    | 0     | - | 1    | 0 | 1    | 0     | 0     | -     | 1    | 0 | 0    | 2    | 0     | - | 2    | 6    |
| % Buses              | - | 0.0   | 0.5  | 0.5  | -     | 0.5  | - | 0.0   | 0.5  | 0.0   | - | 0.4  | - | 0.5  | 0.0   | 0.0   | -     | 0.3  | - | 0.0  | 8.3  | 0.0   | - | 4.5  | 0.6  |
| Single-Unit Trucks   | 0 | 0     | 2    | 0    | -     | 2    | 0 | 0     | 1    | 0     | - | 1    | 0 | 1    | 0     | 0     | -     | 1    | 0 | 1    | 0    | 0     | - | 1    | 5    |
| % Single-Unit Trucks | - | 0.0   | 0.9  | 0.0  | -     | 0.5  | - | 0.0   | 0.5  | 0.0   | - | 0.4  | - | 0.5  | 0.0   | 0.0   | -     | 0.3  | - | 6.3  | 0.0  | 0.0   | - | 2.3  | 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    |
| % 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  |
| Bicycles on Road     | 0 | 0     | 0    | 0    | -     | 0    | 0 | 0     | 0    | 0     | - | 0    | 0 | 0    | 0     | 0     | -     | 0    | 0 | 0    | 0    | 0     | - | 0    | 0    |
| % Bicycles on Road   | - | 0.0   | 0.0  | 0.0  | -     | 0.0  | - | 0.0   | 0.0  | 0.0   | - | 0.0  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | - | 0.0  | 0.0  | 0.0   | - | 0.0  | 0.0  |
| Pedestrians          | - | -     | -    | -    | 1     | -    | - | -     | -    | -     | 0 | -    | - | -    | -     | -     | 7     | -    | - | -    | -    | -     | 0 | -    | -    |
| % Pedestrians        | - | -     | -    | -    | 100.0 | -    | - | -     | -    | -     | - | -    | - | -    | -     | -     | 100.0 | -    | - | -    | -    | -     | - | -    | -    |



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Count Name: 39th Street with Cumnor Road  
TMC  
Site Code:  
Start Date: 01/23/2025  
Page No: 3

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

| Start Time           | 39 st<br>Eastbound |       |       |       |      |            | 39 st<br>Westbound |       |       |       |      |            | cumnor rd<br>Northbound |       |       |       |       |            | cumnor rd<br>Southbound |       |       |       |      |            | Int. Total |
|----------------------|--------------------|-------|-------|-------|------|------------|--------------------|-------|-------|-------|------|------------|-------------------------|-------|-------|-------|-------|------------|-------------------------|-------|-------|-------|------|------------|------------|
|                      | U-Turn             | Left  | Thru  | Right | Peds | App. Total | U-Turn             | Left  | Thru  | Right | Peds | App. Total | U-Turn                  | Left  | Thru  | Right | Peds  | App. Total | U-Turn                  | Left  | Thru  | Right | Peds | App. Total |            |
| 8:00 AM              | 0                  | 1     | 7     | 8     | 0    | 16         | 0                  | 0     | 7     | 0     | 0    | 7          | 0                       | 11    | 2     | 1     | 0     | 14         | 0                       | 1     | 1     | 0     | 0    | 2          | 39         |
| 8:15 AM              | 0                  | 0     | 8     | 6     | 0    | 14         | 0                  | 0     | 2     | 0     | 0    | 2          | 0                       | 10    | 2     | 1     | 0     | 13         | 0                       | 2     | 0     | 0     | 0    | 2          | 31         |
| 8:30 AM              | 0                  | 0     | 8     | 6     | 0    | 14         | 0                  | 0     | 9     | 0     | 0    | 9          | 0                       | 6     | 1     | 0     | 1     | 7          | 0                       | 0     | 0     | 0     | 0    | 0          | 30         |
| 8:45 AM              | 0                  | 0     | 6     | 3     | 0    | 9          | 0                  | 2     | 10    | 0     | 0    | 12         | 0                       | 9     | 4     | 1     | 0     | 14         | 0                       | 1     | 1     | 0     | 0    | 2          | 37         |
| Total                | 0                  | 1     | 29    | 23    | 0    | 53         | 0                  | 2     | 28    | 0     | 0    | 30         | 0                       | 36    | 9     | 3     | 1     | 48         | 0                       | 4     | 2     | 0     | 0    | 6          | 137        |
| Approach %           | 0.0                | 1.9   | 54.7  | 43.4  | -    | -          | 0.0                | 6.7   | 93.3  | 0.0   | -    | -          | 0.0                     | 75.0  | 18.8  | 6.3   | -     | -          | 0.0                     | 66.7  | 33.3  | 0.0   | -    | -          | -          |
| Total %              | 0.0                | 0.7   | 21.2  | 16.8  | -    | 38.7       | 0.0                | 1.5   | 20.4  | 0.0   | -    | 21.9       | 0.0                     | 26.3  | 6.6   | 2.2   | -     | 35.0       | 0.0                     | 2.9   | 1.5   | 0.0   | -    | 4.4        | -          |
| PHF                  | 0.000              | 0.250 | 0.906 | 0.719 | -    | 0.828      | 0.000              | 0.250 | 0.700 | 0.000 | -    | 0.625      | 0.000                   | 0.818 | 0.563 | 0.750 | -     | 0.857      | 0.000                   | 0.500 | 0.500 | 0.000 | -    | 0.750      | 0.878      |
| Lights               | 0                  | 1     | 28    | 22    | -    | 51         | 0                  | 2     | 28    | 0     | -    | 30         | 0                       | 36    | 9     | 3     | -     | 48         | 0                       | 4     | 2     | 0     | -    | 6          | 135        |
| % Lights             | -                  | 100.0 | 96.6  | 95.7  | -    | 96.2       | -                  | 100.0 | 100.0 | -     | -    | 100.0      | -                       | 100.0 | 100.0 | 100.0 | -     | 100.0      | -                       | 100.0 | 100.0 | -     | -    | 100.0      | 98.5       |
| Buses                | 0                  | 0     | 1     | 1     | -    | 2          | 0                  | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -    | 0          | 2          |
| % Buses              | -                  | 0.0   | 3.4   | 4.3   | -    | 3.8        | -                  | 0.0   | 0.0   | -     | -    | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | -     | -    | 0.0        | 1.5        |
| Single-Unit Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -    | 0          | 0          |
| % Single-Unit Trucks | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | -     | -    | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | -     | -    | 0.0        | 0.0        |
| Articulated Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | -     | -    | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | -     | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 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    | -          | -                       | -     | -     | -     | 1     | -          | -                       | -     | -     | -     | 0    | -          | -          |
| % Pedestrians        | -                  | -     | -     | -     | -    | -          | -                  | -     | -     | -     | -    | -          | -                       | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | -    | -          | -          |





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Count Name: 39th Street with Cumnor Road  
TMC  
Site Code:  
Start Date: 01/23/2025  
Page No: 4

### Turning Movement Peak Hour Data (4:00 PM)

| Start Time           | 39 st<br>Eastbound |       |       |       |      |            | 39 st<br>Westbound |       |       |       |      |            | cumnor rd<br>Northbound |       |       |       |       |            | cumnor rd<br>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 |            |
| 4:00 PM              | 0                  | 1     | 10    | 8     | 0    | 19         | 0                  | 2     | 9     | 1     | 0    | 12         | 0                       | 12    | 0     | 1     | 1     | 13         | 0                       | 1     | 0     | 0     | 0    | 1          | 45         |
| 4:15 PM              | 0                  | 1     | 22    | 16    | 0    | 39         | 0                  | 0     | 14    | 2     | 0    | 16         | 0                       | 14    | 3     | 3     | 0     | 20         | 0                       | 0     | 1     | 1     | 0    | 2          | 77         |
| 4:30 PM              | 0                  | 1     | 14    | 12    | 0    | 27         | 0                  | 0     | 10    | 2     | 0    | 12         | 0                       | 9     | 4     | 1     | 1     | 14         | 0                       | 1     | 2     | 1     | 0    | 4          | 57         |
| 4:45 PM              | 0                  | 0     | 20    | 19    | 0    | 39         | 0                  | 1     | 9     | 0     | 0    | 10         | 0                       | 11    | 2     | 3     | 1     | 16         | 0                       | 1     | 1     | 0     | 0    | 2          | 67         |
| Total                | 0                  | 3     | 66    | 55    | 0    | 124        | 0                  | 3     | 42    | 5     | 0    | 50         | 0                       | 46    | 9     | 8     | 3     | 63         | 0                       | 3     | 4     | 2     | 0    | 9          | 246        |
| Approach %           | 0.0                | 2.4   | 53.2  | 44.4  | -    | -          | 0.0                | 6.0   | 84.0  | 10.0  | -    | -          | 0.0                     | 73.0  | 14.3  | 12.7  | -     | -          | 0.0                     | 33.3  | 44.4  | 22.2  | -    | -          | -          |
| Total %              | 0.0                | 1.2   | 26.8  | 22.4  | -    | 50.4       | 0.0                | 1.2   | 17.1  | 2.0   | -    | 20.3       | 0.0                     | 18.7  | 3.7   | 3.3   | -     | 25.6       | 0.0                     | 1.2   | 1.6   | 0.8   | -    | 3.7        | -          |
| PHF                  | 0.000              | 0.750 | 0.750 | 0.724 | -    | 0.795      | 0.000              | 0.375 | 0.750 | 0.625 | -    | 0.781      | 0.000                   | 0.821 | 0.563 | 0.667 | -     | 0.788      | 0.000                   | 0.750 | 0.500 | 0.500 | -    | 0.563      | 0.799      |
| Lights               | 0                  | 3     | 66    | 55    | -    | 124        | 0                  | 3     | 42    | 5     | -    | 50         | 0                       | 46    | 9     | 8     | -     | 63         | 0                       | 3     | 4     | 2     | -    | 9          | 246        |
| % Lights             | -                  | 100.0 | 100.0 | 100.0 | -    | 100.0      | -                  | 100.0 | 100.0 | 100.0 | -    | 100.0      | -                       | 100.0 | 100.0 | 100.0 | -     | 100.0      | -                       | 100.0 | 100.0 | 100.0 | -    | 100.0      | 100.0      |
| Buses                | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -    | 0          | 0          |
| % Buses              | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -    | 0          | 0          |
| % Single-Unit Trucks | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0        |
| Articulated Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0        |
| Pedestrians          | -                  | -     | -     | -     | 0    | -          | -                  | -     | -     | -     | 0    | -          | -                       | -     | -     | -     | 3     | -          | -                       | -     | -     | -     | 0    | -          | -          |
| % Pedestrians        | -                  | -     | -     | -     | -    | -          | -                  | -     | -     | -     | -    | -          | -                       | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | -    | -          | -          |



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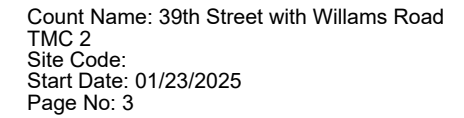
Count Name: 39th Street with Willams Road  
TMC 2  
Site Code:  
Start Date: 01/23/2025  
Page No: 1

## Turning Movement Data

| Start Time    | 39 st<br>Eastbound |      |      |       |      |            | 39 st<br>Westbound |      |      |       |      |            | william st<br>Northbound |      |      |       |      |            | williams st<br>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 |            |
| 6:00 AM       | 0                  | 0    | 1    | 0     | 0    | 1          | 0                  | 0    | 0    | 0     | 0    | 0          | 0                        | 1    | 0    | 0     | 0    | 1          | 0                         | 0    | 1    | 0     | 0    | 1          | 3          |
| 6:15 AM       | 0                  | 0    | 0    | 3     | 0    | 3          | 0                  | 0    | 4    | 0     | 0    | 4          | 0                        | 2    | 0    | 1     | 0    | 3          | 0                         | 0    | 0    | 0     | 0    | 0          | 10         |
| 6:30 AM       | 0                  | 0    | 1    | 1     | 0    | 2          | 0                  | 0    | 7    | 0     | 0    | 7          | 0                        | 2    | 0    | 0     | 0    | 2          | 0                         | 0    | 0    | 1     | 0    | 1          | 12         |
| 6:45 AM       | 0                  | 1    | 1    | 2     | 0    | 4          | 0                  | 1    | 2    | 0     | 0    | 3          | 0                        | 2    | 0    | 0     | 0    | 2          | 0                         | 1    | 0    | 0     | 0    | 1          | 10         |
| Hourly Total  | 0                  | 1    | 3    | 6     | 0    | 10         | 0                  | 1    | 13   | 0     | 0    | 14         | 0                        | 7    | 0    | 1     | 0    | 8          | 0                         | 1    | 1    | 1     | 0    | 3          | 35         |
| 7:00 AM       | 0                  | 1    | 1    | 2     | 0    | 4          | 0                  | 1    | 4    | 0     | 0    | 5          | 0                        | 2    | 0    | 0     | 1    | 2          | 0                         | 0    | 1    | 2     | 0    | 3          | 14         |
| 7:15 AM       | 0                  | 0    | 1    | 3     | 0    | 4          | 0                  | 1    | 5    | 0     | 0    | 6          | 0                        | 5    | 0    | 0     | 0    | 5          | 0                         | 0    | 0    | 0     | 0    | 0          | 15         |
| 7:30 AM       | 0                  | 0    | 1    | 4     | 0    | 5          | 0                  | 1    | 7    | 0     | 0    | 8          | 0                        | 2    | 0    | 1     | 0    | 3          | 0                         | 0    | 2    | 0     | 0    | 2          | 18         |
| 7:45 AM       | 0                  | 0    | 4    | 3     | 0    | 7          | 0                  | 1    | 8    | 1     | 0    | 10         | 0                        | 5    | 0    | 0     | 0    | 5          | 0                         | 0    | 3    | 1     | 0    | 4          | 26         |
| Hourly Total  | 0                  | 1    | 7    | 12    | 0    | 20         | 0                  | 4    | 24   | 1     | 0    | 29         | 0                        | 14   | 0    | 1     | 1    | 15         | 0                         | 0    | 6    | 3     | 0    | 9          | 73         |
| 8:00 AM       | 0                  | 0    | 4    | 4     | 0    | 8          | 0                  | 1    | 4    | 0     | 0    | 5          | 0                        | 0    | 2    | 0     | 0    | 2          | 0                         | 0    | 1    | 0     | 0    | 1          | 16         |
| 8:15 AM       | 0                  | 1    | 8    | 1     | 0    | 10         | 0                  | 0    | 1    | 0     | 0    | 1          | 0                        | 2    | 0    | 0     | 0    | 2          | 0                         | 0    | 0    | 0     | 0    | 0          | 13         |
| 8:30 AM       | 0                  | 1    | 2    | 4     | 0    | 7          | 0                  | 0    | 6    | 0     | 0    | 6          | 0                        | 3    | 0    | 1     | 0    | 4          | 0                         | 0    | 0    | 0     | 0    | 0          | 17         |
| 8:45 AM       | 0                  | 0    | 2    | 5     | 0    | 7          | 0                  | 1    | 4    | 0     | 0    | 5          | 0                        | 6    | 0    | 1     | 0    | 7          | 0                         | 0    | 1    | 0     | 0    | 1          | 20         |
| Hourly Total  | 0                  | 2    | 16   | 14    | 0    | 32         | 0                  | 2    | 15   | 0     | 0    | 17         | 0                        | 11   | 2    | 2     | 0    | 15         | 0                         | 0    | 2    | 0     | 0    | 2          | 66         |
| *** BREAK *** | -                  | -    | -    | -     | -    | -          | -                  | -    | -    | -     | -    | -          | -                        | -    | -    | -     | -    | -          | -                         | -    | -    | -     | -    | -          | -          |
| 4:00 PM       | 0                  | 0    | 7    | 4     | 0    | 11         | 0                  | 0    | 4    | 0     | 0    | 4          | 0                        | 6    | 1    | 3     | 0    | 10         | 0                         | 0    | 2    | 0     | 1    | 2          | 27         |
| 4:15 PM       | 0                  | 1    | 13   | 11    | 0    | 25         | 0                  | 0    | 6    | 0     | 0    | 6          | 0                        | 8    | 0    | 2     | 0    | 10         | 0                         | 0    | 0    | 0     | 0    | 0          | 41         |
| 4:30 PM       | 0                  | 0    | 8    | 7     | 0    | 15         | 0                  | 1    | 3    | 0     | 0    | 4          | 0                        | 6    | 0    | 0     | 0    | 6          | 0                         | 0    | 0    | 0     | 0    | 0          | 25         |
| 4:45 PM       | 0                  | 0    | 11   | 12    | 0    | 23         | 0                  | 1    | 2    | 0     | 0    | 3          | 0                        | 8    | 0    | 2     | 0    | 10         | 0                         | 0    | 0    | 0     | 0    | 0          | 36         |
| Hourly Total  | 0                  | 1    | 39   | 34    | 0    | 74         | 0                  | 2    | 15   | 0     | 0    | 17         | 0                        | 28   | 1    | 7     | 0    | 36         | 0                         | 0    | 2    | 0     | 1    | 2          | 129        |
| 5:00 PM       | 0                  | 0    | 15   | 6     | 0    | 21         | 0                  | 0    | 5    | 0     | 0    | 5          | 0                        | 5    | 0    | 2     | 0    | 7          | 0                         | 0    | 0    | 0     | 0    | 0          | 33         |
| 5:15 PM       | 0                  | 0    | 12   | 8     | 0    | 20         | 0                  | 0    | 2    | 0     | 0    | 2          | 0                        | 5    | 0    | 4     | 0    | 9          | 0                         | 0    | 1    | 0     | 0    | 1          | 32         |
| 5:30 PM       | 0                  | 0    | 11   | 5     | 0    | 16         | 0                  | 1    | 5    | 0     | 0    | 6          | 0                        | 6    | 1    | 1     | 0    | 8          | 0                         | 0    | 0    | 0     | 0    | 0          | 30         |
| 5:45 PM       | 0                  | 0    | 6    | 5     | 0    | 11         | 0                  | 1    | 4    | 0     | 0    | 5          | 0                        | 5    | 1    | 1     | 0    | 7          | 0                         | 0    | 1    | 0     | 0    | 1          | 24         |
| Hourly Total  | 0                  | 0    | 44   | 24    | 0    | 68         | 0                  | 2    | 16   | 0     | 0    | 18         | 0                        | 21   | 2    | 8     | 0    | 31         | 0                         | 0    | 2    | 0     | 0    | 2          | 119        |
| 6:00 PM       | 0                  | 0    | 9    | 6     | 0    | 15         | 0                  | 1    | 4    | 0     | 0    | 5          | 0                        | 7    | 1    | 1     | 0    | 9          | 0                         | 0    | 0    | 0     | 0    | 0          | 29         |
| 6:15 PM       | 0                  | 0    | 7    | 7     | 0    | 14         | 0                  | 0    | 6    | 0     | 0    | 6          | 0                        | 11   | 0    | 1     | 0    | 12         | 0                         | 0    | 0    | 0     | 0    | 0          | 32         |
| 6:30 PM       | 0                  | 0    | 8    | 7     | 0    | 15         | 0                  | 0    | 0    | 0     | 0    | 0          | 0                        | 4    | 1    | 0     | 0    | 5          | 0                         | 1    | 0    | 0     | 0    | 1          | 21         |
| 6:45 PM       | 0                  | 1    | 4    | 5     | 0    | 10         | 0                  | 0    | 2    | 0     | 0    | 2          | 0                        | 6    | 1    | 1     | 0    | 8          | 0                         | 0    | 0    | 0     | 0    | 0          | 20         |
| Hourly Total  | 0                  | 1    | 28   | 25    | 0    | 54         | 0                  | 1    | 12   | 0     | 0    | 13         | 0                        | 28   | 3    | 3     | 0    | 34         | 0                         | 1    | 0    | 0     | 0    | 1          | 102        |
| Grand Total   | 0                  | 6    | 137  | 115   | 0    | 258        | 0                  | 12   | 95   | 1     | 0    | 108        | 0                        | 109  | 8    | 22    | 1    | 139        | 0                         | 2    | 13   | 4     | 1    | 19         | 524        |
| Approach %    | 0.0                | 2.3  | 53.1 | 44.6  | -    | -          | 0.0                | 11.1 | 88.0 | 0.9   | -    | -          | 0.0                      | 78.4 | 5.8  | 15.8  | -    | -          | 0.0                       | 10.5 | 68.4 | 21.1  | -    | -          | -          |
| Total %       | 0.0                | 1.1  | 26.1 | 21.9  | -    | 49.2       | 0.0                | 2.3  | 18.1 | 0.2   | -    | 20.6       | 0.0                      | 20.8 | 1.5  | 4.2   | -    | 26.5       | 0.0                       | 0.4  | 2.5  | 0.8   | -    | 3.6        | -          |
| Lights        | 0                  | 5    | 137  | 112   | -    | 254        | 0                  | 11   | 94   | 1     | -    | 106        | 0                        | 108  | 8    | 22    | -    | 138        | 0                         | 1    | 13   | 4     | -    | 18         | 516        |

|                      |   |      |       |      |   |      |   |      |      |       |   |      |   |      |       |       |       |      |   |      |       |       |       |      |      |
|----------------------|---|------|-------|------|---|------|---|------|------|-------|---|------|---|------|-------|-------|-------|------|---|------|-------|-------|-------|------|------|
| % Lights             | - | 83.3 | 100.0 | 97.4 | - | 98.4 | - | 91.7 | 98.9 | 100.0 | - | 98.1 | - | 99.1 | 100.0 | 100.0 | -     | 99.3 | - | 50.0 | 100.0 | 100.0 | -     | 94.7 | 98.5 |
| Buses                | 0 | 0    | 0     | 1    | - | 1    | 0 | 1    | 0    | 0     | - | 1    | 0 | 1    | 0     | 0     | -     | 1    | 0 | 0    | 0     | 0     | -     | 0    | 3    |
| % Buses              | - | 0.0  | 0.0   | 0.9  | - | 0.4  | - | 8.3  | 0.0  | 0.0   | - | 0.9  | - | 0.9  | 0.0   | 0.0   | -     | 0.7  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | 0.6  |
| Single-Unit Trucks   | 0 | 1    | 0     | 2    | - | 3    | 0 | 0    | 1    | 0     | - | 1    | 0 | 0    | 0     | 0     | -     | 0    | 0 | 1    | 0     | 0     | -     | 1    | 5    |
| % Single-Unit Trucks | - | 16.7 | 0.0   | 1.7  | - | 1.2  | - | 0.0  | 1.1  | 0.0   | - | 0.9  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | - | 50.0 | 0.0   | 0.0   | -     | 5.3  | 1.0  |
| Articulated Trucks   | 0 | 0    | 0     | 0    | - | 0    | 0 | 0    | 0    | 0     | - | 0    | 0 | 0    | 0     | 0     | -     | 0    | 0 | 0    | 0     | 0     | -     | 0    | 0    |
| % Articulated Trucks | - | 0.0  | 0.0   | 0.0  | - | 0.0  | - | 0.0  | 0.0  | 0.0   | - | 0.0  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | 0.0  |
| Bicycles on Road     | 0 | 0    | 0     | 0    | - | 0    | 0 | 0    | 0    | 0     | - | 0    | 0 | 0    | 0     | 0     | -     | 0    | 0 | 0    | 0     | 0     | -     | 0    | 0    |
| % Bicycles on Road   | - | 0.0  | 0.0   | 0.0  | - | 0.0  | - | 0.0  | 0.0  | 0.0   | - | 0.0  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | 0.0  |
| Pedestrians          | - | -    | -     | -    | 0 | -    | - | -    | -    | -     | 0 | -    | - | -    | -     | -     | 1     | -    | - | -    | -     | -     | 1     | -    | -    |
| % Pedestrians        | - | -    | -     | -    | - | -    | - | -    | -    | -     | - | -    | - | -    | -     | -     | 100.0 | -    | - | -    | -     | -     | 100.0 | -    | -    |



[illegible]



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Count Name: 39th Street with Willams Road  
TMC 2  
Site Code:  
Start Date: 01/23/2025  
Page No: 4

### Turning Movement Peak Hour Data (4:00 PM)

| Start Time           | 39 st<br>Eastbound |       |       |       |      |            | 39 st<br>Westbound |       |       |       |      |            | william st<br>Northbound |       |       |       |      |            | williams st<br>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 |            |
| 4:00 PM              | 0                  | 0     | 7     | 4     | 0    | 11         | 0                  | 0     | 4     | 0     | 0    | 4          | 0                        | 6     | 1     | 3     | 0    | 10         | 0                         | 0     | 2     | 0     | 1     | 2          | 27         |
| 4:15 PM              | 0                  | 1     | 13    | 11    | 0    | 25         | 0                  | 0     | 6     | 0     | 0    | 6          | 0                        | 8     | 0     | 2     | 0    | 10         | 0                         | 0     | 0     | 0     | 0     | 0          | 41         |
| 4:30 PM              | 0                  | 0     | 8     | 7     | 0    | 15         | 0                  | 1     | 3     | 0     | 0    | 4          | 0                        | 6     | 0     | 0     | 0    | 6          | 0                         | 0     | 0     | 0     | 0     | 0          | 25         |
| 4:45 PM              | 0                  | 0     | 11    | 12    | 0    | 23         | 0                  | 1     | 2     | 0     | 0    | 3          | 0                        | 8     | 0     | 2     | 0    | 10         | 0                         | 0     | 0     | 0     | 0     | 0          | 36         |
| Total                | 0                  | 1     | 39    | 34    | 0    | 74         | 0                  | 2     | 15    | 0     | 0    | 17         | 0                        | 28    | 1     | 7     | 0    | 36         | 0                         | 0     | 2     | 0     | 1     | 2          | 129        |
| Approach %           | 0.0                | 1.4   | 52.7  | 45.9  | -    | -          | 0.0                | 11.8  | 88.2  | 0.0   | -    | -          | 0.0                      | 77.8  | 2.8   | 19.4  | -    | -          | 0.0                       | 0.0   | 100.0 | 0.0   | -     | -          | -          |
| Total %              | 0.0                | 0.8   | 30.2  | 26.4  | -    | 57.4       | 0.0                | 1.6   | 11.6  | 0.0   | -    | 13.2       | 0.0                      | 21.7  | 0.8   | 5.4   | -    | 27.9       | 0.0                       | 0.0   | 1.6   | 0.0   | -     | 1.6        | -          |
| PHF                  | 0.000              | 0.250 | 0.750 | 0.708 | -    | 0.740      | 0.000              | 0.500 | 0.625 | 0.000 | -    | 0.708      | 0.000                    | 0.875 | 0.250 | 0.583 | -    | 0.900      | 0.000                     | 0.000 | 0.250 | 0.000 | -     | 0.250      | 0.787      |
| Lights               | 0                  | 1     | 39    | 34    | -    | 74         | 0                  | 2     | 15    | 0     | -    | 17         | 0                        | 28    | 1     | 7     | -    | 36         | 0                         | 0     | 2     | 0     | -     | 2          | 129        |
| % Lights             | -                  | 100.0 | 100.0 | 100.0 | -    | 100.0      | -                  | 100.0 | 100.0 | -     | -    | 100.0      | -                        | 100.0 | 100.0 | 100.0 | -    | 100.0      | -                         | -     | 100.0 | -     | -     | 100.0      | 100.0      |
| Buses                | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                        | 0     | 0     | 0     | -    | 0          | 0                         | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | -     | -    | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                         | -     | 0.0   | -     | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                        | 0     | 0     | 0     | -    | 0          | 0                         | 0     | 0     | 0     | -     | 0          | 0          |
| % Single-Unit Trucks | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | -     | -    | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                         | -     | 0.0   | -     | -     | 0.0        | 0.0        |
| Articulated Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                        | 0     | 0     | 0     | -    | 0          | 0                         | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | -     | -    | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                         | -     | 0.0   | -     | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -    | 0          | 0                        | 0     | 0     | 0     | -    | 0          | 0                         | 0     | 0     | 0     | -     | 0          | 0          |
| % Bicycles on Road   | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0   | 0.0   | -     | -    | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                         | -     | 0.0   | -     | -     | 0.0        | 0.0        |
| Pedestrians          | -                  | -     | -     | -     | 0    | -          | -                  | -     | -     | -     | 0    | -          | -                        | -     | -     | -     | 0    | -          | -                         | -     | -     | -     | 1     | -          | -          |
| % Pedestrians        | -                  | -     | -     | -     | -    | -          | -                  | -     | -     | -     | -    | -          | -                        | -     | -     | -     | -    | -          | -                         | -     | -     | -     | 100.0 | -          | -          |



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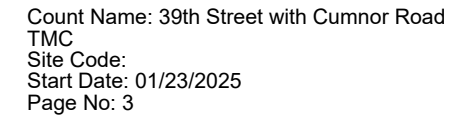
Count Name: 39th Street with Cumnor Road  
TMC  
Site Code:  
Start Date: 01/23/2025  
Page No: 1

## Turning Movement Data

| Start Time    | 39th Street Eastbound |      |      |       |      |            | 39th Street Westbound |      |      |       |      |            | Cumnor Road Northbound |      |      |       |      |            | Cumnor Road Southbound |      |      |       |      |            | Int. Total |
|---------------|-----------------------|------|------|-------|------|------------|-----------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------|
|               | U-Turn                | Left | Thru | Right | Peds | App. Total | U-Turn                | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total |            |
| 6:00 AM       | 0                     | 0    | 1    | 0     | 0    | 1          | 0                     | 0    | 0    | 0     | 0    | 0          | 0                      | 1    | 0    | 0     | 0    | 1          | 0                      | 0    | 1    | 0     | 0    | 1          | 3          |
| 6:15 AM       | 0                     | 0    | 0    | 3     | 0    | 3          | 0                     | 0    | 4    | 0     | 0    | 4          | 0                      | 2    | 0    | 1     | 0    | 3          | 0                      | 0    | 0    | 0     | 0    | 0          | 10         |
| 6:30 AM       | 0                     | 0    | 1    | 1     | 0    | 2          | 0                     | 0    | 7    | 0     | 0    | 7          | 0                      | 2    | 0    | 0     | 0    | 2          | 0                      | 0    | 0    | 1     | 0    | 1          | 12         |
| 6:45 AM       | 0                     | 1    | 1    | 2     | 0    | 4          | 0                     | 1    | 2    | 0     | 0    | 3          | 0                      | 2    | 0    | 1     | 0    | 3          | 0                      | 1    | 0    | 0     | 0    | 1          | 11         |
| Hourly Total  | 0                     | 1    | 3    | 6     | 0    | 10         | 0                     | 1    | 13   | 0     | 0    | 14         | 0                      | 7    | 0    | 2     | 0    | 9          | 0                      | 1    | 1    | 1     | 0    | 3          | 36         |
| 7:00 AM       | 0                     | 1    | 1    | 2     | 0    | 4          | 0                     | 1    | 4    | 0     | 0    | 5          | 0                      | 2    | 0    | 0     | 1    | 2          | 0                      | 0    | 1    | 2     | 0    | 3          | 14         |
| 7:15 AM       | 0                     | 0    | 1    | 3     | 0    | 4          | 0                     | 1    | 5    | 0     | 0    | 6          | 0                      | 5    | 0    | 0     | 0    | 5          | 0                      | 0    | 0    | 0     | 0    | 0          | 15         |
| 7:30 AM       | 0                     | 0    | 1    | 4     | 0    | 5          | 0                     | 1    | 7    | 0     | 0    | 8          | 0                      | 1    | 0    | 1     | 0    | 2          | 0                      | 0    | 2    | 0     | 0    | 2          | 17         |
| 7:45 AM       | 0                     | 0    | 4    | 3     | 0    | 7          | 0                     | 1    | 8    | 1     | 0    | 10         | 0                      | 5    | 0    | 0     | 0    | 5          | 0                      | 0    | 3    | 1     | 0    | 4          | 26         |
| Hourly Total  | 0                     | 1    | 7    | 12    | 0    | 20         | 0                     | 4    | 24   | 1     | 0    | 29         | 0                      | 13   | 0    | 1     | 1    | 14         | 0                      | 0    | 6    | 3     | 0    | 9          | 72         |
| 8:00 AM       | 0                     | 0    | 4    | 4     | 1    | 8          | 0                     | 1    | 4    | 0     | 0    | 5          | 0                      | 0    | 2    | 0     | 0    | 2          | 0                      | 0    | 1    | 0     | 0    | 1          | 16         |
| 8:15 AM       | 0                     | 1    | 8    | 1     | 0    | 10         | 0                     | 0    | 1    | 0     | 0    | 1          | 0                      | 2    | 0    | 0     | 0    | 2          | 0                      | 0    | 0    | 0     | 0    | 0          | 13         |
| 8:30 AM       | 0                     | 1    | 2    | 4     | 0    | 7          | 0                     | 0    | 5    | 0     | 0    | 5          | 0                      | 3    | 0    | 1     | 0    | 4          | 0                      | 0    | 0    | 0     | 0    | 0          | 16         |
| 8:45 AM       | 0                     | 0    | 2    | 5     | 0    | 7          | 0                     | 1    | 4    | 0     | 0    | 5          | 0                      | 6    | 0    | 1     | 0    | 7          | 0                      | 0    | 1    | 0     | 0    | 1          | 20         |
| Hourly Total  | 0                     | 2    | 16   | 14    | 1    | 32         | 0                     | 2    | 14   | 0     | 0    | 16         | 0                      | 11   | 2    | 2     | 0    | 15         | 0                      | 0    | 2    | 0     | 0    | 2          | 65         |
| *** BREAK *** | -                     | -    | -    | -     | -    | -          | -                     | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -          |
| 4:00 PM       | 0                     | 0    | 7    | 4     | 0    | 11         | 0                     | 0    | 4    | 0     | 0    | 4          | 0                      | 6    | 1    | 3     | 0    | 10         | 0                      | 0    | 2    | 0     | 1    | 2          | 27         |
| 4:15 PM       | 0                     | 1    | 13   | 11    | 0    | 25         | 0                     | 0    | 7    | 0     | 0    | 7          | 0                      | 8    | 0    | 2     | 0    | 10         | 0                      | 0    | 0    | 0     | 0    | 0          | 42         |
| 4:30 PM       | 0                     | 0    | 8    | 7     | 0    | 15         | 0                     | 1    | 3    | 0     | 0    | 4          | 0                      | 6    | 0    | 0     | 0    | 6          | 0                      | 0    | 0    | 0     | 0    | 0          | 25         |
| 4:45 PM       | 0                     | 0    | 11   | 12    | 0    | 23         | 0                     | 1    | 2    | 0     | 0    | 3          | 0                      | 8    | 0    | 0     | 0    | 8          | 0                      | 0    | 0    | 0     | 0    | 0          | 34         |
| Hourly Total  | 0                     | 1    | 39   | 34    | 0    | 74         | 0                     | 2    | 16   | 0     | 0    | 18         | 0                      | 28   | 1    | 5     | 0    | 34         | 0                      | 0    | 2    | 0     | 1    | 2          | 128        |
| 5:00 PM       | 0                     | 0    | 14   | 6     | 0    | 20         | 0                     | 0    | 5    | 0     | 0    | 5          | 0                      | 6    | 0    | 2     | 0    | 8          | 0                      | 0    | 0    | 0     | 0    | 0          | 33         |
| 5:15 PM       | 0                     | 0    | 11   | 8     | 0    | 19         | 0                     | 0    | 2    | 0     | 0    | 2          | 0                      | 5    | 0    | 4     | 0    | 9          | 0                      | 0    | 1    | 0     | 0    | 1          | 31         |
| 5:30 PM       | 0                     | 0    | 11   | 5     | 0    | 16         | 0                     | 1    | 5    | 0     | 0    | 6          | 0                      | 6    | 1    | 1     | 0    | 8          | 0                      | 0    | 0    | 0     | 0    | 0          | 30         |
| 5:45 PM       | 0                     | 0    | 6    | 5     | 0    | 11         | 0                     | 1    | 4    | 0     | 0    | 5          | 0                      | 5    | 1    | 1     | 0    | 7          | 0                      | 0    | 1    | 0     | 0    | 1          | 24         |
| Hourly Total  | 0                     | 0    | 42   | 24    | 0    | 66         | 0                     | 2    | 16   | 0     | 0    | 18         | 0                      | 22   | 2    | 8     | 0    | 32         | 0                      | 0    | 2    | 0     | 0    | 2          | 118        |
| 6:00 PM       | 0                     | 0    | 9    | 6     | 0    | 15         | 0                     | 1    | 4    | 0     | 0    | 5          | 0                      | 6    | 1    | 1     | 0    | 8          | 0                      | 0    | 0    | 0     | 0    | 0          | 28         |
| 6:15 PM       | 0                     | 0    | 6    | 7     | 0    | 13         | 0                     | 0    | 6    | 0     | 0    | 6          | 0                      | 12   | 0    | 1     | 0    | 13         | 0                      | 0    | 0    | 0     | 0    | 0          | 32         |
| 6:30 PM       | 0                     | 0    | 9    | 7     | 0    | 16         | 0                     | 0    | 0    | 0     | 0    | 0          | 0                      | 3    | 2    | 0     | 0    | 5          | 0                      | 1    | 0    | 0     | 0    | 1          | 22         |
| 6:45 PM       | 0                     | 2    | 4    | 5     | 0    | 11         | 0                     | 0    | 0    | 0     | 0    | 0          | 0                      | 6    | 1    | 1     | 0    | 8          | 0                      | 0    | 0    | 0     | 0    | 0          | 19         |
| Hourly Total  | 0                     | 2    | 28   | 25    | 0    | 55         | 0                     | 1    | 10   | 0     | 0    | 11         | 0                      | 27   | 4    | 3     | 0    | 34         | 0                      | 1    | 0    | 0     | 0    | 1          | 101        |
| Grand Total   | 0                     | 7    | 135  | 115   | 1    | 257        | 0                     | 12   | 93   | 1     | 0    | 106        | 0                      | 108  | 9    | 21    | 1    | 138        | 0                      | 2    | 13   | 4     | 1    | 19         | 520        |
| Approach %    | 0.0                   | 2.7  | 52.5 | 44.7  | -    | -          | 0.0                   | 11.3 | 87.7 | 0.9   | -    | -          | 0.0                    | 78.3 | 6.5  | 15.2  | -    | -          | 0.0                    | 10.5 | 68.4 | 21.1  | -    | -          | -          |
| Total %       | 0.0                   | 1.3  | 26.0 | 22.1  | -    | 49.4       | 0.0                   | 2.3  | 17.9 | 0.2   | -    | 20.4       | 0.0                    | 20.8 | 1.7  | 4.0   | -    | 26.5       | 0.0                    | 0.4  | 2.5  | 0.8   | -    | 3.7        | -          |
| Lights        | 0                     | 6    | 135  | 112   | -    | 253        | 0                     | 11   | 92   | 1     | -    | 104        | 0                      | 106  | 9    | 21    | -    | 136        | 0                      | 1    | 13   | 4     | -    | 18         | 511        |



|                      |   |      |       |      |       |      |   |      |      |       |   |      |   |      |       |       |       |      |   |      |       |       |       |      |      |
|----------------------|---|------|-------|------|-------|------|---|------|------|-------|---|------|---|------|-------|-------|-------|------|---|------|-------|-------|-------|------|------|
| % Lights             | - | 85.7 | 100.0 | 97.4 | -     | 98.4 | - | 91.7 | 98.9 | 100.0 | - | 98.1 | - | 98.1 | 100.0 | 100.0 | -     | 98.6 | - | 50.0 | 100.0 | 100.0 | -     | 94.7 | 98.3 |
| Buses                | 0 | 0    | 0     | 1    | -     | 1    | 0 | 1    | 0    | 0     | - | 1    | 0 | 1    | 0     | 0     | -     | 1    | 0 | 0    | 0     | 0     | -     | 0    | 3    |
| % Buses              | - | 0.0  | 0.0   | 0.9  | -     | 0.4  | - | 8.3  | 0.0  | 0.0   | - | 0.9  | - | 0.9  | 0.0   | 0.0   | -     | 0.7  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | 0.6  |
| Single-Unit Trucks   | 0 | 1    | 0     | 2    | -     | 3    | 0 | 0    | 1    | 0     | - | 1    | 0 | 1    | 0     | 0     | -     | 1    | 0 | 1    | 0     | 0     | -     | 1    | 6    |
| % Single-Unit Trucks | - | 14.3 | 0.0   | 1.7  | -     | 1.2  | - | 0.0  | 1.1  | 0.0   | - | 0.9  | - | 0.9  | 0.0   | 0.0   | -     | 0.7  | - | 50.0 | 0.0   | 0.0   | -     | 5.3  | 1.2  |
| Articulated Trucks   | 0 | 0    | 0     | 0    | -     | 0    | 0 | 0    | 0    | 0     | - | 0    | 0 | 0    | 0     | 0     | -     | 0    | 0 | 0    | 0     | 0     | -     | 0    | 0    |
| % 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  |
| Bicycles on Road     | 0 | 0    | 0     | 0    | -     | 0    | 0 | 0    | 0    | 0     | - | 0    | 0 | 0    | 0     | 0     | -     | 0    | 0 | 0    | 0     | 0     | -     | 0    | 0    |
| % Bicycles on Road   | - | 0.0  | 0.0   | 0.0  | -     | 0.0  | - | 0.0  | 0.0  | 0.0   | - | 0.0  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | - | 0.0  | 0.0   | 0.0   | -     | 0.0  | 0.0  |
| Pedestrians          | - | -    | -     | -    | 1     | -    | - | -    | -    | -     | 0 | -    | - | -    | -     | -     | 1     | -    | - | -    | -     | -     | 1     | -    | -    |
| % Pedestrians        | - | -    | -     | -    | 100.0 | -    | - | -    | -    | -     | - | -    | - | -    | -     | -     | 100.0 | -    | - | -    | -     | -     | 100.0 | -    | -    |

[illegible]



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Count Name: 39th Street with Cumnor Road  
TMC  
Site Code:  
Start Date: 01/23/2025  
Page No: 4

### Turning Movement Peak Hour Data (4:00 PM)

| Start Time           | 39th Street Eastbound |       |       |       |      |            | 39th Street Westbound |       |       |       |      |            | Cumnor Road Northbound |       |       |       |      |            | Cumnor Road Southbound |       |       |       |       |            | Int. Total |
|----------------------|-----------------------|-------|-------|-------|------|------------|-----------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                | Left  | Thru  | Right | Peds | App. Total | U-Turn                | Left  | Thru  | Right | Peds | App. Total | U-Turn                 | Left  | Thru  | Right | Peds | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total |            |
| 4:00 PM              | 0                     | 0     | 7     | 4     | 0    | 11         | 0                     | 0     | 4     | 0     | 0    | 4          | 0                      | 6     | 1     | 3     | 0    | 10         | 0                      | 0     | 2     | 0     | 1     | 2          | 27         |
| 4:15 PM              | 0                     | 1     | 13    | 11    | 0    | 25         | 0                     | 0     | 7     | 0     | 0    | 7          | 0                      | 8     | 0     | 2     | 0    | 10         | 0                      | 0     | 0     | 0     | 0     | 0          | 42         |
| 4:30 PM              | 0                     | 0     | 8     | 7     | 0    | 15         | 0                     | 1     | 3     | 0     | 0    | 4          | 0                      | 6     | 0     | 0     | 0    | 6          | 0                      | 0     | 0     | 0     | 0     | 0          | 25         |
| 4:45 PM              | 0                     | 0     | 11    | 12    | 0    | 23         | 0                     | 1     | 2     | 0     | 0    | 3          | 0                      | 8     | 0     | 0     | 0    | 8          | 0                      | 0     | 0     | 0     | 0     | 0          | 34         |
| Total                | 0                     | 1     | 39    | 34    | 0    | 74         | 0                     | 2     | 16    | 0     | 0    | 18         | 0                      | 28    | 1     | 5     | 0    | 34         | 0                      | 0     | 2     | 0     | 1     | 2          | 128        |
| Approach %           | 0.0                   | 1.4   | 52.7  | 45.9  | -    | -          | 0.0                   | 11.1  | 88.9  | 0.0   | -    | -          | 0.0                    | 82.4  | 2.9   | 14.7  | -    | -          | 0.0                    | 0.0   | 100.0 | 0.0   | -     | -          | -          |
| Total %              | 0.0                   | 0.8   | 30.5  | 26.6  | -    | 57.8       | 0.0                   | 1.6   | 12.5  | 0.0   | -    | 14.1       | 0.0                    | 21.9  | 0.8   | 3.9   | -    | 26.6       | 0.0                    | 0.0   | 1.6   | 0.0   | -     | 1.6        | -          |
| PHF                  | 0.000                 | 0.250 | 0.750 | 0.708 | -    | 0.740      | 0.000                 | 0.500 | 0.571 | 0.000 | -    | 0.643      | 0.000                  | 0.875 | 0.250 | 0.417 | -    | 0.850      | 0.000                  | 0.000 | 0.250 | 0.000 | -     | 0.250      | 0.762      |
| Lights               | 0                     | 1     | 39    | 34    | -    | 74         | 0                     | 2     | 16    | 0     | -    | 18         | 0                      | 28    | 1     | 5     | -    | 34         | 0                      | 0     | 2     | 0     | -     | 2          | 128        |
| % Lights             | -                     | 100.0 | 100.0 | 100.0 | -    | 100.0      | -                     | 100.0 | 100.0 | -     | -    | 100.0      | -                      | 100.0 | 100.0 | 100.0 | -    | 100.0      | -                      | -     | 100.0 | -     | -     | 100.0      | 100.0      |
| Buses                | 0                     | 0     | 0     | 0     | -    | 0          | 0                     | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                     | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                     | 0.0   | 0.0   | -     | -    | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                      | -     | 0.0   | -     | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                     | 0     | 0     | 0     | -    | 0          | 0                     | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0          |
| % Single-Unit Trucks | -                     | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                     | 0.0   | 0.0   | -     | -    | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                      | -     | 0.0   | -     | -     | 0.0        | 0.0        |
| Articulated Trucks   | 0                     | 0     | 0     | 0     | -    | 0          | 0                     | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                     | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                     | 0.0   | 0.0   | -     | -    | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                      | -     | 0.0   | -     | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                     | 0     | 0     | 0     | -    | 0          | 0                     | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0          |
| % Bicycles on Road   | -                     | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                     | 0.0   | 0.0   | -     | -    | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                      | -     | 0.0   | -     | -     | 0.0        | 0.0        |
| Pedestrians          | -                     | -     | -     | -     | 0    | -          | -                     | -     | -     | -     | 0    | -          | -                      | -     | -     | -     | 0    | -          | -                      | -     | -     | -     | 1     | -          | -          |
| % Pedestrians        | -                     | -     | -     | -     | -    | -          | -                     | -     | -     | -     | -    | -          | -                      | -     | -     | -     | -    | -          | -                      | -     | -     | -     | 100.0 | -          | -          |





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Count Name: Ogden Avenue with Cumnor Road  
TMC  
Site Code:  
Start Date: 01/28/2025  
Page No: 1

## Turning Movement Data

| Start Time    | Ogden Avenue Eastbound |      |      |       |      |            | Ogden Avenue Westbound |      |      |       |      |            | Cumnor Road Northbound |      |      |       |      |            | Cumnor Road Southbound |      |      |       |      |            | Int. Total |
|---------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------|
|               | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total |            |
| 6:00 AM       | 0                      | 5    | 78   | 1     | 0    | 84         | 0                      | 1    | 100  | 1     | 0    | 102        | 0                      | 1    | 0    | 6     | 0    | 7          | 0                      | 1    | 1    | 5     | 0    | 7          | 200        |
| 6:15 AM       | 0                      | 3    | 99   | 0     | 1    | 102        | 0                      | 1    | 74   | 1     | 0    | 76         | 0                      | 0    | 0    | 2     | 0    | 2          | 0                      | 2    | 0    | 5     | 0    | 7          | 187        |
| 6:30 AM       | 0                      | 7    | 124  | 2     | 0    | 133        | 0                      | 1    | 113  | 3     | 0    | 117        | 0                      | 4    | 1    | 8     | 0    | 13         | 0                      | 4    | 0    | 9     | 0    | 13         | 276        |
| 6:45 AM       | 0                      | 7    | 166  | 2     | 0    | 175        | 0                      | 0    | 128  | 3     | 0    | 131        | 0                      | 2    | 1    | 3     | 0    | 6          | 0                      | 1    | 0    | 8     | 0    | 9          | 321        |
| Hourly Total  | 0                      | 22   | 467  | 5     | 1    | 494        | 0                      | 3    | 415  | 8     | 0    | 426        | 0                      | 7    | 2    | 19    | 0    | 28         | 0                      | 8    | 1    | 27    | 0    | 36         | 984        |
| 7:00 AM       | 0                      | 10   | 161  | 3     | 0    | 174        | 0                      | 3    | 136  | 5     | 0    | 144        | 0                      | 1    | 0    | 8     | 0    | 9          | 0                      | 4    | 1    | 17    | 0    | 22         | 349        |
| 7:15 AM       | 0                      | 8    | 230  | 5     | 0    | 243        | 0                      | 2    | 203  | 3     | 0    | 208        | 0                      | 0    | 0    | 12    | 0    | 12         | 0                      | 2    | 0    | 16    | 0    | 18         | 481        |
| 7:30 AM       | 0                      | 12   | 227  | 7     | 0    | 246        | 0                      | 2    | 200  | 3     | 0    | 205        | 0                      | 0    | 1    | 11    | 1    | 12         | 0                      | 3    | 0    | 23    | 1    | 26         | 489        |
| 7:45 AM       | 0                      | 8    | 234  | 13    | 0    | 255        | 0                      | 1    | 172  | 3     | 0    | 176        | 0                      | 0    | 0    | 17    | 2    | 17         | 0                      | 2    | 0    | 16    | 1    | 18         | 466        |
| Hourly Total  | 0                      | 38   | 852  | 28    | 0    | 918        | 0                      | 8    | 711  | 14    | 0    | 733        | 0                      | 1    | 1    | 48    | 3    | 50         | 0                      | 11   | 1    | 72    | 2    | 84         | 1785       |
| 8:00 AM       | 0                      | 13   | 227  | 6     | 0    | 246        | 0                      | 5    | 198  | 7     | 0    | 210        | 0                      | 2    | 0    | 15    | 0    | 17         | 0                      | 3    | 0    | 23    | 0    | 26         | 499        |
| 8:15 AM       | 0                      | 15   | 338  | 8     | 0    | 361        | 0                      | 4    | 168  | 7     | 1    | 179        | 0                      | 5    | 1    | 15    | 1    | 21         | 0                      | 2    | 0    | 17    | 0    | 19         | 580        |
| 8:30 AM       | 0                      | 22   | 309  | 9     | 0    | 340        | 0                      | 2    | 171  | 4     | 0    | 177        | 0                      | 0    | 1    | 7     | 0    | 8          | 0                      | 4    | 0    | 16    | 0    | 20         | 545        |
| 8:45 AM       | 0                      | 14   | 303  | 6     | 0    | 323        | 0                      | 6    | 177  | 4     | 0    | 187        | 0                      | 1    | 0    | 10    | 0    | 11         | 0                      | 1    | 0    | 20    | 0    | 21         | 542        |
| Hourly Total  | 0                      | 64   | 1177 | 29    | 0    | 1270       | 0                      | 17   | 714  | 22    | 1    | 753        | 0                      | 8    | 2    | 47    | 1    | 57         | 0                      | 10   | 0    | 76    | 0    | 86         | 2166       |
| *** BREAK *** | -                      | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -          |
| 4:00 PM       | 0                      | 20   | 261  | 4     | 0    | 285        | 0                      | 3    | 267  | 5     | 0    | 275        | 0                      | 1    | 0    | 8     | 0    | 9          | 0                      | 1    | 0    | 24    | 0    | 25         | 594        |
| 4:15 PM       | 0                      | 27   | 311  | 7     | 0    | 345        | 0                      | 10   | 227  | 6     | 0    | 243        | 0                      | 0    | 1    | 5     | 1    | 6          | 0                      | 1    | 0    | 36    | 0    | 37         | 631        |
| 4:30 PM       | 0                      | 14   | 293  | 10    | 0    | 317        | 0                      | 6    | 251  | 4     | 0    | 261        | 0                      | 2    | 1    | 6     | 0    | 9          | 0                      | 0    | 0    | 26    | 0    | 26         | 613        |
| 4:45 PM       | 0                      | 21   | 306  | 7     | 0    | 334        | 0                      | 5    | 249  | 10    | 0    | 264        | 0                      | 1    | 0    | 10    | 0    | 11         | 0                      | 1    | 0    | 28    | 0    | 29         | 638        |
| Hourly Total  | 0                      | 82   | 1171 | 28    | 0    | 1281       | 0                      | 24   | 994  | 25    | 0    | 1043       | 0                      | 4    | 2    | 29    | 1    | 35         | 0                      | 3    | 0    | 114   | 0    | 117        | 2476       |
| 5:00 PM       | 0                      | 22   | 297  | 4     | 0    | 323        | 0                      | 11   | 263  | 7     | 0    | 281        | 0                      | 1    | 0    | 12    | 1    | 13         | 0                      | 0    | 0    | 23    | 1    | 23         | 640        |
| 5:15 PM       | 0                      | 13   | 309  | 12    | 0    | 334        | 0                      | 7    | 299  | 11    | 0    | 317        | 0                      | 0    | 1    | 6     | 0    | 7          | 0                      | 1    | 0    | 23    | 0    | 24         | 682        |
| 5:30 PM       | 0                      | 30   | 265  | 6     | 0    | 301        | 0                      | 5    | 257  | 7     | 0    | 269        | 0                      | 0    | 0    | 10    | 0    | 10         | 0                      | 2    | 0    | 21    | 0    | 23         | 603        |
| 5:45 PM       | 0                      | 26   | 256  | 5     | 0    | 287        | 0                      | 8    | 232  | 5     | 0    | 245        | 0                      | 0    | 0    | 4     | 0    | 4          | 0                      | 1    | 0    | 25    | 0    | 26         | 562        |
| Hourly Total  | 0                      | 91   | 1127 | 27    | 0    | 1245       | 0                      | 31   | 1051 | 30    | 0    | 1112       | 0                      | 1    | 1    | 32    | 1    | 34         | 0                      | 4    | 0    | 92    | 1    | 96         | 2487       |
| 6:00 PM       | 0                      | 16   | 201  | 12    | 0    | 229        | 0                      | 10   | 246  | 8     | 0    | 264        | 0                      | 1    | 1    | 11    | 0    | 13         | 0                      | 2    | 0    | 33    | 0    | 35         | 541        |
| 6:15 PM       | 0                      | 18   | 222  | 9     | 0    | 249        | 0                      | 7    | 177  | 2     | 0    | 186        | 0                      | 1    | 0    | 2     | 0    | 3          | 0                      | 3    | 0    | 16    | 0    | 19         | 457        |
| 6:30 PM       | 0                      | 14   | 180  | 3     | 0    | 197        | 0                      | 10   | 193  | 4     | 0    | 207        | 0                      | 2    | 0    | 9     | 0    | 11         | 0                      | 1    | 0    | 14    | 0    | 15         | 430        |
| 6:45 PM       | 0                      | 15   | 190  | 2     | 0    | 207        | 0                      | 5    | 130  | 9     | 0    | 144        | 0                      | 1    | 0    | 6     | 0    | 7          | 0                      | 4    | 0    | 17    | 0    | 21         | 379        |
| Hourly Total  | 0                      | 63   | 793  | 26    | 0    | 882        | 0                      | 32   | 746  | 23    | 0    | 801        | 0                      | 5    | 1    | 28    | 0    | 34         | 0                      | 10   | 0    | 80    | 0    | 90         | 1807       |
| Grand Total   | 0                      | 360  | 5587 | 143   | 1    | 6090       | 0                      | 115  | 4631 | 122   | 1    | 4868       | 0                      | 26   | 9    | 203   | 6    | 238        | 0                      | 46   | 2    | 461   | 3    | 509        | 11705      |
| Approach %    | 0.0                    | 5.9  | 91.7 | 2.3   | -    | -          | 0.0                    | 2.4  | 95.1 | 2.5   | -    | -          | 0.0                    | 10.9 | 3.8  | 85.3  | -    | -          | 0.0                    | 9.0  | 0.4  | 90.6  | -    | -          | -          |
| Total %       | 0.0                    | 3.1  | 47.7 | 1.2   | -    | 52.0       | 0.0                    | 1.0  | 39.6 | 1.0   | -    | 41.6       | 0.0                    | 0.2  | 0.1  | 1.7   | -    | 2.0        | 0.0                    | 0.4  | 0.0  | 3.9   | -    | 4.3        | -          |
| Lights        | 0                      | 358  | 5519 | 137   | -    | 6014       | 0                      | 115  | 4558 | 121   | -    | 4794       | 0                      | 25   | 9    | 201   | -    | 235        | 0                      | 45   | 2    | 453   | -    | 500        | 11543      |

|                      |   |      |      |      |       |      |   |       |      |      |       |      |   |      |       |      |       |      |   |      |       |      |       |      |      |
|----------------------|---|------|------|------|-------|------|---|-------|------|------|-------|------|---|------|-------|------|-------|------|---|------|-------|------|-------|------|------|
| % Lights             | - | 99.4 | 98.8 | 95.8 | -     | 98.8 | - | 100.0 | 98.4 | 99.2 | -     | 98.5 | - | 96.2 | 100.0 | 99.0 | -     | 98.7 | - | 97.8 | 100.0 | 98.3 | -     | 98.2 | 98.6 |
| Buses                | 0 | 1    | 10   | 1    | -     | 12   | 0 | 0     | 3    | 0    | -     | 3    | 0 | 0    | 0     | 0    | -     | 0    | 0 | 0    | 0     | 3    | -     | 3    | 18   |
| % Buses              | - | 0.3  | 0.2  | 0.7  | -     | 0.2  | - | 0.0   | 0.1  | 0.0  | -     | 0.1  | - | 0.0  | 0.0   | 0.0  | -     | 0.0  | - | 0.0  | 0.0   | 0.7  | -     | 0.6  | 0.2  |
| Single-Unit Trucks   | 0 | 0    | 38   | 3    | -     | 41   | 0 | 0     | 40   | 1    | -     | 41   | 0 | 1    | 0     | 1    | -     | 2    | 0 | 1    | 0     | 3    | -     | 4    | 88   |
| % Single-Unit Trucks | - | 0.0  | 0.7  | 2.1  | -     | 0.7  | - | 0.0   | 0.9  | 0.8  | -     | 0.8  | - | 3.8  | 0.0   | 0.5  | -     | 0.8  | - | 2.2  | 0.0   | 0.7  | -     | 0.8  | 0.8  |
| Articulated Trucks   | 0 | 1    | 20   | 2    | -     | 23   | 0 | 0     | 30   | 0    | -     | 30   | 0 | 0    | 0     | 0    | -     | 0    | 0 | 0    | 0     | 2    | -     | 2    | 55   |
| % Articulated Trucks | - | 0.3  | 0.4  | 1.4  | -     | 0.4  | - | 0.0   | 0.6  | 0.0  | -     | 0.6  | - | 0.0  | 0.0   | 0.0  | -     | 0.0  | - | 0.0  | 0.0   | 0.4  | -     | 0.4  | 0.5  |
| Bicycles on Road     | 0 | 0    | 0    | 0    | -     | 0    | 0 | 0     | 0    | 0    | -     | 0    | 0 | 0    | 0     | 1    | -     | 1    | 0 | 0    | 0     | 0    | -     | 0    | 1    |
| % Bicycles on Road   | - | 0.0  | 0.0  | 0.0  | -     | 0.0  | - | 0.0   | 0.0  | 0.0  | -     | 0.0  | - | 0.0  | 0.0   | 0.5  | -     | 0.4  | - | 0.0  | 0.0   | 0.0  | -     | 0.0  | 0.0  |
| Pedestrians          | - | -    | -    | -    | 1     | -    | - | -     | -    | -    | 1     | -    | - | -    | -     | -    | 6     | -    | - | -    | -     | -    | 3     | -    | -    |
| % Pedestrians        | - | -    | -    | -    | 100.0 | -    | - | -     | -    | -    | 100.0 | -    | - | -    | -     | -    | 100.0 | -    | - | -    | -     | -    | 100.0 | -    | -    |



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TMC  
Site Code:  
Start Date: 01/28/2025  
Page No: 3

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

| Start Time           | Ogden Avenue Eastbound |       |       |       |      |            | Ogden Avenue Westbound |       |       |       |       |            | Cumnor Road Northbound |       |       |       |       |            | Cumnor Road Southbound |       |       |       |      |            | Int. Total |
|----------------------|------------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|------|------------|------------|
|                      | U-Turn                 | Left  | Thru  | Right | Peds | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds | App. Total |            |
| 8:00 AM              | 0                      | 13    | 227   | 6     | 0    | 246        | 0                      | 5     | 198   | 7     | 0     | 210        | 0                      | 2     | 0     | 15    | 0     | 17         | 0                      | 3     | 0     | 23    | 0    | 26         | 499        |
| 8:15 AM              | 0                      | 15    | 338   | 8     | 0    | 361        | 0                      | 4     | 168   | 7     | 1     | 179        | 0                      | 5     | 1     | 15    | 1     | 21         | 0                      | 2     | 0     | 17    | 0    | 19         | 580        |
| 8:30 AM              | 0                      | 22    | 309   | 9     | 0    | 340        | 0                      | 2     | 171   | 4     | 0     | 177        | 0                      | 0     | 1     | 7     | 0     | 8          | 0                      | 4     | 0     | 16    | 0    | 20         | 545        |
| 8:45 AM              | 0                      | 14    | 303   | 6     | 0    | 323        | 0                      | 6     | 177   | 4     | 0     | 187        | 0                      | 1     | 0     | 10    | 0     | 11         | 0                      | 1     | 0     | 20    | 0    | 21         | 542        |
| Total                | 0                      | 64    | 1177  | 29    | 0    | 1270       | 0                      | 17    | 714   | 22    | 1     | 753        | 0                      | 8     | 2     | 47    | 1     | 57         | 0                      | 10    | 0     | 76    | 0    | 86         | 2166       |
| Approach %           | 0.0                    | 5.0   | 92.7  | 2.3   | -    | -          | 0.0                    | 2.3   | 94.8  | 2.9   | -     | -          | 0.0                    | 14.0  | 3.5   | 82.5  | -     | -          | 0.0                    | 11.6  | 0.0   | 88.4  | -    | -          | -          |
| Total %              | 0.0                    | 3.0   | 54.3  | 1.3   | -    | 58.6       | 0.0                    | 0.8   | 33.0  | 1.0   | -     | 34.8       | 0.0                    | 0.4   | 0.1   | 2.2   | -     | 2.6        | 0.0                    | 0.5   | 0.0   | 3.5   | -    | 4.0        | -          |
| PHF                  | 0.000                  | 0.727 | 0.871 | 0.806 | -    | 0.880      | 0.000                  | 0.708 | 0.902 | 0.786 | -     | 0.896      | 0.000                  | 0.400 | 0.500 | 0.783 | -     | 0.679      | 0.000                  | 0.625 | 0.000 | 0.826 | -    | 0.827      | 0.934      |
| Lights               | 0                      | 64    | 1151  | 27    | -    | 1242       | 0                      | 17    | 696   | 22    | -     | 735        | 0                      | 8     | 2     | 46    | -     | 56         | 0                      | 10    | 0     | 73    | -    | 83         | 2116       |
| % Lights             | -                      | 100.0 | 97.8  | 93.1  | -    | 97.8       | -                      | 100.0 | 97.5  | 100.0 | -     | 97.6       | -                      | 100.0 | 100.0 | 97.9  | -     | 98.2       | -                      | 100.0 | -     | 96.1  | -    | 96.5       | 97.7       |
| Buses                | 0                      | 0     | 1     | 0     | -    | 1          | 0                      | 0     | 1     | 0     | -     | 1          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 2     | -    | 2          | 4          |
| % Buses              | -                      | 0.0   | 0.1   | 0.0   | -    | 0.1        | -                      | 0.0   | 0.1   | 0.0   | -     | 0.1        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | -     | 2.6   | -    | 2.3        | 0.2        |
| Single-Unit Trucks   | 0                      | 0     | 16    | 0     | -    | 16         | 0                      | 0     | 10    | 0     | -     | 10         | 0                      | 0     | 0     | 1     | -     | 1          | 0                      | 0     | 0     | 1     | -    | 1          | 28         |
| % Single-Unit Trucks | -                      | 0.0   | 1.4   | 0.0   | -    | 1.3        | -                      | 0.0   | 1.4   | 0.0   | -     | 1.3        | -                      | 0.0   | 0.0   | 2.1   | -     | 1.8        | -                      | 0.0   | -     | 1.3   | -    | 1.2        | 1.3        |
| Articulated Trucks   | 0                      | 0     | 9     | 2     | -    | 11         | 0                      | 0     | 7     | 0     | -     | 7          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 18         |
| % Articulated Trucks | -                      | 0.0   | 0.8   | 6.9   | -    | 0.9        | -                      | 0.0   | 1.0   | 0.0   | -     | 0.9        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | -     | 0.0   | -    | 0.0        | 0.8        |
| 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   | -     | 0.0        | -                      | 0.0   | -     | 0.0   | -    | 0.0        | 0.0        |
| Pedestrians          | -                      | -     | -     | -     | 0    | -          | -                      | -     | -     | -     | 1     | -          | -                      | -     | -     | -     | 1     | -          | -                      | -     | -     | -     | 0    | -          | -          |
| % Pedestrians        | -                      | -     | -     | -     | -    | -          | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | -    | -          | -          |





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Count Name: Ogden Avenue with Cumnor Road  
TMC  
Site Code:  
Start Date: 01/28/2025  
Page No: 4

### Turning Movement Peak Hour Data (4:00 PM)

| Start Time           | Ogden Avenue Eastbound |       |       |       |      |            | Ogden Avenue Westbound |       |       |       |      |            | Cumnor Road Northbound |       |       |       |       |            | Cumnor Road Southbound |       |       |       |      |            | Int. Total |
|----------------------|------------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|------|------------|------------|
|                      | U-Turn                 | Left  | Thru  | Right | Peds | App. Total | U-Turn                 | Left  | Thru  | Right | Peds | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds | App. Total |            |
| 4:00 PM              | 0                      | 20    | 261   | 4     | 0    | 285        | 0                      | 3     | 267   | 5     | 0    | 275        | 0                      | 1     | 0     | 8     | 0     | 9          | 0                      | 1     | 0     | 24    | 0    | 25         | 594        |
| 4:15 PM              | 0                      | 27    | 311   | 7     | 0    | 345        | 0                      | 10    | 227   | 6     | 0    | 243        | 0                      | 0     | 1     | 5     | 1     | 6          | 0                      | 1     | 0     | 36    | 0    | 37         | 631        |
| 4:30 PM              | 0                      | 14    | 293   | 10    | 0    | 317        | 0                      | 6     | 251   | 4     | 0    | 261        | 0                      | 2     | 1     | 6     | 0     | 9          | 0                      | 0     | 0     | 26    | 0    | 26         | 613        |
| 4:45 PM              | 0                      | 21    | 306   | 7     | 0    | 334        | 0                      | 5     | 249   | 10    | 0    | 264        | 0                      | 1     | 0     | 10    | 0     | 11         | 0                      | 1     | 0     | 28    | 0    | 29         | 638        |
| Total                | 0                      | 82    | 1171  | 28    | 0    | 1281       | 0                      | 24    | 994   | 25    | 0    | 1043       | 0                      | 4     | 2     | 29    | 1     | 35         | 0                      | 3     | 0     | 114   | 0    | 117        | 2476       |
| Approach %           | 0.0                    | 6.4   | 91.4  | 2.2   | -    | -          | 0.0                    | 2.3   | 95.3  | 2.4   | -    | -          | 0.0                    | 11.4  | 5.7   | 82.9  | -     | -          | 0.0                    | 2.6   | 0.0   | 97.4  | -    | -          | -          |
| Total %              | 0.0                    | 3.3   | 47.3  | 1.1   | -    | 51.7       | 0.0                    | 1.0   | 40.1  | 1.0   | -    | 42.1       | 0.0                    | 0.2   | 0.1   | 1.2   | -     | 1.4        | 0.0                    | 0.1   | 0.0   | 4.6   | -    | 4.7        | -          |
| PHF                  | 0.000                  | 0.759 | 0.941 | 0.700 | -    | 0.928      | 0.000                  | 0.600 | 0.931 | 0.625 | -    | 0.948      | 0.000                  | 0.500 | 0.500 | 0.725 | -     | 0.795      | 0.000                  | 0.750 | 0.000 | 0.792 | -    | 0.791      | 0.970      |
| Lights               | 0                      | 82    | 1166  | 28    | -    | 1276       | 0                      | 24    | 988   | 25    | -    | 1037       | 0                      | 4     | 2     | 29    | -     | 35         | 0                      | 3     | 0     | 114   | -    | 117        | 2465       |
| % Lights             | -                      | 100.0 | 99.6  | 100.0 | -    | 99.6       | -                      | 100.0 | 99.4  | 100.0 | -    | 99.4       | -                      | 100.0 | 100.0 | 100.0 | -     | 100.0      | -                      | 100.0 | -     | 100.0 | -    | 100.0      | 99.6       |
| Buses                | 0                      | 0     | 1     | 0     | -    | 1          | 0                      | 0     | 1     | 0     | -    | 1          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 2          |
| % Buses              | -                      | 0.0   | 0.1   | 0.0   | -    | 0.1        | -                      | 0.0   | 0.1   | 0.0   | -    | 0.1        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | -     | 0.0   | -    | 0.0        | 0.1        |
| Single-Unit Trucks   | 0                      | 0     | 2     | 0     | -    | 2          | 0                      | 0     | 2     | 0     | -    | 2          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 4          |
| % Single-Unit Trucks | -                      | 0.0   | 0.2   | 0.0   | -    | 0.2        | -                      | 0.0   | 0.2   | 0.0   | -    | 0.2        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | -     | 0.0   | -    | 0.0        | 0.2        |
| Articulated Trucks   | 0                      | 0     | 2     | 0     | -    | 2          | 0                      | 0     | 3     | 0     | -    | 3          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 5          |
| % Articulated Trucks | -                      | 0.0   | 0.2   | 0.0   | -    | 0.2        | -                      | 0.0   | 0.3   | 0.0   | -    | 0.3        | -                      | 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     | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                      | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | -     | 0.0   | -    | 0.0        | 0.0        |
| Pedestrians          | -                      | -     | -     | -     | 0    | -          | -                      | -     | -     | -     | 0    | -          | -                      | -     | -     | -     | 1     | -          | -                      | -     | -     | -     | 0    | -          | -          |
| % Pedestrians        | -                      | -     | -     | -     | -    | -          | -                      | -     | -     | -     | -    | -          | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | -    | -          | -          |



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Count Name: Ogden Avenue with Williams  
Street TMC  
Site Code:  
Start Date: 01/23/2025  
Page No: 1

## Turning Movement Data

| Start Time    | Ogden Avenue Eastbound |      |      |       |      |            | Ogden Avenue Westbound |      |      |       |      |            | Williams Street Northbound |      |      |       |      |            | Williams Street Southbound |      |      |       |      |            | Int. Total |
|---------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|----------------------------|------|------|-------|------|------------|----------------------------|------|------|-------|------|------------|------------|
|               | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                     | Left | Thru | Right | Peds | App. Total | U-Turn                     | Left | Thru | Right | Peds | App. Total |            |
| 6:00 AM       | 0                      | 0    | 82   | 1     | 0    | 83         | 0                      | 0    | 90   | 1     | 0    | 91         | 0                          | 0    | 0    | 0     | 0    | 0          | 0                          | 3    | 0    | 2     | 0    | 5          | 179        |
| 6:15 AM       | 1                      | 1    | 97   | 1     | 0    | 100        | 0                      | 1    | 80   | 8     | 0    | 89         | 0                          | 0    | 0    | 0     | 0    | 0          | 0                          | 3    | 0    | 2     | 0    | 5          | 194        |
| 6:30 AM       | 0                      | 1    | 136  | 3     | 0    | 140        | 0                      | 0    | 117  | 3     | 0    | 120        | 0                          | 0    | 0    | 0     | 0    | 0          | 0                          | 3    | 0    | 2     | 0    | 5          | 265        |
| 6:45 AM       | 0                      | 0    | 182  | 3     | 0    | 185        | 0                      | 2    | 131  | 7     | 0    | 140        | 0                          | 0    | 0    | 0     | 0    | 0          | 0                          | 3    | 0    | 4     | 0    | 7          | 332        |
| Hourly Total  | 1                      | 2    | 497  | 8     | 0    | 508        | 0                      | 3    | 418  | 19    | 0    | 440        | 0                          | 0    | 0    | 0     | 0    | 0          | 0                          | 12   | 0    | 10    | 0    | 22         | 970        |
| 7:00 AM       | 0                      | 4    | 159  | 6     | 0    | 169        | 0                      | 2    | 135  | 6     | 0    | 143        | 0                          | 0    | 0    | 0     | 1    | 0          | 0                          | 2    | 0    | 2     | 0    | 4          | 316        |
| 7:15 AM       | 0                      | 6    | 214  | 8     | 0    | 228        | 0                      | 1    | 145  | 7     | 0    | 153        | 0                          | 0    | 0    | 1     | 0    | 1          | 0                          | 3    | 0    | 3     | 0    | 6          | 388        |
| 7:30 AM       | 0                      | 3    | 232  | 8     | 0    | 243        | 0                      | 3    | 177  | 13    | 0    | 193        | 0                          | 0    | 0    | 1     | 0    | 1          | 0                          | 3    | 0    | 5     | 0    | 8          | 445        |
| 7:45 AM       | 0                      | 4    | 289  | 8     | 0    | 301        | 0                      | 5    | 165  | 13    | 0    | 183        | 0                          | 0    | 0    | 0     | 0    | 0          | 0                          | 9    | 0    | 6     | 0    | 15         | 499        |
| Hourly Total  | 0                      | 17   | 894  | 30    | 0    | 941        | 0                      | 11   | 622  | 39    | 0    | 672        | 0                          | 0    | 0    | 2     | 1    | 2          | 0                          | 17   | 0    | 16    | 0    | 33         | 1648       |
| 8:00 AM       | 0                      | 3    | 237  | 14    | 0    | 254        | 0                      | 5    | 199  | 16    | 0    | 220        | 0                          | 0    | 0    | 3     | 0    | 3          | 0                          | 3    | 0    | 3     | 1    | 6          | 483        |
| 8:15 AM       | 0                      | 3    | 270  | 11    | 0    | 284        | 0                      | 6    | 175  | 7     | 0    | 188        | 0                          | 0    | 0    | 4     | 0    | 4          | 0                          | 2    | 0    | 1     | 0    | 3          | 479        |
| 8:30 AM       | 0                      | 7    | 240  | 16    | 0    | 263        | 0                      | 5    | 210  | 18    | 0    | 233        | 0                          | 0    | 0    | 7     | 0    | 7          | 0                          | 5    | 0    | 1     | 0    | 6          | 509        |
| 8:45 AM       | 0                      | 7    | 251  | 15    | 0    | 273        | 0                      | 5    | 229  | 14    | 1    | 248        | 0                          | 0    | 0    | 7     | 0    | 7          | 0                          | 5    | 0    | 3     | 1    | 8          | 536        |
| Hourly Total  | 0                      | 20   | 998  | 56    | 0    | 1074       | 0                      | 21   | 813  | 55    | 1    | 889        | 0                          | 0    | 0    | 21    | 0    | 21         | 0                          | 15   | 0    | 8     | 2    | 23         | 2007       |
| *** BREAK *** | -                      | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -                          | -    | -    | -     | -    | -          | -                          | -    | -    | -     | -    | -          | -          |
| 4:00 PM       | 0                      | 5    | 287  | 5     | 1    | 297        | 0                      | 1    | 377  | 20    | 0    | 398        | 0                          | 0    | 0    | 5     | 3    | 5          | 0                          | 1    | 0    | 3     | 1    | 4          | 704        |
| 4:15 PM       | 0                      | 13   | 321  | 3     | 0    | 337        | 0                      | 1    | 345  | 22    | 0    | 368        | 0                          | 0    | 0    | 6     | 0    | 6          | 0                          | 9    | 0    | 14    | 0    | 23         | 734        |
| 4:30 PM       | 0                      | 6    | 320  | 5     | 0    | 331        | 0                      | 1    | 331  | 21    | 0    | 353        | 0                          | 0    | 0    | 9     | 0    | 9          | 0                          | 2    | 0    | 11    | 0    | 13         | 706        |
| 4:45 PM       | 0                      | 10   | 299  | 3     | 0    | 312        | 0                      | 1    | 288  | 19    | 0    | 308        | 0                          | 0    | 0    | 4     | 1    | 4          | 0                          | 2    | 0    | 10    | 1    | 12         | 636        |
| Hourly Total  | 0                      | 34   | 1227 | 16    | 1    | 1277       | 0                      | 4    | 1341 | 82    | 0    | 1427       | 0                          | 0    | 0    | 24    | 4    | 24         | 0                          | 14   | 0    | 38    | 2    | 52         | 2780       |
| 5:00 PM       | 0                      | 8    | 303  | 0     | 0    | 311        | 0                      | 2    | 338  | 15    | 0    | 355        | 0                          | 0    | 0    | 2     | 0    | 2          | 0                          | 4    | 0    | 8     | 0    | 12         | 680        |
| 5:15 PM       | 0                      | 3    | 326  | 0     | 0    | 329        | 0                      | 2    | 337  | 15    | 0    | 354        | 0                          | 0    | 0    | 4     | 1    | 4          | 0                          | 7    | 0    | 7     | 0    | 14         | 701        |
| 5:30 PM       | 0                      | 6    | 293  | 2     | 0    | 301        | 0                      | 1    | 286  | 14    | 0    | 301        | 0                          | 0    | 0    | 3     | 0    | 3          | 0                          | 9    | 0    | 9     | 0    | 18         | 623        |
| 5:45 PM       | 0                      | 7    | 271  | 2     | 0    | 280        | 0                      | 1    | 301  | 16    | 0    | 318        | 0                          | 0    | 0    | 2     | 0    | 2          | 0                          | 4    | 0    | 5     | 0    | 9          | 609        |
| Hourly Total  | 0                      | 24   | 1193 | 4     | 0    | 1221       | 0                      | 6    | 1262 | 60    | 0    | 1328       | 0                          | 0    | 0    | 11    | 1    | 11         | 0                          | 24   | 0    | 29    | 0    | 53         | 2613       |
| 6:00 PM       | 0                      | 4    | 252  | 0     | 0    | 256        | 0                      | 2    | 249  | 14    | 0    | 265        | 0                          | 0    | 0    | 4     | 0    | 4          | 0                          | 4    | 0    | 5     | 0    | 9          | 534        |
| 6:15 PM       | 0                      | 7    | 234  | 1     | 0    | 242        | 0                      | 0    | 262  | 10    | 0    | 272        | 0                          | 0    | 0    | 1     | 0    | 1          | 0                          | 6    | 0    | 3     | 0    | 9          | 524        |
| 6:30 PM       | 0                      | 1    | 202  | 4     | 0    | 207        | 0                      | 0    | 218  | 10    | 0    | 228        | 0                          | 1    | 0    | 1     | 0    | 2          | 0                          | 11   | 0    | 7     | 0    | 18         | 455        |
| 6:45 PM       | 0                      | 7    | 211  | 0     | 0    | 218        | 0                      | 0    | 194  | 11    | 0    | 205        | 0                          | 0    | 0    | 2     | 0    | 2          | 0                          | 7    | 0    | 3     | 0    | 10         | 435        |
| Hourly Total  | 0                      | 19   | 899  | 5     | 0    | 923        | 0                      | 2    | 923  | 45    | 0    | 970        | 0                          | 1    | 0    | 8     | 0    | 9          | 0                          | 28   | 0    | 18    | 0    | 46         | 1948       |
| Grand Total   | 1                      | 116  | 5708 | 119   | 1    | 5944       | 0                      | 47   | 5379 | 300   | 1    | 5726       | 0                          | 1    | 0    | 66    | 6    | 67         | 0                          | 110  | 0    | 119   | 4    | 229        | 11966      |
| Approach %    | 0.0                    | 2.0  | 96.0 | 2.0   | -    | -          | 0.0                    | 0.8  | 93.9 | 5.2   | -    | -          | 0.0                        | 1.5  | 0.0  | 98.5  | -    | -          | 0.0                        | 48.0 | 0.0  | 52.0  | -    | -          | -          |
| Total %       | 0.0                    | 1.0  | 47.7 | 1.0   | -    | 49.7       | 0.0                    | 0.4  | 45.0 | 2.5   | -    | 47.9       | 0.0                        | 0.0  | 0.0  | 0.6   | -    | 0.6        | 0.0                        | 0.9  | 0.0  | 1.0   | -    | 1.9        | -          |
| Lights        | 1                      | 115  | 5651 | 119   | -    | 5886       | 0                      | 47   | 5304 | 299   | -    | 5650       | 0                          | 1    | 0    | 66    | -    | 67         | 0                          | 110  | 0    | 118   | -    | 228        | 11831      |

|                      |       |      |      |       |       |      |   |       |      |      |       |      |   |       |   |       |       |       |   |       |   |      |       |      |      |
|----------------------|-------|------|------|-------|-------|------|---|-------|------|------|-------|------|---|-------|---|-------|-------|-------|---|-------|---|------|-------|------|------|
| % Lights             | 100.0 | 99.1 | 99.0 | 100.0 | -     | 99.0 | - | 100.0 | 98.6 | 99.7 | -     | 98.7 | - | 100.0 | - | 100.0 | -     | 100.0 | - | 100.0 | - | 99.2 | -     | 99.6 | 98.9 |
| Buses                | 0     | 0    | 10   | 0     | -     | 10   | 0 | 0     | 10   | 0    | -     | 10   | 0 | 0     | 0 | 0     | -     | 0     | 0 | 0     | 0 | 0    | -     | 0    | 20   |
| % Buses              | 0.0   | 0.0  | 0.2  | 0.0   | -     | 0.2  | - | 0.0   | 0.2  | 0.0  | -     | 0.2  | - | 0.0   | - | 0.0   | -     | 0.0   | - | 0.0   | - | 0.0  | -     | 0.0  | 0.2  |
| Single-Unit Trucks   | 0     | 1    | 35   | 0     | -     | 36   | 0 | 0     | 44   | 1    | -     | 45   | 0 | 0     | 0 | 0     | -     | 0     | 0 | 0     | 0 | 1    | -     | 1    | 82   |
| % Single-Unit Trucks | 0.0   | 0.9  | 0.6  | 0.0   | -     | 0.6  | - | 0.0   | 0.8  | 0.3  | -     | 0.8  | - | 0.0   | - | 0.0   | -     | 0.0   | - | 0.0   | - | 0.8  | -     | 0.4  | 0.7  |
| Articulated Trucks   | 0     | 0    | 12   | 0     | -     | 12   | 0 | 0     | 21   | 0    | -     | 21   | 0 | 0     | 0 | 0     | -     | 0     | 0 | 0     | 0 | 0    | -     | 0    | 33   |
| % Articulated Trucks | 0.0   | 0.0  | 0.2  | 0.0   | -     | 0.2  | - | 0.0   | 0.4  | 0.0  | -     | 0.4  | - | 0.0   | - | 0.0   | -     | 0.0   | - | 0.0   | - | 0.0  | -     | 0.0  | 0.3  |
| Bicycles on Road     | 0     | 0    | 0    | 0     | -     | 0    | 0 | 0     | 0    | 0    | -     | 0    | 0 | 0     | 0 | 0     | -     | 0     | 0 | 0     | 0 | 0    | -     | 0    | 0    |
| % Bicycles on Road   | 0.0   | 0.0  | 0.0  | 0.0   | -     | 0.0  | - | 0.0   | 0.0  | 0.0  | -     | 0.0  | - | 0.0   | - | 0.0   | -     | 0.0   | - | 0.0   | - | 0.0  | -     | 0.0  | 0.0  |
| Pedestrians          | -     | -    | -    | -     | 1     | -    | - | -     | -    | -    | 1     | -    | - | -     | - | -     | 6     | -     | - | -     | - | -    | 4     | -    | -    |
| % Pedestrians        | -     | -    | -    | -     | 100.0 | -    | - | -     | -    | -    | 100.0 | -    | - | -     | - | -     | 100.0 | -     | - | -     | - | -    | 100.0 | -    | -    |





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Count Name: Ogden Avenue with Williams  
Street TMC  
Site Code:  
Start Date: 01/23/2025  
Page No: 3

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

| Start Time           | Ogden Avenue Eastbound |       |       |       |      |            | Ogden Avenue Westbound |       |       |       |       |            | Williams Street Northbound |       |       |       |      |            | Williams Street Southbound |       |       |       |       |            | Int. Total |
|----------------------|------------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|------|------------|----------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                 | Left  | Thru  | Right | Peds | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total |            |
| 8:00 AM              | 0                      | 3     | 237   | 14    | 0    | 254        | 0                      | 5     | 199   | 16    | 0     | 220        | 0                          | 0     | 0     | 3     | 0    | 3          | 0                          | 3     | 0     | 3     | 1     | 6          | 483        |
| 8:15 AM              | 0                      | 3     | 270   | 11    | 0    | 284        | 0                      | 6     | 175   | 7     | 0     | 188        | 0                          | 0     | 0     | 4     | 0    | 4          | 0                          | 2     | 0     | 1     | 0     | 3          | 479        |
| 8:30 AM              | 0                      | 7     | 240   | 16    | 0    | 263        | 0                      | 5     | 210   | 18    | 0     | 233        | 0                          | 0     | 0     | 7     | 0    | 7          | 0                          | 5     | 0     | 1     | 0     | 6          | 509        |
| 8:45 AM              | 0                      | 7     | 251   | 15    | 0    | 273        | 0                      | 5     | 229   | 14    | 1     | 248        | 0                          | 0     | 0     | 7     | 0    | 7          | 0                          | 5     | 0     | 3     | 1     | 8          | 536        |
| Total                | 0                      | 20    | 998   | 56    | 0    | 1074       | 0                      | 21    | 813   | 55    | 1     | 889        | 0                          | 0     | 0     | 21    | 0    | 21         | 0                          | 15    | 0     | 8     | 2     | 23         | 2007       |
| Approach %           | 0.0                    | 1.9   | 92.9  | 5.2   | -    | -          | 0.0                    | 2.4   | 91.5  | 6.2   | -     | -          | 0.0                        | 0.0   | 0.0   | 100.0 | -    | -          | 0.0                        | 65.2  | 0.0   | 34.8  | -     | -          | -          |
| Total %              | 0.0                    | 1.0   | 49.7  | 2.8   | -    | 53.5       | 0.0                    | 1.0   | 40.5  | 2.7   | -     | 44.3       | 0.0                        | 0.0   | 0.0   | 1.0   | -    | 1.0        | 0.0                        | 0.7   | 0.0   | 0.4   | -     | 1.1        | -          |
| PHF                  | 0.000                  | 0.714 | 0.924 | 0.875 | -    | 0.945      | 0.000                  | 0.875 | 0.888 | 0.764 | -     | 0.896      | 0.000                      | 0.000 | 0.000 | 0.750 | -    | 0.750      | 0.000                      | 0.750 | 0.000 | 0.667 | -     | 0.719      | 0.936      |
| Lights               | 0                      | 19    | 981   | 56    | -    | 1056       | 0                      | 21    | 792   | 55    | -     | 868        | 0                          | 0     | 0     | 21    | -    | 21         | 0                          | 15    | 0     | 8     | -     | 23         | 1968       |
| % Lights             | -                      | 95.0  | 98.3  | 100.0 | -    | 98.3       | -                      | 100.0 | 97.4  | 100.0 | -     | 97.6       | -                          | -     | -     | 100.0 | -    | 100.0      | -                          | 100.0 | -     | 100.0 | -     | 100.0      | 98.1       |
| Buses                | 0                      | 0     | 1     | 0     | -    | 1          | 0                      | 0     | 4     | 0     | -     | 4          | 0                          | 0     | 0     | 0     | -    | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 5          |
| % Buses              | -                      | 0.0   | 0.1   | 0.0   | -    | 0.1        | -                      | 0.0   | 0.5   | 0.0   | -     | 0.4        | -                          | -     | -     | 0.0   | -    | 0.0        | -                          | 0.0   | -     | 0.0   | -     | 0.0        | 0.2        |
| Single-Unit Trucks   | 0                      | 1     | 11    | 0     | -    | 12         | 0                      | 0     | 13    | 0     | -     | 13         | 0                          | 0     | 0     | 0     | -    | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 25         |
| % Single-Unit Trucks | -                      | 5.0   | 1.1   | 0.0   | -    | 1.1        | -                      | 0.0   | 1.6   | 0.0   | -     | 1.5        | -                          | -     | -     | 0.0   | -    | 0.0        | -                          | 0.0   | -     | 0.0   | -     | 0.0        | 1.2        |
| Articulated Trucks   | 0                      | 0     | 5     | 0     | -    | 5          | 0                      | 0     | 4     | 0     | -     | 4          | 0                          | 0     | 0     | 0     | -    | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 9          |
| % Articulated Trucks | -                      | 0.0   | 0.5   | 0.0   | -    | 0.5        | -                      | 0.0   | 0.5   | 0.0   | -     | 0.4        | -                          | -     | -     | 0.0   | -    | 0.0        | -                          | 0.0   | -     | 0.0   | -     | 0.0        | 0.4        |
| Bicycles on Road     | 0                      | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -    | 0          | 0                          | 0     | 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    | -          | -                      | -     | -     | -     | 1     | -          | -                          | -     | -     | -     | 0    | -          | -                          | -     | -     | -     | 2     | -          | -          |
| % Pedestrians        | -                      | -     | -     | -     | -    | -          | -                      | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | -    | -          | -                          | -     | -     | -     | 100.0 | -          | -          |



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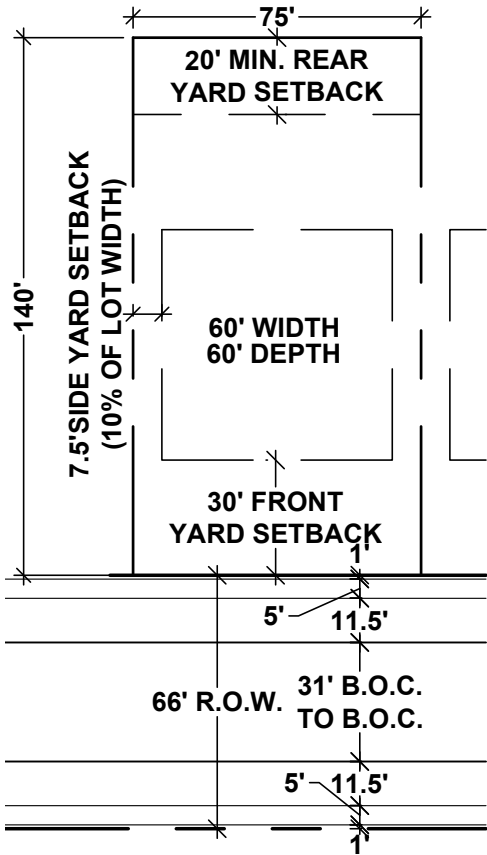
Count Name: Ogden Avenue with Williams  
Street TMC  
Site Code:  
Start Date: 01/23/2025  
Page No: 4

### Turning Movement Peak Hour Data (4:00 PM)

| Start Time           | Ogden Avenue Eastbound |       |       |       |       |            | Ogden Avenue Westbound |       |       |       |      |            | Williams Street Northbound |       |       |       |       |            | Williams Street Southbound |       |       |       |       |            | Int. Total |
|----------------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|------|------------|----------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total |            |
| 4:00 PM              | 0                      | 5     | 287   | 5     | 1     | 297        | 0                      | 1     | 377   | 20    | 0    | 398        | 0                          | 0     | 0     | 5     | 3     | 5          | 0                          | 1     | 0     | 3     | 1     | 4          | 704        |
| 4:15 PM              | 0                      | 13    | 321   | 3     | 0     | 337        | 0                      | 1     | 345   | 22    | 0    | 368        | 0                          | 0     | 0     | 6     | 0     | 6          | 0                          | 9     | 0     | 14    | 0     | 23         | 734        |
| 4:30 PM              | 0                      | 6     | 320   | 5     | 0     | 331        | 0                      | 1     | 331   | 21    | 0    | 353        | 0                          | 0     | 0     | 9     | 0     | 9          | 0                          | 2     | 0     | 11    | 0     | 13         | 706        |
| 4:45 PM              | 0                      | 10    | 299   | 3     | 0     | 312        | 0                      | 1     | 288   | 19    | 0    | 308        | 0                          | 0     | 0     | 4     | 1     | 4          | 0                          | 2     | 0     | 10    | 1     | 12         | 636        |
| Total                | 0                      | 34    | 1227  | 16    | 1     | 1277       | 0                      | 4     | 1341  | 82    | 0    | 1427       | 0                          | 0     | 0     | 24    | 4     | 24         | 0                          | 14    | 0     | 38    | 2     | 52         | 2780       |
| Approach %           | 0.0                    | 2.7   | 96.1  | 1.3   | -     | -          | 0.0                    | 0.3   | 94.0  | 5.7   | -    | -          | 0.0                        | 0.0   | 0.0   | 100.0 | -     | -          | 0.0                        | 26.9  | 0.0   | 73.1  | -     | -          | -          |
| Total %              | 0.0                    | 1.2   | 44.1  | 0.6   | -     | 45.9       | 0.0                    | 0.1   | 48.2  | 2.9   | -    | 51.3       | 0.0                        | 0.0   | 0.0   | 0.9   | -     | 0.9        | 0.0                        | 0.5   | 0.0   | 1.4   | -     | 1.9        | -          |
| PHF                  | 0.000                  | 0.654 | 0.956 | 0.800 | -     | 0.947      | 0.000                  | 1.000 | 0.889 | 0.932 | -    | 0.896      | 0.000                      | 0.000 | 0.000 | 0.667 | -     | 0.667      | 0.000                      | 0.389 | 0.000 | 0.679 | -     | 0.565      | 0.947      |
| Lights               | 0                      | 34    | 1220  | 16    | -     | 1270       | 0                      | 4     | 1329  | 81    | -    | 1414       | 0                          | 0     | 0     | 24    | -     | 24         | 0                          | 14    | 0     | 37    | -     | 51         | 2759       |
| % Lights             | -                      | 100.0 | 99.4  | 100.0 | -     | 99.5       | -                      | 100.0 | 99.1  | 98.8  | -    | 99.1       | -                          | -     | -     | 100.0 | -     | 100.0      | -                          | 100.0 | -     | 97.4  | -     | 98.1       | 99.2       |
| Buses                | 0                      | 0     | 2     | 0     | -     | 2          | 0                      | 0     | 3     | 0     | -    | 3          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 5          |
| % Buses              | -                      | 0.0   | 0.2   | 0.0   | -     | 0.2        | -                      | 0.0   | 0.2   | 0.0   | -    | 0.2        | -                          | -     | -     | 0.0   | -     | 0.0        | -                          | 0.0   | -     | 0.0   | -     | 0.0        | 0.2        |
| Single-Unit Trucks   | 0                      | 0     | 5     | 0     | -     | 5          | 0                      | 0     | 8     | 1     | -    | 9          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 1     | -     | 1          | 15         |
| % Single-Unit Trucks | -                      | 0.0   | 0.4   | 0.0   | -     | 0.4        | -                      | 0.0   | 0.6   | 1.2   | -    | 0.6        | -                          | -     | -     | 0.0   | -     | 0.0        | -                          | 0.0   | -     | 2.6   | -     | 1.9        | 0.5        |
| Articulated Trucks   | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 1     | 0     | -    | 1          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 1          |
| % Articulated Trucks | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.1   | 0.0   | -    | 0.1        | -                          | -     | -     | 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          |
| % 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          | -                      | -     | -     | -     | 1     | -          | -                      | -     | -     | -     | 0    | -          | -                          | -     | -     | -     | 4     | -          | -                          | -     | -     | -     | 2     | -          | -          |
| % Pedestrians        | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | -    | -          | -                          | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -          |

## Site Plan





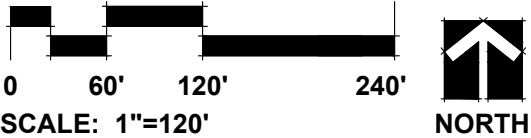
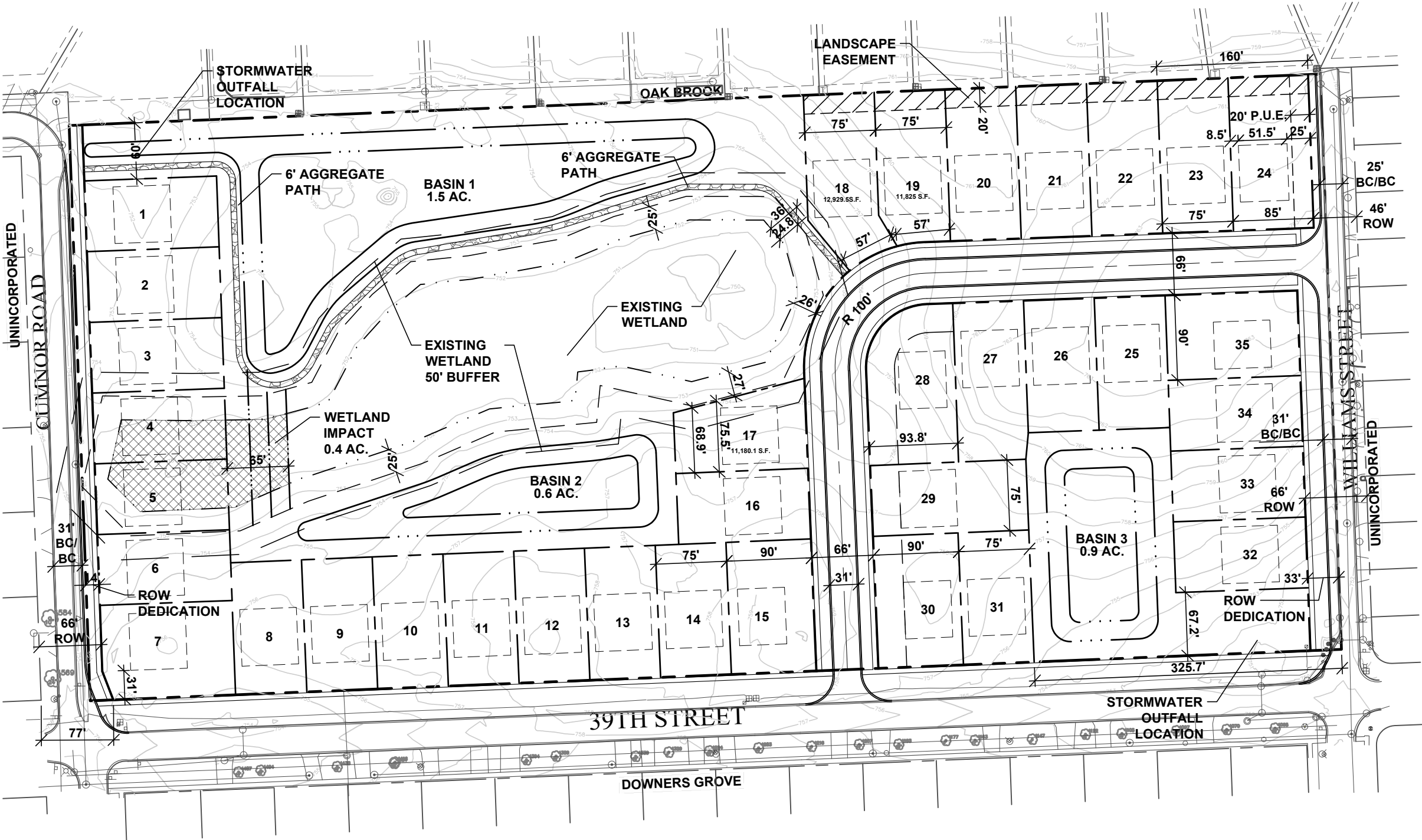
TYPICAL LOT  
-NOT TO SCALE  
SITE DATA

| LAND USE                              | UNITS | ACRES |
|---------------------------------------|-------|-------|
| SINGLE FAMILY (75'x140')              | 35    | 10.5  |
| DETENTION / OPEN SPACE                |       | 5.8   |
| EXISTING WETLAND                      |       | 1.7   |
| ROAD DEDICATION (CUMNOR AND WILLIAMS) |       | 0.6   |
| TOTAL                                 | 35    | 18.6  |

R-3 DESIGN STANDARDS

| SINGLE FAMILY          | REQUIRED       | PROPOSED       | NOTES      |
|------------------------|----------------|----------------|------------|
| MINIMUM LOT SIZE       | 10,500 SQ. FT. | 10,500 SQ. FT. | 28.2.0.0   |
| MINIMUM LOT DIMENSIONS | 75'x140'       | 75'x140'       | 28.2.0.0   |
| MINIMUM LOT FRONTAGE   | 25'            | 25'            | 20.301.b.1 |

| YARDS                   |               |               |          |
|-------------------------|---------------|---------------|----------|
| STREET (FRONT & CORNER) | 30 FT.        | 30 FT.        | 28.2.0.0 |
| (WILLIAMS ST. CORNER)   | 30 FT.        | 25 FT.        | 28.2.0.0 |
| INTERIOR SIDE           | 10% LOT WIDTH | 10% LOT WIDTH | 28.2.0.0 |
| REAR                    | 20 FT.        | 20 FT.        | 28.2.0.0 |



## CMAP 2050 Projections Letter



433 West Van Buren Street, Suite 450  
Chicago, IL 60607  
cmap.illinois.gov | 312-454-0400

January 16, 2025

Ryan May  
Project Coordinator  
Kenig, Lindgren, O'Hara and Aboona, Inc.  
9575 West Higgins Road  
Suite 400  
Rosemont, IL 60018

***Subject: 39th Street and Fairview Avenue***  
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated January 15, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT                        | Current ADT | Year 2050 ADT |
|-------------------------------------|-------------|---------------|
| 39th Street west of Fairview Avenue | 3,450       | 4,150         |
| 39th Street east of Fairview Avenue | 1,700       | 2,050         |
| Fairview Avenue at 39th Street      | 8,850       | 10,700        |
| Ogden Avenue at Cumnor Road         | 27,100      | 30,500        |
| Cumnor Road north of Ogden Avenue   | 1,150       | 1,400         |
| Cumnor Road south of Ogden Avenue   | 900         | 1,080         |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at [jrodriguez@cmap.illinois.gov](mailto:jrodriguez@cmap.illinois.gov)

A handwritten signature in black ink, appearing to read "J. Rodriguez".

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

cc: Rios (IDOT)  
\\2025\_trafficForecasts\DownersGrove\du-02-25\du-02-25.docx

## Level of Service Criteria



LEVEL OF SERVICE CRITERIA

| Signalized Intersections                       |                                                                                                                                                                                                                                                                                          |                                             |
|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| Level of Service                               | Interpretation                                                                                                                                                                                                                                                                           | Average Control Delay (seconds per vehicle) |
| A                                              | Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.                                                                                                                                                            | ≤10                                         |
| B                                              | Good progression, with more vehicles stopping than for Level of Service A.                                                                                                                                                                                                               | >10 - 20                                    |
| C                                              | Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. | >20 - 35                                    |
| D                                              | The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.                                                                                                             | >35 - 55                                    |
| E                                              | Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.                                                                                                                                                   | >55 - 80                                    |
| F                                              | The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.                                                                                                                                                  | >80.0                                       |
| Unsignalized Intersections                     |                                                                                                                                                                                                                                                                                          |                                             |
| Level of Service                               |                                                                                                                                                                                                                                                                                          | Average Total Delay (SEC/VEH)               |
| A                                              |                                                                                                                                                                                                                                                                                          | 0 - 10                                      |
| B                                              |                                                                                                                                                                                                                                                                                          | > 10 - 15                                   |
| C                                              |                                                                                                                                                                                                                                                                                          | > 15 - 25                                   |
| D                                              |                                                                                                                                                                                                                                                                                          | > 25 - 35                                   |
| E                                              |                                                                                                                                                                                                                                                                                          | > 35 - 50                                   |
| F                                              |                                                                                                                                                                                                                                                                                          | > 50                                        |
| Source: <i>Highway Capacity Manual</i> , 2010. |                                                                                                                                                                                                                                                                                          |                                             |

Capacity Analysis Summary Sheets  
Existing Weekday Morning Peak Hour

# HCM 6th AWSC

## 1: Cumnor Road & 39th Street

03/13/2025

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.5 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 1    | 29   | 43   | 16   | 36   | 0    | 54   | 9    | 3    | 4    | 2    | 0    |
| Future Vol, veh/h   | 1    | 29   | 43   | 16   | 36   | 0    | 54   | 9    | 3    | 4    | 2    | 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 |
| Heavy Vehicles, %   | 0    | 3    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 1    | 33   | 49   | 18   | 41   | 0    | 61   | 10   | 3    | 5    | 2    | 0    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 7.2 | 7.5 | 7.8 | 7.4 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 82%   | 1%    | 31%   | 67%   |
| Vol Thru, %            | 14%   | 40%   | 69%   | 33%   |
| Vol Right, %           | 5%    | 59%   | 0%    | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 66    | 73    | 52    | 6     |
| LT Vol                 | 54    | 1     | 16    | 4     |
| Through Vol            | 9     | 29    | 36    | 2     |
| RT Vol                 | 3     | 43    | 0     | 0     |
| Lane Flow Rate         | 75    | 83    | 59    | 7     |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.089 | 0.086 | 0.068 | 0.008 |
| Departure Headway (Hd) | 4.288 | 3.737 | 4.168 | 4.34  |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 830   | 949   | 853   | 816   |
| Service Time           | 2.342 | 1.798 | 2.227 | 2.412 |
| HCM Lane V/C Ratio     | 0.09  | 0.087 | 0.069 | 0.009 |
| HCM Control Delay      | 7.8   | 7.2   | 7.5   | 7.4   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.3   | 0.3   | 0.2   | 0     |

# HCM 6th TWSC

## 2: Williams Street & 39th Street

03/13/2025

| Intersection             |        |       |      |        |       |      |        |       |      |        |      |      |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh         | 4.6    |       |      |        |       |      |        |       |      |        |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |      |        | ↕    |      |
| Traffic Vol, veh/h       | 2      | 18    | 16   | 2      | 17    | 0    | 35     | 6     | 6    | 0      | 2    | 0    |
| Future Vol, veh/h        | 2      | 18    | 16   | 2      | 17    | 0    | 35     | 6     | 6    | 0      | 2    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop | Stop |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None | -      | -    | None |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Peak Hour Factor         | 82     | 82    | 82   | 82     | 82    | 82   | 82     | 82    | 82   | 82     | 82   | 82   |
| Heavy Vehicles, %        | 0      | 0     | 7    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Mvmt Flow                | 2      | 22    | 20   | 2      | 21    | 0    | 43     | 7     | 7    | 0      | 2    | 0    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |      | Minor2 |      |      |
| Conflicting Flow All     | 21     | 0     | 0    | 42     | 0     | 0    | 62     | 61    | 32   | 68     | 71   | 21   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 36     | 36    | -    | 25     | 25   | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 26     | 25    | -    | 43     | 46   | -    |
| Critical Hdwy            | 4.1    | -     | -    | 4.1    | -     | -    | 7.1    | 6.5   | 6.2  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -     | -    | 2.2    | -     | -    | 3.5    | 4     | 3.3  | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1608   | -     | -    | 1580   | -     | -    | 938    | 834   | 1048 | 930    | 823  | 1062 |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 985    | 869   | -    | 998    | 878  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 997    | 878   | -    | 976    | 861  | -    |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |      |        |      |      |
| Mov Cap-1 Maneuver       | 1608   | -     | -    | 1580   | -     | -    | 934    | 832   | 1048 | 916    | 821  | 1062 |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 934    | 832   | -    | 916    | 821  | -    |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 984    | 868   | -    | 997    | 877  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 993    | 877   | -    | 960    | 860  | -    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |      | SB     |      |      |
| HCM Control Delay, s     | 0.4    |       |      | 0.8    |       |      | 9.1    |       |      | 9.4    |      |      |
| HCM LOS                  |        |       |      |        |       |      | A      |       |      | A      |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |      |      |
| Capacity (veh/h)         | 932    | 1608  | -    | -      | 1580  | -    | -      | 821   |      |        |      |      |
| HCM Lane V/C Ratio       | 0.061  | 0.002 | -    | -      | 0.002 | -    | -      | 0.003 |      |        |      |      |
| HCM Control Delay (s)    | 9.1    | 7.2   | 0    | -      | 7.3   | 0    | -      | 9.4   |      |        |      |      |
| HCM Lane LOS             | A      | A     | A    | -      | A     | A    | -      | A     |      |        |      |      |
| HCM 95th %tile Q(veh)    | 0.2    | 0     | -    | -      | 0     | -    | -      | 0     |      |        |      |      |



## HCM 6th TWSC

## 3: US-34 (Ogden Avenue) &amp; Cumnor Road

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.7                                                                               |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |                                                                                     |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |  |  |      |        |  |      |        |  |       |        |  |  |
| Traffic Vol, veh/h       | 64                                                                                | 1177                                                                              | 29   | 19     | 778                                                                               | 24   | 8      | 2                                                                                 | 47    | 10     | 0                                                                                   | 76                                                                                  |
| Future Vol, veh/h        | 64                                                                                | 1177                                                                              | 29   | 19     | 778                                                                               | 24   | 8      | 2                                                                                 | 47    | 10     | 0                                                                                   | 76                                                                                  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0                                                                                   |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop                                                                                |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None                                                                                |
| Storage Length           | 150                                                                               | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | 300                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 1                                                                                 | -     | -      | 1                                                                                   | -                                                                                   |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 93                                                                                | 93                                                                                | 93   | 93     | 93                                                                                | 93   | 93     | 93                                                                                | 93    | 93     | 93                                                                                  | 93                                                                                  |
| Heavy Vehicles, %        | 0                                                                                 | 2                                                                                 | 7    | 0      | 2                                                                                 | 0    | 0      | 0                                                                                 | 2     | 0      | 0                                                                                   | 4                                                                                   |
| Mvmt Flow                | 69                                                                                | 1266                                                                              | 31   | 20     | 837                                                                               | 26   | 9      | 2                                                                                 | 51    | 11     | 0                                                                                   | 82                                                                                  |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |                                                                                     |
| Conflicting Flow All     | 863                                                                               | 0                                                                                 | 0    | 1297   | 0                                                                                 | 0    | 1879   | 2323                                                                              | 649   | 1662   | 2325                                                                                | 432                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 1420   | 1420                                                                              | -     | 890    | 890                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 459    | 903                                                                               | -     | 772    | 1435                                                                                | -                                                                                   |
| Critical Hdwy            | 4.1                                                                               | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.5    | 6.5                                                                               | 6.94  | 7.5    | 6.5                                                                                 | 6.98                                                                                |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 6.5    | 5.5                                                                               | -     | 6.5    | 5.5                                                                                 | -                                                                                   |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 6.5    | 5.5                                                                               | -     | 6.5    | 5.5                                                                                 | -                                                                                   |
| Follow-up Hdwy           | 2.2                                                                               | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.32  | 3.5    | 4                                                                                   | 3.34                                                                                |
| Pot Cap-1 Maneuver       | 788                                                                               | -                                                                                 | -    | 541    | -                                                                                 | -    | 45     | 38                                                                                | 412   | 65     | 38                                                                                  | 566                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 146    | 204                                                                               | -     | 308    | 364                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 557    | 359                                                                               | -     | 363    | 201                                                                                 | -                                                                                   |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -                                                                                   |
| Mov Cap-1 Maneuver       | 788                                                                               | -                                                                                 | -    | 541    | -                                                                                 | -    | 34     | 32                                                                                | 412   | 50     | 32                                                                                  | 566                                                                                 |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 101    | 114                                                                               | -     | 148    | 113                                                                                 | -                                                                                   |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 133    | 186                                                                               | -     | 281    | 338                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 443    | 334                                                                               | -     | 287    | 183                                                                                 | -                                                                                   |
| Approach                 | EB                                                                                |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |                                                                                     |
| HCM Control Delay, s     | 0.5                                                                               |                                                                                   |      | 0.7    |                                                                                   |      | 22.2   |                                                                                   |       | 14.6   |                                                                                     |                                                                                     |
| HCM LOS                  |                                                                                   |                                                                                   |      |        |                                                                                   |      | C      |                                                                                   |       | B      |                                                                                     |                                                                                     |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             | SBLn2 |        |                                                                                     |                                                                                     |
| Capacity (veh/h)         | 270                                                                               | 788                                                                               | -    | -      | 541                                                                               | -    | -      | 148                                                                               | 566   |        |                                                                                     |                                                                                     |
| HCM Lane V/C Ratio       | 0.227                                                                             | 0.087                                                                             | -    | -      | 0.038                                                                             | -    | -      | 0.073                                                                             | 0.144 |        |                                                                                     |                                                                                     |
| HCM Control Delay (s)    | 22.2                                                                              | 10                                                                                | -    | -      | 11.9                                                                              | 0.4  | -      | 31.2                                                                              | 12.4  |        |                                                                                     |                                                                                     |
| HCM Lane LOS             | C                                                                                 | B                                                                                 | -    | -      | B                                                                                 | A    | -      | D                                                                                 | B     |        |                                                                                     |                                                                                     |
| HCM 95th %tile Q(veh)    | 0.9                                                                               | 0.3                                                                               | -    | -      | 0.1                                                                               | -    | -      | 0.2                                                                               | 0.5   |        |                                                                                     |                                                                                     |

## HCM 6th TWSC

## 4: Access Drive/Williams Street &amp; US-34 (Ogden Avenue)

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.6                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT   | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |        |       |  |  |  |      |
| Traffic Vol, veh/h       | 20                                                                                | 1150                                                                              | 64   | 21                                                                                | 813                                                                               | 55   | 0      | 0     | 21                                                                                | 15                                                                                  | 0                                                                                   | 8    |
| Future Vol, veh/h        | 20                                                                                | 1150                                                                              | 64   | 21                                                                                | 813                                                                               | 55   | 0      | 0     | 21                                                                                | 15                                                                                  | 0                                                                                   | 8    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop  | Stop                                                                              | Stop                                                                                | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -     | Stop                                                                              | -                                                                                   | -                                                                                   | None |
| Storage Length           | 150                                                                               | -                                                                                 | -    | 150                                                                               | -                                                                                 | -    | -      | -     | 0                                                                                 | 145                                                                                 | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 1                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 0                                                                                   | -    |
| Peak Hour Factor         | 94                                                                                | 94                                                                                | 94   | 94                                                                                | 94                                                                                | 94   | 94     | 94    | 94                                                                                | 94                                                                                  | 94                                                                                  | 94   |
| Heavy Vehicles, %        | 5                                                                                 | 2                                                                                 | 0    | 0                                                                                 | 3                                                                                 | 0    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0    |
| Mvmt Flow                | 21                                                                                | 1223                                                                              | 68   | 22                                                                                | 865                                                                               | 59   | 0      | 0     | 22                                                                                | 16                                                                                  | 0                                                                                   | 9    |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |       |                                                                                   | Minor2                                                                              |                                                                                     |      |
| Conflicting Flow All     | 924                                                                               | 0                                                                                 | 0    | 1291                                                                              | 0                                                                                 | 0    | -      | -     | 646                                                                               | 1593                                                                                | 2272                                                                                | 462  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 939                                                                                 | 939                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 654                                                                                 | 1333                                                                                | -    |
| Critical Hdwy            | 4.2                                                                               | -                                                                                 | -    | 4.1                                                                               | -                                                                                 | -    | -      | -     | 6.9                                                                               | 7.5                                                                                 | 6.5                                                                                 | 6.9  |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Follow-up Hdwy           | 2.25                                                                              | -                                                                                 | -    | 2.2                                                                               | -                                                                                 | -    | -      | -     | 3.3                                                                               | 3.5                                                                                 | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver       | 717                                                                               | -                                                                                 | -    | 544                                                                               | -                                                                                 | -    | 0      | 0     | 419                                                                               | 73                                                                                  | 41                                                                                  | 552  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 288                                                                                 | 345                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 427                                                                                 | 225                                                                                 | -    |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | -                                                                                   | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 717                                                                               | -                                                                                 | -    | 544                                                                               | -                                                                                 | -    | -      | -     | 419                                                                               | 65                                                                                  | 38                                                                                  | 552  |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 174                                                                                 | 128                                                                                 | -    |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 280                                                                                 | 331                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 392                                                                                 | 218                                                                                 | -    |
| Approach                 | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |       |                                                                                   | SB                                                                                  |                                                                                     |      |
| HCM Control Delay, s     | 0.2                                                                               |                                                                                   |      | 0.3                                                                               |                                                                                   |      | 14.1   |       |                                                                                   | 22.2                                                                                |                                                                                     |      |
| HCM LOS                  |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | B      |       |                                                                                   | C                                                                                   |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1 | SBLn2                                                                             |                                                                                     |                                                                                     |      |
| Capacity (veh/h)         | 419                                                                               | 717                                                                               | -    | -                                                                                 | 544                                                                               | -    | -      | 174   | 552                                                                               |                                                                                     |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.053                                                                             | 0.03                                                                              | -    | -                                                                                 | 0.041                                                                             | -    | -      | 0.092 | 0.015                                                                             |                                                                                     |                                                                                     |      |
| HCM Control Delay (s)    | 14.1                                                                              | 10.2                                                                              | -    | -                                                                                 | 11.9                                                                              | -    | -      | 27.8  | 11.6                                                                              |                                                                                     |                                                                                     |      |
| HCM Lane LOS             | B                                                                                 | B                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | D     | B                                                                                 |                                                                                     |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | 0.1                                                                               | -    | -                                                                                 | 0.1                                                                               | -    | -      | 0.3   | 0                                                                                 |                                                                                     |                                                                                     |      |

Capacity Analysis Summary Sheets  
Existing Weekday Evening Peak Hour

# HCM 6th AWSC

## 1: Cumnor Road & 39th Street

03/13/2025

| Intersection              |   |
|---------------------------|---|
| Intersection Delay, s/veh | 8 |
| Intersection LOS          | A |

| Movement                   | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations        |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h         | 3    | 66   | 80   | 3    | 42   | 5    | 65   | 14   | 8    | 3    | 4    | 2    |
| Future Vol, veh/h          | 3    | 66   | 80   | 3    | 42   | 5    | 65   | 14   | 8    | 3    | 4    | 2    |
| Peak Hour Factor           | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, %          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                  | 4    | 83   | 100  | 4    | 53   | 6    | 81   | 18   | 10   | 4    | 5    | 3    |
| Number of Lanes            | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB   | WB   |      | NB   |      | SB   |      |      |      |      |      |      |
| Opposing Approach          | WB   | EB   |      | SB   |      | NB   |      |      |      |      |      |      |
| Opposing Lanes             | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| Conflicting Approach Left  | SB   | NB   |      | EB   |      | WB   |      |      |      |      |      |      |
| Conflicting Lanes Left     | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| Conflicting Approach Right | NB   | SB   |      | WB   |      | EB   |      |      |      |      |      |      |
| Conflicting Lanes Right    | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| HCM Control Delay          | 7.9  | 7.7  |      | 8.3  |      | 7.6  |      |      |      |      |      |      |
| HCM LOS                    | A    | A    |      | A    |      | A    |      |      |      |      |      |      |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 75%   | 2%    | 6%    | 33%   |
| Vol Thru, %            | 16%   | 44%   | 84%   | 44%   |
| Vol Right, %           | 9%    | 54%   | 10%   | 22%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 87    | 149   | 50    | 9     |
| LT Vol                 | 65    | 3     | 3     | 3     |
| Through Vol            | 14    | 66    | 42    | 4     |
| RT Vol                 | 8     | 80    | 5     | 2     |
| Lane Flow Rate         | 109   | 186   | 62    | 11    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.137 | 0.199 | 0.075 | 0.014 |
| Departure Headway (Hd) | 4.535 | 3.943 | 4.319 | 4.485 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 795   | 916   | 833   | 802   |
| Service Time           | 2.535 | 1.943 | 2.326 | 2.492 |
| HCM Lane V/C Ratio     | 0.137 | 0.203 | 0.074 | 0.014 |
| HCM Control Delay      | 8.3   | 7.9   | 7.7   | 7.6   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.5   | 0.7   | 0.2   | 0     |



# HCM 6th TWSC

## 2: Williams Street & 39th Street

03/13/2025

| Intersection             |        |       |      |        |       |      |        |       |      |        |      |      |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh         | 3.5    |       |      |        |       |      |        |       |      |        |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |      |        | ↕    |      |
| Traffic Vol, veh/h       | 1      | 39    | 37   | 2      | 15    | 0    | 35     | 1     | 13   | 0      | 2    | 0    |
| Future Vol, veh/h        | 1      | 39    | 37   | 2      | 15    | 0    | 35     | 1     | 13   | 0      | 2    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop | Stop |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None | -      | -    | None |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Peak Hour Factor         | 25     | 79    | 79   | 79     | 79    | 79   | 79     | 79    | 79   | 79     | 79   | 79   |
| Heavy Vehicles, %        | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Mvmt Flow                | 4      | 49    | 47   | 3      | 19    | 0    | 44     | 1     | 16   | 0      | 3    | 0    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |      | Minor2 |      |      |
| Conflicting Flow All     | 19     | 0     | 0    | 96     | 0     | 0    | 108    | 106   | 73   | 114    | 129  | 19   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 81     | 81    | -    | 25     | 25   | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 27     | 25    | -    | 89     | 104  | -    |
| Critical Hdwy            | 4.1    | -     | -    | 4.1    | -     | -    | 7.1    | 6.5   | 6.2  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -     | -    | 2.2    | -     | -    | 3.5    | 4     | 3.3  | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1611   | -     | -    | 1510   | -     | -    | 876    | 788   | 995  | 868    | 765  | 1065 |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 932    | 832   | -    | 998    | 878  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 996    | 878   | -    | 923    | 813  | -    |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |      |        |      |      |
| Mov Cap-1 Maneuver       | 1611   | -     | -    | 1510   | -     | -    | 871    | 784   | 995  | 850    | 761  | 1065 |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 871    | 784   | -    | 850    | 761  | -    |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 929    | 830   | -    | 995    | 876  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 991    | 876   | -    | 904    | 811  | -    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |      | SB     |      |      |
| HCM Control Delay, s     | 0.3    |       |      | 0.9    |       |      | 9.3    |       |      | 9.7    |      |      |
| HCM LOS                  |        |       |      |        |       |      | A      |       |      | A      |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |      |      |
| Capacity (veh/h)         | 899    | 1611  | -    | -      | 1510  | -    | -      | 761   |      |        |      |      |
| HCM Lane V/C Ratio       | 0.069  | 0.002 | -    | -      | 0.002 | -    | -      | 0.003 |      |        |      |      |
| HCM Control Delay (s)    | 9.3    | 7.2   | 0    | -      | 7.4   | 0    | -      | 9.7   |      |        |      |      |
| HCM Lane LOS             | A      | A     | A    | -      | A     | A    | -      | A     |      |        |      |      |
| HCM 95th %tile Q(veh)    | 0.2    | 0     | -    | -      | 0     | -    | -      | 0     |      |        |      |      |

## HCM 6th TWSC

## 3: US-34 (Ogden Avenue) &amp; Cumnor Road

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.3                                                                               |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |                                                                                     |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |  |  |      |        |  |      |        |  |       |        |  |  |
| Traffic Vol, veh/h       | 82                                                                                | 1191                                                                              | 28   | 44     | 1154                                                                              | 25   | 4      | 2                                                                                 | 39    | 3      | 0                                                                                   | 114                                                                                 |
| Future Vol, veh/h        | 82                                                                                | 1191                                                                              | 28   | 44     | 1154                                                                              | 25   | 4      | 2                                                                                 | 39    | 3      | 0                                                                                   | 114                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0                                                                                   |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop                                                                                |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None                                                                                |
| Storage Length           | 150                                                                               | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | 300                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 1                                                                                 | -     | -      | 1                                                                                   | -                                                                                   |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 97                                                                                | 97                                                                                | 97   | 97     | 97                                                                                | 97   | 97     | 97                                                                                | 97    | 97     | 97                                                                                  | 97                                                                                  |
| Heavy Vehicles, %        | 0                                                                                 | 0                                                                                 | 0    | 0      | 1                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0                                                                                   |
| Mvmt Flow                | 85                                                                                | 1228                                                                              | 29   | 45     | 1190                                                                              | 26   | 4      | 2                                                                                 | 40    | 3      | 0                                                                                   | 118                                                                                 |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |                                                                                     |
| Conflicting Flow All     | 1216                                                                              | 0                                                                                 | 0    | 1257   | 0                                                                                 | 0    | 2098   | 2719                                                                              | 629   | 2078   | 2720                                                                                | 608                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 1413   | 1413                                                                              | -     | 1293   | 1293                                                                                | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 685    | 1306                                                                              | -     | 785    | 1427                                                                                | -                                                                                   |
| Critical Hdwy            | 4.1                                                                               | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.5    | 6.5                                                                               | 6.9   | 7.5    | 6.5                                                                                 | 6.9                                                                                 |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 6.5    | 5.5                                                                               | -     | 6.5    | 5.5                                                                                 | -                                                                                   |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 6.5    | 5.5                                                                               | -     | 6.5    | 5.5                                                                                 | -                                                                                   |
| Follow-up Hdwy           | 2.2                                                                               | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3   | 3.5    | 4                                                                                   | 3.3                                                                                 |
| Pot Cap-1 Maneuver       | 581                                                                               | -                                                                                 | -    | 560    | -                                                                                 | -    | 30     | 21                                                                                | 430   | 32     | 21                                                                                  | 444                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 148    | 206                                                                               | -     | 175    | 235                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 409    | 232                                                                               | -     | 356    | 203                                                                                 | -                                                                                   |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -                                                                                   |
| Mov Cap-1 Maneuver       | 581                                                                               | -                                                                                 | -    | 560    | -                                                                                 | -    | 16     | 13                                                                                | 430   | 20     | 13                                                                                  | 444                                                                                 |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 68     | 59                                                                                | -     | 91     | 73                                                                                  | -                                                                                   |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 126    | 176                                                                               | -     | 149    | 176                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 226    | 174                                                                               | -     | 272    | 173                                                                                 | -                                                                                   |
| Approach                 | EB                                                                                |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |                                                                                     |
| HCM Control Delay, s     | 0.8                                                                               |                                                                                   |      | 1.8    |                                                                                   |      | 23.1   |                                                                                   |       | 16.8   |                                                                                     |                                                                                     |
| HCM LOS                  |                                                                                   |                                                                                   |      |        |                                                                                   |      | C      |                                                                                   |       | C      |                                                                                     |                                                                                     |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             | SBLn2 |        |                                                                                     |                                                                                     |
| Capacity (veh/h)         | 245                                                                               | 581                                                                               | -    | -      | 560                                                                               | -    | -      | 91                                                                                | 444   |        |                                                                                     |                                                                                     |
| HCM Lane V/C Ratio       | 0.189                                                                             | 0.146                                                                             | -    | -      | 0.081                                                                             | -    | -      | 0.034                                                                             | 0.265 |        |                                                                                     |                                                                                     |
| HCM Control Delay (s)    | 23.1                                                                              | 12.2                                                                              | -    | -      | 12                                                                                | 1.4  | -      | 45.9                                                                              | 16    |        |                                                                                     |                                                                                     |
| HCM Lane LOS             | C                                                                                 | B                                                                                 | -    | -      | B                                                                                 | A    | -      | E                                                                                 | C     |        |                                                                                     |                                                                                     |
| HCM 95th %tile Q(veh)    | 0.7                                                                               | 0.5                                                                               | -    | -      | 0.3                                                                               | -    | -      | 0.1                                                                               | 1.1   |        |                                                                                     |                                                                                     |

## HCM 6th TWSC

## 4: Access Drive/Williams Street &amp; US-34 (Ogden Avenue)

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.8                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT   | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |        |       |  |  |  |      |
| Traffic Vol, veh/h       | 34                                                                                | 1227                                                                              | 16   | 4                                                                                 | 1341                                                                              | 82   | 0      | 0     | 24                                                                                | 14                                                                                  | 0                                                                                   | 38   |
| Future Vol, veh/h        | 34                                                                                | 1227                                                                              | 16   | 4                                                                                 | 1341                                                                              | 82   | 0      | 0     | 24                                                                                | 14                                                                                  | 0                                                                                   | 38   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop  | Stop                                                                              | Stop                                                                                | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -     | Stop                                                                              | -                                                                                   | -                                                                                   | None |
| Storage Length           | 150                                                                               | -                                                                                 | -    | 150                                                                               | -                                                                                 | -    | -      | -     | 0                                                                                 | 145                                                                                 | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 1                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 0                                                                                   | -    |
| Peak Hour Factor         | 95                                                                                | 95                                                                                | 95   | 95                                                                                | 95                                                                                | 95   | 95     | 95    | 95                                                                                | 95                                                                                  | 95                                                                                  | 95   |
| Heavy Vehicles, %        | 0                                                                                 | 1                                                                                 | 0    | 0                                                                                 | 1                                                                                 | 1    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 3    |
| Mvmt Flow                | 36                                                                                | 1292                                                                              | 17   | 4                                                                                 | 1412                                                                              | 86   | 0      | 0     | 25                                                                                | 15                                                                                  | 0                                                                                   | 40   |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |       |                                                                                   | Minor2                                                                              |                                                                                     |      |
| Conflicting Flow All     | 1498                                                                              | 0                                                                                 | 0    | 1309                                                                              | 0                                                                                 | 0    | -      | -     | 655                                                                               | 2181                                                                                | 2844                                                                                | 749  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 1463                                                                                | 1463                                                                                | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 718                                                                                 | 1381                                                                                | -    |
| Critical Hdwy            | 4.1                                                                               | -                                                                                 | -    | 4.1                                                                               | -                                                                                 | -    | -      | -     | 6.9                                                                               | 7.5                                                                                 | 6.5                                                                                 | 6.96 |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Follow-up Hdwy           | 2.2                                                                               | -                                                                                 | -    | 2.2                                                                               | -                                                                                 | -    | -      | -     | 3.3                                                                               | 3.5                                                                                 | 4                                                                                   | 3.33 |
| Pot Cap-1 Maneuver       | 454                                                                               | -                                                                                 | -    | 535                                                                               | -                                                                                 | -    | 0      | 0     | 413                                                                               | 26                                                                                  | 17                                                                                  | 352  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 137                                                                                 | 195                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 391                                                                                 | 213                                                                                 | -    |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | -                                                                                   | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 454                                                                               | -                                                                                 | -    | 535                                                                               | -                                                                                 | -    | -      | -     | 413                                                                               | 23                                                                                  | 16                                                                                  | 352  |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 92                                                                                  | 95                                                                                  | -    |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 126                                                                                 | 194                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 338                                                                                 | 196                                                                                 | -    |
| Approach                 | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |       |                                                                                   | SB                                                                                  |                                                                                     |      |
| HCM Control Delay, s     | 0.4                                                                               |                                                                                   |      | 0                                                                                 |                                                                                   |      | 14.3   |       |                                                                                   | 25.9                                                                                |                                                                                     |      |
| HCM LOS                  |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | B      |       |                                                                                   | D                                                                                   |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1 | SBLn2                                                                             |                                                                                     |                                                                                     |      |
| Capacity (veh/h)         | 413                                                                               | 454                                                                               | -    | -                                                                                 | 535                                                                               | -    | -      | 92    | 352                                                                               |                                                                                     |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.061                                                                             | 0.079                                                                             | -    | -                                                                                 | 0.008                                                                             | -    | -      | 0.16  | 0.114                                                                             |                                                                                     |                                                                                     |      |
| HCM Control Delay (s)    | 14.3                                                                              | 13.6                                                                              | -    | -                                                                                 | 11.8                                                                              | -    | -      | 51.5  | 16.5                                                                              |                                                                                     |                                                                                     |      |
| HCM Lane LOS             | B                                                                                 | B                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | F     | C                                                                                 |                                                                                     |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | 0.3                                                                               | -    | -                                                                                 | 0                                                                                 | -    | -      | 0.5   | 0.4                                                                               |                                                                                     |                                                                                     |      |

Capacity Analysis Summary Sheets  
Year 2030 No-Build Weekday Morning Peak Hour



# HCM 6th AWSC

## 1: Cumnor Road & 39th Street

03/13/2025

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.5 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 1    | 30   | 45   | 17   | 38   | 0    | 57   | 9    | 3    | 4    | 2    | 0    |
| Future Vol, veh/h   | 1    | 30   | 45   | 17   | 38   | 0    | 57   | 9    | 3    | 4    | 2    | 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 |
| Heavy Vehicles, %   | 0    | 3    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 1    | 34   | 51   | 19   | 43   | 0    | 65   | 10   | 3    | 5    | 2    | 0    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 7.2 | 7.6 | 7.8 | 7.5 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 83%   | 1%    | 31%   | 67%   |
| Vol Thru, %            | 13%   | 39%   | 69%   | 33%   |
| Vol Right, %           | 4%    | 59%   | 0%    | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 69    | 76    | 55    | 6     |
| LT Vol                 | 57    | 1     | 17    | 4     |
| Through Vol            | 9     | 30    | 38    | 2     |
| RT Vol                 | 3     | 45    | 0     | 0     |
| Lane Flow Rate         | 78    | 86    | 62    | 7     |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.094 | 0.09  | 0.073 | 0.008 |
| Departure Headway (Hd) | 4.303 | 3.744 | 4.177 | 4.354 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 826   | 947   | 850   | 812   |
| Service Time           | 2.362 | 1.81  | 2.24  | 2.434 |
| HCM Lane V/C Ratio     | 0.094 | 0.091 | 0.073 | 0.009 |
| HCM Control Delay      | 7.8   | 7.2   | 7.6   | 7.5   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.3   | 0.3   | 0.2   | 0     |

# HCM 6th TWSC

## 2: Williams Street & 39th Street

03/13/2025

| Intersection             |        |       |      |        |       |      |        |       |      |        |      |      |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh         | 4.5    |       |      |        |       |      |        |       |      |        |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |      |        | ↕    |      |
| Traffic Vol, veh/h       | 2      | 19    | 17   | 2      | 18    | 0    | 37     | 6     | 6    | 0      | 2    | 0    |
| Future Vol, veh/h        | 2      | 19    | 17   | 2      | 18    | 0    | 37     | 6     | 6    | 0      | 2    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop | Stop |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None | -      | -    | None |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Peak Hour Factor         | 82     | 82    | 82   | 82     | 82    | 82   | 82     | 82    | 82   | 82     | 82   | 82   |
| Heavy Vehicles, %        | 0      | 0     | 7    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Mvmt Flow                | 2      | 23    | 21   | 2      | 22    | 0    | 45     | 7     | 7    | 0      | 2    | 0    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |      | Minor2 |      |      |
| Conflicting Flow All     | 22     | 0     | 0    | 44     | 0     | 0    | 65     | 64    | 34   | 71     | 74   | 22   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 38     | 38    | -    | 26     | 26   | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 27     | 26    | -    | 45     | 48   | -    |
| Critical Hdwy            | 4.1    | -     | -    | 4.1    | -     | -    | 7.1    | 6.5   | 6.2  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -     | -    | 2.2    | -     | -    | 3.5    | 4     | 3.3  | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1607   | -     | -    | 1577   | -     | -    | 934    | 831   | 1045 | 925    | 820  | 1061 |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 982    | 867   | -    | 997    | 878  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 996    | 878   | -    | 974    | 859  | -    |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |      |        |      |      |
| Mov Cap-1 Maneuver       | 1607   | -     | -    | 1577   | -     | -    | 930    | 829   | 1045 | 911    | 818  | 1061 |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 930    | 829   | -    | 911    | 818  | -    |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 981    | 866   | -    | 996    | 877  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 992    | 877   | -    | 958    | 858  | -    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |      | SB     |      |      |
| HCM Control Delay, s     | 0.4    |       |      | 0.7    |       |      | 9.1    |       |      | 9.4    |      |      |
| HCM LOS                  |        |       |      |        |       |      | A      |       |      | A      |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |      |      |
| Capacity (veh/h)         | 929    | 1607  | -    | -      | 1577  | -    | -      | 818   |      |        |      |      |
| HCM Lane V/C Ratio       | 0.064  | 0.002 | -    | -      | 0.002 | -    | -      | 0.003 |      |        |      |      |
| HCM Control Delay (s)    | 9.1    | 7.2   | 0    | -      | 7.3   | 0    | -      | 9.4   |      |        |      |      |
| HCM Lane LOS             | A      | A     | A    | -      | A     | A    | -      | A     |      |        |      |      |
| HCM 95th %tile Q(veh)    | 0.2    | 0     | -    | -      | 0     | -    | -      | 0     |      |        |      |      |

## HCM 6th TWSC

## 3: US-34 (Ogden Avenue) &amp; Cumnor Road

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.8                                                                               |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |                                                                                     |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |  |  |      |        |  |      |        |  |       |        |  |  |
| Traffic Vol, veh/h       | 67                                                                                | 1236                                                                              | 30   | 20     | 817                                                                               | 25   | 8      | 2                                                                                 | 49    | 11     | 0                                                                                   | 80                                                                                  |
| Future Vol, veh/h        | 67                                                                                | 1236                                                                              | 30   | 20     | 817                                                                               | 25   | 8      | 2                                                                                 | 49    | 11     | 0                                                                                   | 80                                                                                  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0                                                                                   |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop                                                                                |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None                                                                                |
| Storage Length           | 150                                                                               | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | 300                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 1                                                                                 | -     | -      | 1                                                                                   | -                                                                                   |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 93                                                                                | 93                                                                                | 93   | 93     | 93                                                                                | 93   | 93     | 93                                                                                | 93    | 93     | 93                                                                                  | 93                                                                                  |
| Heavy Vehicles, %        | 0                                                                                 | 2                                                                                 | 7    | 0      | 2                                                                                 | 0    | 0      | 0                                                                                 | 2     | 0      | 0                                                                                   | 4                                                                                   |
| Mvmt Flow                | 72                                                                                | 1329                                                                              | 32   | 22     | 878                                                                               | 27   | 9      | 2                                                                                 | 53    | 12     | 0                                                                                   | 86                                                                                  |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |                                                                                     |
| Conflicting Flow All     | 905                                                                               | 0                                                                                 | 0    | 1361   | 0                                                                                 | 0    | 1972   | 2438                                                                              | 681   | 1746   | 2441                                                                                | 453                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 1489   | 1489                                                                              | -     | 936    | 936                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 483    | 949                                                                               | -     | 810    | 1505                                                                                | -                                                                                   |
| Critical Hdwy            | 4.1                                                                               | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.5    | 6.5                                                                               | 6.94  | 7.5    | 6.5                                                                                 | 6.98                                                                                |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 6.5    | 5.5                                                                               | -     | 6.5    | 5.5                                                                                 | -                                                                                   |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 6.5    | 5.5                                                                               | -     | 6.5    | 5.5                                                                                 | -                                                                                   |
| Follow-up Hdwy           | 2.2                                                                               | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.32  | 3.5    | 4                                                                                   | 3.34                                                                                |
| Pot Cap-1 Maneuver       | 760                                                                               | -                                                                                 | -    | 512    | -                                                                                 | -    | 38     | 32                                                                                | 393   | 56     | 32                                                                                  | 549                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 132    | 189                                                                               | -     | 289    | 346                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 539    | 342                                                                               | -     | 344    | 186                                                                                 | -                                                                                   |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -                                                                                   |
| Mov Cap-1 Maneuver       | 760                                                                               | -                                                                                 | -    | 512    | -                                                                                 | -    | 28     | 26                                                                                | 393   | 41     | 26                                                                                  | 549                                                                                 |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 90     | 103                                                                               | -     | 134    | 101                                                                                 | -                                                                                   |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 119    | 171                                                                               | -     | 262    | 316                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 415    | 312                                                                               | -     | 266    | 168                                                                                 | -                                                                                   |
| Approach                 | EB                                                                                |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |                                                                                     |
| HCM Control Delay, s     | 0.5                                                                               |                                                                                   |      | 0.8    |                                                                                   |      | 23.9   |                                                                                   |       | 15.4   |                                                                                     |                                                                                     |
| HCM LOS                  |                                                                                   |                                                                                   |      |        |                                                                                   |      | C      |                                                                                   |       | C      |                                                                                     |                                                                                     |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             | SBLn2 |        |                                                                                     |                                                                                     |
| Capacity (veh/h)         | 253                                                                               | 760                                                                               | -    | -      | 512                                                                               | -    | -      | 134                                                                               | 549   |        |                                                                                     |                                                                                     |
| HCM Lane V/C Ratio       | 0.251                                                                             | 0.095                                                                             | -    | -      | 0.042                                                                             | -    | -      | 0.088                                                                             | 0.157 |        |                                                                                     |                                                                                     |
| HCM Control Delay (s)    | 23.9                                                                              | 10.2                                                                              | -    | -      | 12.3                                                                              | 0.5  | -      | 34.5                                                                              | 12.8  |        |                                                                                     |                                                                                     |
| HCM Lane LOS             | C                                                                                 | B                                                                                 | -    | -      | B                                                                                 | A    | -      | D                                                                                 | B     |        |                                                                                     |                                                                                     |
| HCM 95th %tile Q(veh)    | 1                                                                                 | 0.3                                                                               | -    | -      | 0.1                                                                               | -    | -      | 0.3                                                                               | 0.6   |        |                                                                                     |                                                                                     |

## HCM 6th TWSC

## 4: Access Drive/Williams Street &amp; US-34 (Ogden Avenue)

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.6                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT   | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |        |       |  |  |  |      |
| Traffic Vol, veh/h       | 21                                                                                | 1208                                                                              | 67   | 22                                                                                | 854                                                                               | 58   | 0      | 0     | 22                                                                                | 16                                                                                  | 0                                                                                   | 8    |
| Future Vol, veh/h        | 21                                                                                | 1208                                                                              | 67   | 22                                                                                | 854                                                                               | 58   | 0      | 0     | 22                                                                                | 16                                                                                  | 0                                                                                   | 8    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop  | Stop                                                                              | Stop                                                                                | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -     | Stop                                                                              | -                                                                                   | -                                                                                   | None |
| Storage Length           | 150                                                                               | -                                                                                 | -    | 150                                                                               | -                                                                                 | -    | -      | -     | 0                                                                                 | 145                                                                                 | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 1                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 0                                                                                   | -    |
| Peak Hour Factor         | 94                                                                                | 94                                                                                | 94   | 94                                                                                | 94                                                                                | 94   | 94     | 94    | 94                                                                                | 94                                                                                  | 94                                                                                  | 94   |
| Heavy Vehicles, %        | 5                                                                                 | 2                                                                                 | 0    | 0                                                                                 | 3                                                                                 | 0    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0    |
| Mvmt Flow                | 22                                                                                | 1285                                                                              | 71   | 23                                                                                | 909                                                                               | 62   | 0      | 0     | 23                                                                                | 17                                                                                  | 0                                                                                   | 9    |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |       |                                                                                   | Minor2                                                                              |                                                                                     |      |
| Conflicting Flow All     | 971                                                                               | 0                                                                                 | 0    | 1356                                                                              | 0                                                                                 | 0    | -      | -     | 678                                                                               | 1673                                                                                | 2386                                                                                | 486  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 986                                                                                 | 986                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 687                                                                                 | 1400                                                                                | -    |
| Critical Hdwy            | 4.2                                                                               | -                                                                                 | -    | 4.1                                                                               | -                                                                                 | -    | -      | -     | 6.9                                                                               | 7.5                                                                                 | 6.5                                                                                 | 6.9  |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Follow-up Hdwy           | 2.25                                                                              | -                                                                                 | -    | 2.2                                                                               | -                                                                                 | -    | -      | -     | 3.3                                                                               | 3.5                                                                                 | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver       | 688                                                                               | -                                                                                 | -    | 514                                                                               | -                                                                                 | -    | 0      | 0     | 399                                                                               | 64                                                                                  | 35                                                                                  | 533  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 270                                                                                 | 328                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 408                                                                                 | 209                                                                                 | -    |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | -                                                                                   | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 688                                                                               | -                                                                                 | -    | 514                                                                               | -                                                                                 | -    | -      | -     | 399                                                                               | 57                                                                                  | 32                                                                                  | 533  |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 162                                                                                 | 117                                                                                 | -    |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 261                                                                                 | 313                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 372                                                                                 | 202                                                                                 | -    |
| Approach                 | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |       |                                                                                   | SB                                                                                  |                                                                                     |      |
| HCM Control Delay, s     | 0.2                                                                               |                                                                                   |      | 0.3                                                                               |                                                                                   |      | 14.6   |       |                                                                                   | 23.8                                                                                |                                                                                     |      |
| HCM LOS                  |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | B      |       |                                                                                   | C                                                                                   |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1 | SBLn2                                                                             |                                                                                     |                                                                                     |      |
| Capacity (veh/h)         | 399                                                                               | 688                                                                               | -    | -                                                                                 | 514                                                                               | -    | -      | 162   | 533                                                                               |                                                                                     |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.059                                                                             | 0.032                                                                             | -    | -                                                                                 | 0.046                                                                             | -    | -      | 0.105 | 0.016                                                                             |                                                                                     |                                                                                     |      |
| HCM Control Delay (s)    | 14.6                                                                              | 10.4                                                                              | -    | -                                                                                 | 12.3                                                                              | -    | -      | 29.8  | 11.9                                                                              |                                                                                     |                                                                                     |      |
| HCM Lane LOS             | B                                                                                 | B                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | D     | B                                                                                 |                                                                                     |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | 0.1                                                                               | -    | -                                                                                 | 0.1                                                                               | -    | -      | 0.3   | 0                                                                                 |                                                                                     |                                                                                     |      |



Capacity Analysis Summary Sheets  
Year 2030 No-Build Weekday Evening Peak Hour

# HCM 6th AWSC

## 1: Cumnor Road & 39th Street

03/13/2025

### Intersection

Intersection Delay, s/veh

8

Intersection LOS

A

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h  | 3    | 69                                                                                | 84   | 3    | 44                                                                                | 5    | 68   | 15                                                                                  | 8    | 3    | 4                                                                                   | 2    |
| Future Vol, veh/h   | 3    | 69                                                                                | 84   | 3    | 44                                                                                | 5    | 68   | 15                                                                                  | 8    | 3    | 4                                                                                   | 2    |
| Peak Hour Factor    | 0.80 | 0.80                                                                              | 0.80 | 0.80 | 0.80                                                                              | 0.80 | 0.80 | 0.80                                                                                | 0.80 | 0.80 | 0.80                                                                                | 0.80 |
| Heavy Vehicles, %   | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0    | 0    | 0                                                                                   | 0    |
| Mvmt Flow           | 4    | 86                                                                                | 105  | 4    | 55                                                                                | 6    | 85   | 19                                                                                  | 10   | 4    | 5                                                                                   | 3    |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |

| Approach                   | EB | WB  | NB  | SB  |
|----------------------------|----|-----|-----|-----|
| Opposing Approach          | WB | EB  | SB  | NB  |
| Opposing Lanes             | 1  | 1   | 1   | 1   |
| Conflicting Approach Left  | SB | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1  | 1   | 1   | 1   |
| Conflicting Approach Right | NB | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1  | 1   | 1   | 1   |
| HCM Control Delay          | 8  | 7.7 | 8.3 | 7.6 |
| HCM LOS                    | A  | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 75%   | 2%    | 6%    | 33%   |
| Vol Thru, %            | 16%   | 44%   | 85%   | 44%   |
| Vol Right, %           | 9%    | 54%   | 10%   | 22%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 91    | 156   | 52    | 9     |
| LT Vol                 | 68    | 3     | 3     | 3     |
| Through Vol            | 15    | 69    | 44    | 4     |
| RT Vol                 | 8     | 84    | 5     | 2     |
| Lane Flow Rate         | 114   | 195   | 65    | 11    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.144 | 0.214 | 0.078 | 0.014 |
| Departure Headway (Hd) | 4.556 | 3.951 | 4.344 | 4.516 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 789   | 913   | 827   | 794   |
| Service Time           | 2.572 | 1.958 | 2.355 | 2.534 |
| HCM Lane V/C Ratio     | 0.144 | 0.214 | 0.079 | 0.014 |
| HCM Control Delay      | 8.3   | 8     | 7.7   | 7.6   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.5   | 0.8   | 0.3   | 0     |

# HCM 6th TWSC

## 2: Williams Street & 39th Street

03/13/2025

| Intersection             |        |       |      |        |       |      |        |       |      |        |      |      |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh         | 3.5    |       |      |        |       |      |        |       |      |        |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |      |        | ↕    |      |
| Traffic Vol, veh/h       | 1      | 41    | 39   | 2      | 16    | 0    | 37     | 1     | 14   | 0      | 2    | 0    |
| Future Vol, veh/h        | 1      | 41    | 39   | 2      | 16    | 0    | 37     | 1     | 14   | 0      | 2    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop | Stop |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None | -      | -    | None |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Peak Hour Factor         | 25     | 79    | 79   | 79     | 79    | 79   | 79     | 79    | 79   | 79     | 79   | 79   |
| Heavy Vehicles, %        | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Mvmt Flow                | 4      | 52    | 49   | 3      | 20    | 0    | 47     | 1     | 18   | 0      | 3    | 0    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |      | Minor2 |      |      |
| Conflicting Flow All     | 20     | 0     | 0    | 101    | 0     | 0    | 113    | 111   | 77   | 120    | 135  | 20   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 85     | 85    | -    | 26     | 26   | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 28     | 26    | -    | 94     | 109  | -    |
| Critical Hdwy            | 4.1    | -     | -    | 4.1    | -     | -    | 7.1    | 6.5   | 6.2  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -     | -    | 2.2    | -     | -    | 3.5    | 4     | 3.3  | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1609   | -     | -    | 1504   | -     | -    | 869    | 783   | 990  | 860    | 760  | 1064 |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 928    | 828   | -    | 997    | 878  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 994    | 878   | -    | 918    | 809  | -    |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |      |        |      |      |
| Mov Cap-1 Maneuver       | 1609   | -     | -    | 1504   | -     | -    | 864    | 779   | 990  | 840    | 756  | 1064 |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 864    | 779   | -    | 840    | 756  | -    |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 925    | 826   | -    | 994    | 876  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 989    | 876   | -    | 897    | 807  | -    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |      | SB     |      |      |
| HCM Control Delay, s     | 0.3    |       |      | 0.8    |       |      | 9.4    |       |      | 9.8    |      |      |
| HCM LOS                  |        |       |      |        |       |      | A      |       |      | A      |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |      |      |
| Capacity (veh/h)         | 893    | 1609  | -    | -      | 1504  | -    | -      | 756   |      |        |      |      |
| HCM Lane V/C Ratio       | 0.074  | 0.002 | -    | -      | 0.002 | -    | -      | 0.003 |      |        |      |      |
| HCM Control Delay (s)    | 9.4    | 7.2   | 0    | -      | 7.4   | 0    | -      | 9.8   |      |        |      |      |
| HCM Lane LOS             | A      | A     | A    | -      | A     | A    | -      | A     |      |        |      |      |
| HCM 95th %tile Q(veh)    | 0.2    | 0     | -    | -      | 0     | -    | -      | 0     |      |        |      |      |

## HCM 6th TWSC

## 3: US-34 (Ogden Avenue) &amp; Cumnor Road

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.6                                                                               |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |                                                                                     |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |  |  |      |        |  |      |        |  |       |        |  |  |
| Traffic Vol, veh/h       | 86                                                                                | 1251                                                                              | 29   | 46     | 1212                                                                              | 26   | 4      | 2                                                                                 | 41    | 3      | 0                                                                                   | 120                                                                                 |
| Future Vol, veh/h        | 86                                                                                | 1251                                                                              | 29   | 46     | 1212                                                                              | 26   | 4      | 2                                                                                 | 41    | 3      | 0                                                                                   | 120                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0                                                                                   |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop                                                                                |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None                                                                                |
| Storage Length           | 150                                                                               | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | 300                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 1                                                                                 | -     | -      | 1                                                                                   | -                                                                                   |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 97                                                                                | 97                                                                                | 97   | 97     | 97                                                                                | 97   | 97     | 97                                                                                | 97    | 97     | 97                                                                                  | 97                                                                                  |
| Heavy Vehicles, %        | 0                                                                                 | 0                                                                                 | 0    | 0      | 1                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0                                                                                   |
| Mvmt Flow                | 89                                                                                | 1290                                                                              | 30   | 47     | 1249                                                                              | 27   | 4      | 2                                                                                 | 42    | 3      | 0                                                                                   | 124                                                                                 |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |                                                                                     |
| Conflicting Flow All     | 1276                                                                              | 0                                                                                 | 0    | 1320   | 0                                                                                 | 0    | 2202   | 2853                                                                              | 660   | 2181   | 2855                                                                                | 638                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 1483   | 1483                                                                              | -     | 1357   | 1357                                                                                | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 719    | 1370                                                                              | -     | 824    | 1498                                                                                | -                                                                                   |
| Critical Hdwy            | 4.1                                                                               | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.5    | 6.5                                                                               | 6.9   | 7.5    | 6.5                                                                                 | 6.9                                                                                 |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 6.5    | 5.5                                                                               | -     | 6.5    | 5.5                                                                                 | -                                                                                   |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 6.5    | 5.5                                                                               | -     | 6.5    | 5.5                                                                                 | -                                                                                   |
| Follow-up Hdwy           | 2.2                                                                               | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3   | 3.5    | 4                                                                                   | 3.3                                                                                 |
| Pot Cap-1 Maneuver       | 551                                                                               | -                                                                                 | -    | 530    | -                                                                                 | -    | 25     | 17                                                                                | 410   | 26     | 17                                                                                  | 424                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 133    | 191                                                                               | -     | 160    | 219                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 390    | 216                                                                               | -     | 338    | 187                                                                                 | -                                                                                   |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -                                                                                   |
| Mov Cap-1 Maneuver       | 551                                                                               | -                                                                                 | -    | 530    | -                                                                                 | -    | 12     | 10                                                                                | 410   | 15     | 10                                                                                  | 424                                                                                 |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 54     | 43                                                                                | -     | 80     | 63                                                                                  | -                                                                                   |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 111    | 160                                                                               | -     | 134    | 152                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -    | 191    | 149                                                                               | -     | 251    | 157                                                                                 | -                                                                                   |
| Approach                 | EB                                                                                |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |                                                                                     |
| HCM Control Delay, s     | 0.8                                                                               |                                                                                   |      | 2.1    |                                                                                   |      | 26.8   |                                                                                   |       | 17.8   |                                                                                     |                                                                                     |
| HCM LOS                  |                                                                                   |                                                                                   |      |        |                                                                                   |      | D      |                                                                                   |       | C      |                                                                                     |                                                                                     |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             | SBLn2 |        |                                                                                     |                                                                                     |
| Capacity (veh/h)         | 213                                                                               | 551                                                                               | -    | -      | 530                                                                               | -    | -      | 80                                                                                | 424   |        |                                                                                     |                                                                                     |
| HCM Lane V/C Ratio       | 0.227                                                                             | 0.161                                                                             | -    | -      | 0.089                                                                             | -    | -      | 0.039                                                                             | 0.292 |        |                                                                                     |                                                                                     |
| HCM Control Delay (s)    | 26.8                                                                              | 12.8                                                                              | -    | -      | 12.5                                                                              | 1.8  | -      | 51.8                                                                              | 17    |        |                                                                                     |                                                                                     |
| HCM Lane LOS             | D                                                                                 | B                                                                                 | -    | -      | B                                                                                 | A    | -      | F                                                                                 | C     |        |                                                                                     |                                                                                     |
| HCM 95th %tile Q(veh)    | 0.8                                                                               | 0.6                                                                               | -    | -      | 0.3                                                                               | -    | -      | 0.1                                                                               | 1.2   |        |                                                                                     |                                                                                     |



## HCM 6th TWSC

## 4: Access Drive/Williams Street &amp; US-34 (Ogden Avenue)

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.9                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT   | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |        |       |  |  |  |      |
| Traffic Vol, veh/h       | 36                                                                                | 1288                                                                              | 17   | 4                                                                                 | 1408                                                                              | 86   | 0      | 0     | 25                                                                                | 15                                                                                  | 0                                                                                   | 40   |
| Future Vol, veh/h        | 36                                                                                | 1288                                                                              | 17   | 4                                                                                 | 1408                                                                              | 86   | 0      | 0     | 25                                                                                | 15                                                                                  | 0                                                                                   | 40   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop  | Stop                                                                              | Stop                                                                                | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -     | Stop                                                                              | -                                                                                   | -                                                                                   | None |
| Storage Length           | 150                                                                               | -                                                                                 | -    | 150                                                                               | -                                                                                 | -    | -      | -     | 0                                                                                 | 145                                                                                 | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 1                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 0                                                                                   | -    |
| Peak Hour Factor         | 95                                                                                | 95                                                                                | 95   | 95                                                                                | 95                                                                                | 95   | 95     | 95    | 95                                                                                | 95                                                                                  | 95                                                                                  | 95   |
| Heavy Vehicles, %        | 0                                                                                 | 1                                                                                 | 0    | 0                                                                                 | 1                                                                                 | 1    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 3    |
| Mvmt Flow                | 38                                                                                | 1356                                                                              | 18   | 4                                                                                 | 1482                                                                              | 91   | 0      | 0     | 26                                                                                | 16                                                                                  | 0                                                                                   | 42   |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |       |                                                                                   | Minor2                                                                              |                                                                                     |      |
| Conflicting Flow All     | 1573                                                                              | 0                                                                                 | 0    | 1374                                                                              | 0                                                                                 | 0    | -      | -     | 687                                                                               | 2290                                                                                | 2986                                                                                | 787  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 1536                                                                                | 1536                                                                                | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 754                                                                                 | 1450                                                                                | -    |
| Critical Hdwy            | 4.1                                                                               | -                                                                                 | -    | 4.1                                                                               | -                                                                                 | -    | -      | -     | 6.9                                                                               | 7.5                                                                                 | 6.5                                                                                 | 6.96 |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Follow-up Hdwy           | 2.2                                                                               | -                                                                                 | -    | 2.2                                                                               | -                                                                                 | -    | -      | -     | 3.3                                                                               | 3.5                                                                                 | 4                                                                                   | 3.33 |
| Pot Cap-1 Maneuver       | 425                                                                               | -                                                                                 | -    | 506                                                                               | -                                                                                 | -    | 0      | 0     | 394                                                                               | 22                                                                                  | 14                                                                                  | 332  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 124                                                                                 | 180                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 372                                                                                 | 198                                                                                 | -    |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | -                                                                                   | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 425                                                                               | -                                                                                 | -    | 506                                                                               | -                                                                                 | -    | -      | -     | 394                                                                               | 19                                                                                  | 13                                                                                  | 332  |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 82                                                                                  | 87                                                                                  | -    |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 113                                                                                 | 179                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 316                                                                                 | 180                                                                                 | -    |
| Approach                 | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |       |                                                                                   | SB                                                                                  |                                                                                     |      |
| HCM Control Delay, s     | 0.4                                                                               |                                                                                   |      | 0                                                                                 |                                                                                   |      | 14.8   |       |                                                                                   | 28.8                                                                                |                                                                                     |      |
| HCM LOS                  |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | B      |       |                                                                                   | D                                                                                   |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1 | SBLn2                                                                             |                                                                                     |                                                                                     |      |
| Capacity (veh/h)         | 394                                                                               | 425                                                                               | -    | -                                                                                 | 506                                                                               | -    | -      | 82    | 332                                                                               |                                                                                     |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.067                                                                             | 0.089                                                                             | -    | -                                                                                 | 0.008                                                                             | -    | -      | 0.193 | 0.127                                                                             |                                                                                     |                                                                                     |      |
| HCM Control Delay (s)    | 14.8                                                                              | 14.3                                                                              | -    | -                                                                                 | 12.2                                                                              | -    | -      | 59.1  | 17.4                                                                              |                                                                                     |                                                                                     |      |
| HCM Lane LOS             | B                                                                                 | B                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | F     | C                                                                                 |                                                                                     |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | 0.3                                                                               | -    | -                                                                                 | 0                                                                                 | -    | -      | 0.7   | 0.4                                                                               |                                                                                     |                                                                                     |      |

Capacity Analysis Summary Sheets  
Year 2030 Total Projected Weekday Morning Peak Hour

# HCM 6th AWSC

## 1: Cumnor Road & 39th Street

03/13/2025

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.5 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 2    | 30   | 45   | 23   | 40   | 0    | 57   | 9    | 5    | 4    | 5    | 2    |
| Future Vol, veh/h   | 2    | 30   | 45   | 23   | 40   | 0    | 57   | 9    | 5    | 4    | 5    | 2    |
| 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 |
| Heavy Vehicles, %   | 0    | 3    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 2    | 34   | 51   | 26   | 45   | 0    | 65   | 10   | 6    | 5    | 6    | 2    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 7.2 | 7.7 | 7.8 | 7.4 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 80%   | 3%    | 37%   | 36%   |
| Vol Thru, %            | 13%   | 39%   | 63%   | 45%   |
| Vol Right, %           | 7%    | 58%   | 0%    | 18%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 71    | 77    | 63    | 11    |
| LT Vol                 | 57    | 2     | 23    | 4     |
| Through Vol            | 9     | 30    | 40    | 5     |
| RT Vol                 | 5     | 45    | 0     | 2     |
| Lane Flow Rate         | 81    | 88    | 72    | 12    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.096 | 0.092 | 0.084 | 0.015 |
| Departure Headway (Hd) | 4.303 | 3.772 | 4.203 | 4.203 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 825   | 938   | 844   | 839   |
| Service Time           | 2.372 | 1.844 | 2.271 | 2.291 |
| HCM Lane V/C Ratio     | 0.098 | 0.094 | 0.085 | 0.014 |
| HCM Control Delay      | 7.8   | 7.2   | 7.7   | 7.4   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.3   | 0.3   | 0.3   | 0     |

## HCM 6th TWSC

## 2: Williams Street/Williams Street &amp; 39th Street

03/13/2025

| Intersection             |        |       |      |        |       |      |        |       |      |        |      |      |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh         | 4.8    |       |      |        |       |      |        |       |      |        |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |      |        | ↕    |      |
| Traffic Vol, veh/h       | 2      | 19    | 21   | 2      | 18    | 0    | 39     | 8     | 6    | 0      | 7    | 0    |
| Future Vol, veh/h        | 2      | 19    | 21   | 2      | 18    | 0    | 39     | 8     | 6    | 0      | 7    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop | Stop |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None | -      | -    | None |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Peak Hour Factor         | 82     | 82    | 82   | 82     | 82    | 82   | 82     | 82    | 82   | 82     | 82   | 82   |
| Heavy Vehicles, %        | 0      | 0     | 7    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Mvmt Flow                | 2      | 23    | 26   | 2      | 22    | 0    | 48     | 10    | 7    | 0      | 9    | 0    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |      | Minor2 |      |      |
| Conflicting Flow All     | 22     | 0     | 0    | 49     | 0     | 0    | 71     | 66    | 36   | 75     | 79   | 22   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 40     | 40    | -    | 26     | 26   | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 31     | 26    | -    | 49     | 53   | -    |
| Critical Hdwy            | 4.1    | -     | -    | 4.1    | -     | -    | 7.1    | 6.5   | 6.2  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -     | -    | 2.2    | -     | -    | 3.5    | 4     | 3.3  | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1607   | -     | -    | 1571   | -     | -    | 925    | 829   | 1042 | 920    | 815  | 1061 |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 980    | 866   | -    | 997    | 878  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 991    | 878   | -    | 969    | 855  | -    |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |      |        |      |      |
| Mov Cap-1 Maneuver       | 1607   | -     | -    | 1571   | -     | -    | 916    | 827   | 1042 | 904    | 813  | 1061 |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 916    | 827   | -    | 904    | 813  | -    |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 979    | 865   | -    | 996    | 877  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 980    | 877   | -    | 950    | 854  | -    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |      | SB     |      |      |
| HCM Control Delay, s     | 0.3    |       |      | 0.7    |       |      | 9.2    |       |      | 9.5    |      |      |
| HCM LOS                  |        |       |      |        |       |      | A      |       |      | A      |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |      |      |
| Capacity (veh/h)         | 914    | 1607  | -    | -      | 1571  | -    | -      | 813   |      |        |      |      |
| HCM Lane V/C Ratio       | 0.071  | 0.002 | -    | -      | 0.002 | -    | -      | 0.011 |      |        |      |      |
| HCM Control Delay (s)    | 9.2    | 7.2   | 0    | -      | 7.3   | 0    | -      | 9.5   |      |        |      |      |
| HCM Lane LOS             | A      | A     | A    | -      | A     | A    | -      | A     |      |        |      |      |
| HCM 95th %tile Q(veh)    | 0.2    | 0     | -    | -      | 0     | -    | -      | 0     |      |        |      |      |



## HCM 6th TWSC

## 3: US-34 (Ogden Avenue) &amp; Cumnor Road

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.9                                                                               |                                                                                   |      |      |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |                                                                                     |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR  | SBL  | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |  |  |      |      |  |      |      |  |      |      |  |  |
| Traffic Vol, veh/h       | 69                                                                                | 1236                                                                              | 30   | 20   | 818                                                                               | 25   | 8    | 2                                                                                 | 49   | 14   | 0                                                                                   | 86                                                                                  |
| Future Vol, veh/h        | 69                                                                                | 1236                                                                              | 30   | 20   | 818                                                                               | 25   | 8    | 2                                                                                 | 49   | 14   | 0                                                                                   | 86                                                                                  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0                                                                                   |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free | Free                                                                              | Free | Stop | Stop                                                                              | Stop | Stop | Stop                                                                                | Stop                                                                                |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -    | -                                                                                 | None | -    | -                                                                                 | None | -    | -                                                                                   | None                                                                                |
| Storage Length           | 150                                                                               | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                   | 300                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 1                                                                                 | -    | -    | 1                                                                                   | -                                                                                   |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 93                                                                                | 93                                                                                | 93   | 93   | 93                                                                                | 93   | 93   | 93                                                                                | 93   | 93   | 93                                                                                  | 93                                                                                  |
| Heavy Vehicles, %        | 0                                                                                 | 2                                                                                 | 7    | 0    | 2                                                                                 | 0    | 0    | 0                                                                                 | 2    | 0    | 0                                                                                   | 4                                                                                   |
| Mvmt Flow                | 74                                                                                | 1329                                                                              | 32   | 22   | 880                                                                               | 27   | 9    | 2                                                                                 | 53   | 15   | 0                                                                                   | 92                                                                                  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 907    | 0 | 0 | 1361   | 0 | 0 | 1977   | 2444 | 681  | 1752   | 2447 | 454  |
| Stage 1              | -      | - | - | -      | - | - | 1493   | 1493 | -    | 938    | 938  | -    |
| Stage 2              | -      | - | - | -      | - | - | 484    | 951  | -    | 814    | 1509 | -    |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.5    | 6.5  | 6.94 | 7.5    | 6.5  | 6.98 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -    |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4    | 3.32 | 3.5    | 4    | 3.34 |
| Pot Cap-1 Maneuver   | 759    | - | - | 512    | - | - | 38     | 32   | 393  | 56     | 32   | 548  |
| Stage 1              | -      | - | - | -      | - | - | 132    | 188  | -    | 288    | 346  | -    |
| Stage 2              | -      | - | - | -      | - | - | 538    | 341  | -    | 342    | 185  | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 759    | - | - | 512    | - | - | 27     | 26   | 393  | 41     | 26   | 548  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 89     | 102  | -    | 133    | 101  | -    |
| Stage 1              | -      | - | - | -      | - | - | 119    | 170  | -    | 260    | 316  | -    |
| Stage 2              | -      | - | - | -      | - | - | 408    | 311  | -    | 264    | 167  | -    |

| Approach             | EB  |  |  | WB  |  |  | NB |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.5 |  |  | 0.8 |  |  | 24 |  |  | 16.1 |  |  |
| HCM LOS              |     |  |  |     |  |  | C  |  |  | C    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h)      | 252   | 759   | -   | -   | 512   | -   | -   | 133   | 548   |
| HCM Lane V/C Ratio    | 0.252 | 0.098 | -   | -   | 0.042 | -   | -   | 0.113 | 0.169 |
| HCM Control Delay (s) | 24    | 10.3  | -   | -   | 12.3  | 0.5 | -   | 35.5  | 12.9  |
| HCM Lane LOS          | C     | B     | -   | -   | B     | A   | -   | E     | B     |
| HCM 95th %tile Q(veh) | 1     | 0.3   | -   | -   | 0.1   | -   | -   | 0.4   | 0.6   |

## HCM 6th TWSC

## 4: Access Drive/Williams Street &amp; US-34 (Ogden Avenue)

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.8                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT   | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |        |       |  |  |  |      |
| Traffic Vol, veh/h       | 21                                                                                | 1211                                                                              | 67   | 22                                                                                | 854                                                                               | 62   | 0      | 0     | 22                                                                                | 24                                                                                  | 0                                                                                   | 9    |
| Future Vol, veh/h        | 21                                                                                | 1211                                                                              | 67   | 22                                                                                | 854                                                                               | 62   | 0      | 0     | 22                                                                                | 24                                                                                  | 0                                                                                   | 9    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop  | Stop                                                                              | Stop                                                                                | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -     | Stop                                                                              | -                                                                                   | -                                                                                   | None |
| Storage Length           | 150                                                                               | -                                                                                 | -    | 150                                                                               | -                                                                                 | -    | -      | -     | 0                                                                                 | 145                                                                                 | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 1                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0     | -                                                                                 | -                                                                                   | 0                                                                                   | -    |
| Peak Hour Factor         | 94                                                                                | 94                                                                                | 94   | 94                                                                                | 94                                                                                | 94   | 94     | 94    | 94                                                                                | 94                                                                                  | 94                                                                                  | 94   |
| Heavy Vehicles, %        | 5                                                                                 | 2                                                                                 | 0    | 0                                                                                 | 3                                                                                 | 0    | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0    |
| Mvmt Flow                | 22                                                                                | 1288                                                                              | 71   | 23                                                                                | 909                                                                               | 66   | 0      | 0     | 23                                                                                | 26                                                                                  | 0                                                                                   | 10   |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |       |                                                                                   | Minor2                                                                              |                                                                                     |      |
| Conflicting Flow All     | 975                                                                               | 0                                                                                 | 0    | 1359                                                                              | 0                                                                                 | 0    | -      | -     | 680                                                                               | 1676                                                                                | 2391                                                                                | 488  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 988                                                                                 | 988                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 688                                                                                 | 1403                                                                                | -    |
| Critical Hdwy            | 4.2                                                                               | -                                                                                 | -    | 4.1                                                                               | -                                                                                 | -    | -      | -     | 6.9                                                                               | 7.5                                                                                 | 6.5                                                                                 | 6.9  |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Follow-up Hdwy           | 2.25                                                                              | -                                                                                 | -    | 2.2                                                                               | -                                                                                 | -    | -      | -     | 3.3                                                                               | 3.5                                                                                 | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver       | 685                                                                               | -                                                                                 | -    | 512                                                                               | -                                                                                 | -    | 0      | 0     | 398                                                                               | 63                                                                                  | 34                                                                                  | 531  |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 269                                                                                 | 328                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 0      | 0     | -                                                                                 | 407                                                                                 | 208                                                                                 | -    |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | -                                                                                   | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 685                                                                               | -                                                                                 | -    | 512                                                                               | -                                                                                 | -    | -      | -     | 398                                                                               | 56                                                                                  | 31                                                                                  | 531  |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 161                                                                                 | 116                                                                                 | -    |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 260                                                                                 | 313                                                                                 | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | -     | -                                                                                 | 371                                                                                 | 201                                                                                 | -    |
| Approach                 | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |       |                                                                                   | SB                                                                                  |                                                                                     |      |
| HCM Control Delay, s     | 0.2                                                                               |                                                                                   |      | 0.3                                                                               |                                                                                   |      | 14.6   |       |                                                                                   | 26.2                                                                                |                                                                                     |      |
| HCM LOS                  |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | B      |       |                                                                                   | D                                                                                   |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1 | SBLn2                                                                             |                                                                                     |                                                                                     |      |
| Capacity (veh/h)         | 398                                                                               | 685                                                                               | -    | -                                                                                 | 512                                                                               | -    | -      | 161   | 531                                                                               |                                                                                     |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.059                                                                             | 0.033                                                                             | -    | -                                                                                 | 0.046                                                                             | -    | -      | 0.159 | 0.018                                                                             |                                                                                     |                                                                                     |      |
| HCM Control Delay (s)    | 14.6                                                                              | 10.4                                                                              | -    | -                                                                                 | 12.4                                                                              | -    | -      | 31.5  | 11.9                                                                              |                                                                                     |                                                                                     |      |
| HCM Lane LOS             | B                                                                                 | B                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | D     | B                                                                                 |                                                                                     |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | 0.1                                                                               | -    | -                                                                                 | 0.1                                                                               | -    | -      | 0.5   | 0.1                                                                               |                                                                                     |                                                                                     |      |

## HCM 6th TWSC

## 5: 39th Street &amp; Proposed Access Drive

03/13/2025

## Intersection

Int Delay, s/veh 0.6

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|----------|-----|-----|-----|-----|-----|-----|
|----------|-----|-----|-----|-----|-----|-----|

|                     |  |                                                                                   |                                                                                   |  |                                                                                   |  |
|---------------------|--|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------|--|
| Lane Configurations |  |  |  |  |  |  |
|---------------------|--|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------|--|

|                    |   |    |    |   |   |   |
|--------------------|---|----|----|---|---|---|
| Traffic Vol, veh/h | 1 | 37 | 55 | 1 | 1 | 5 |
|--------------------|---|----|----|---|---|---|

|                   |   |    |    |   |   |   |
|-------------------|---|----|----|---|---|---|
| Future Vol, veh/h | 1 | 37 | 55 | 1 | 1 | 5 |
|-------------------|---|----|----|---|---|---|

|                        |   |   |   |   |   |   |
|------------------------|---|---|---|---|---|---|
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
|------------------------|---|---|---|---|---|---|

|              |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|
| Sign Control | Free | Free | Free | Free | Stop | Stop |
|--------------|------|------|------|------|------|------|

|                |   |      |   |      |   |      |
|----------------|---|------|---|------|---|------|
| RT Channelized | - | None | - | None | - | None |
|----------------|---|------|---|------|---|------|

|                |   |   |   |   |   |   |
|----------------|---|---|---|---|---|---|
| Storage Length | - | - | - | - | 0 | - |
|----------------|---|---|---|---|---|---|

|                          |   |   |   |   |   |   |
|--------------------------|---|---|---|---|---|---|
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
|--------------------------|---|---|---|---|---|---|

|          |   |   |   |   |   |   |
|----------|---|---|---|---|---|---|
| Grade, % | - | 0 | 0 | - | 0 | - |
|----------|---|---|---|---|---|---|

|                  |    |    |    |    |    |    |
|------------------|----|----|----|----|----|----|
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
|------------------|----|----|----|----|----|----|

|                   |   |   |   |   |   |   |
|-------------------|---|---|---|---|---|---|
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
|-------------------|---|---|---|---|---|---|

|           |   |    |    |   |   |   |
|-----------|---|----|----|---|---|---|
| Mvmt Flow | 1 | 40 | 60 | 1 | 1 | 5 |
|-----------|---|----|----|---|---|---|

| Major/Minor | Major1 | Major2 | Minor2 |
|-------------|--------|--------|--------|
|-------------|--------|--------|--------|

|                      |    |   |     |
|----------------------|----|---|-----|
| Conflicting Flow All | 61 | 0 | 103 |
|----------------------|----|---|-----|

|         |   |   |    |
|---------|---|---|----|
| Stage 1 | - | - | 61 |
|---------|---|---|----|

|         |   |   |    |
|---------|---|---|----|
| Stage 2 | - | - | 42 |
|---------|---|---|----|

|               |      |   |      |
|---------------|------|---|------|
| Critical Hdwy | 4.12 | - | 6.42 |
|---------------|------|---|------|

|                     |   |   |      |
|---------------------|---|---|------|
| Critical Hdwy Stg 1 | - | - | 5.42 |
|---------------------|---|---|------|

|                     |   |   |      |
|---------------------|---|---|------|
| Critical Hdwy Stg 2 | - | - | 5.42 |
|---------------------|---|---|------|

|                |       |   |       |
|----------------|-------|---|-------|
| Follow-up Hdwy | 2.218 | - | 3.518 |
|----------------|-------|---|-------|

|                    |      |   |     |
|--------------------|------|---|-----|
| Pot Cap-1 Maneuver | 1542 | - | 895 |
|--------------------|------|---|-----|

|         |   |   |     |
|---------|---|---|-----|
| Stage 1 | - | - | 962 |
|---------|---|---|-----|

|         |   |   |     |
|---------|---|---|-----|
| Stage 2 | - | - | 980 |
|---------|---|---|-----|

|                    |   |   |   |
|--------------------|---|---|---|
| Platoon blocked, % | - | - | - |
|--------------------|---|---|---|

|                    |      |   |     |
|--------------------|------|---|-----|
| Mov Cap-1 Maneuver | 1542 | - | 894 |
|--------------------|------|---|-----|

|                    |   |   |     |
|--------------------|---|---|-----|
| Mov Cap-2 Maneuver | - | - | 894 |
|--------------------|---|---|-----|

|         |   |   |     |
|---------|---|---|-----|
| Stage 1 | - | - | 961 |
|---------|---|---|-----|

|         |   |   |     |
|---------|---|---|-----|
| Stage 2 | - | - | 980 |
|---------|---|---|-----|

| Approach | EB | WB | SB |
|----------|----|----|----|
|----------|----|----|----|

|                      |     |   |     |
|----------------------|-----|---|-----|
| HCM Control Delay, s | 0.2 | 0 | 8.7 |
|----------------------|-----|---|-----|

|         |  |  |   |
|---------|--|--|---|
| HCM LOS |  |  | A |
|---------|--|--|---|

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-----|-------|
|-----------------------|-----|-----|-----|-----|-------|

|                  |      |   |   |   |     |
|------------------|------|---|---|---|-----|
| Capacity (veh/h) | 1542 | - | - | - | 984 |
|------------------|------|---|---|---|-----|

|                    |       |   |   |   |       |
|--------------------|-------|---|---|---|-------|
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.007 |
|--------------------|-------|---|---|---|-------|

|                       |     |   |   |   |     |
|-----------------------|-----|---|---|---|-----|
| HCM Control Delay (s) | 7.3 | 0 | - | - | 8.7 |
|-----------------------|-----|---|---|---|-----|

|              |   |   |   |   |   |
|--------------|---|---|---|---|---|
| HCM Lane LOS | A | A | - | - | A |
|--------------|---|---|---|---|---|

|                       |   |   |   |   |   |
|-----------------------|---|---|---|---|---|
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |
|-----------------------|---|---|---|---|---|

## HCM 6th TWSC

## 6: Williams Street &amp; Proposed Access Drive

03/13/2025

## Intersection

Int Delay, s/veh 2.3

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|----------|-----|-----|-----|-----|-----|-----|
|----------|-----|-----|-----|-----|-----|-----|

|                     |                                                                                   |  |  |                                                                                   |                                                                                   |  |
|---------------------|-----------------------------------------------------------------------------------|--|--|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--|
| Lane Configurations |  |  |  |  |  |  |
|---------------------|-----------------------------------------------------------------------------------|--|--|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--|

|                    |   |   |   |   |   |   |
|--------------------|---|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 3 | 1 | 8 | 2 | 0 |
|--------------------|---|---|---|---|---|---|

|                   |   |   |   |   |   |   |
|-------------------|---|---|---|---|---|---|
| Future Vol, veh/h | 0 | 3 | 1 | 8 | 2 | 0 |
|-------------------|---|---|---|---|---|---|

|                        |   |   |   |   |   |   |
|------------------------|---|---|---|---|---|---|
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
|------------------------|---|---|---|---|---|---|

|              |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|
| Sign Control | Stop | Stop | Free | Free | Free | Free |
|--------------|------|------|------|------|------|------|

|                |   |      |   |      |   |      |
|----------------|---|------|---|------|---|------|
| RT Channelized | - | None | - | None | - | None |
|----------------|---|------|---|------|---|------|

|                |   |   |   |   |   |   |
|----------------|---|---|---|---|---|---|
| Storage Length | 0 | - | - | - | - | - |
|----------------|---|---|---|---|---|---|

|                          |   |   |   |   |   |   |
|--------------------------|---|---|---|---|---|---|
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
|--------------------------|---|---|---|---|---|---|

|          |   |   |   |   |   |   |
|----------|---|---|---|---|---|---|
| Grade, % | 0 | - | - | 0 | 0 | - |
|----------|---|---|---|---|---|---|

|                  |    |    |    |    |    |    |
|------------------|----|----|----|----|----|----|
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
|------------------|----|----|----|----|----|----|

|                   |   |   |   |   |   |   |
|-------------------|---|---|---|---|---|---|
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
|-------------------|---|---|---|---|---|---|

|           |   |   |   |   |   |   |
|-----------|---|---|---|---|---|---|
| Mvmt Flow | 0 | 3 | 1 | 9 | 2 | 0 |
|-----------|---|---|---|---|---|---|

| Major/Minor | Minor2 | Major1 | Major2 |
|-------------|--------|--------|--------|
|-------------|--------|--------|--------|

|                      |    |   |   |
|----------------------|----|---|---|
| Conflicting Flow All | 13 | 2 | 2 |
|----------------------|----|---|---|

|         |   |   |   |
|---------|---|---|---|
| Stage 1 | 2 | - | - |
|---------|---|---|---|

|         |    |   |   |
|---------|----|---|---|
| Stage 2 | 11 | - | - |
|---------|----|---|---|

|               |      |      |      |
|---------------|------|------|------|
| Critical Hdwy | 6.42 | 6.22 | 4.12 |
|---------------|------|------|------|

|                     |      |   |   |
|---------------------|------|---|---|
| Critical Hdwy Stg 1 | 5.42 | - | - |
|---------------------|------|---|---|

|                     |      |   |   |
|---------------------|------|---|---|
| Critical Hdwy Stg 2 | 5.42 | - | - |
|---------------------|------|---|---|

|                |       |       |       |
|----------------|-------|-------|-------|
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 |
|----------------|-------|-------|-------|

|                    |      |      |      |
|--------------------|------|------|------|
| Pot Cap-1 Maneuver | 1006 | 1082 | 1620 |
|--------------------|------|------|------|

|         |      |   |   |
|---------|------|---|---|
| Stage 1 | 1021 | - | - |
|---------|------|---|---|

|         |      |   |   |
|---------|------|---|---|
| Stage 2 | 1012 | - | - |
|---------|------|---|---|

|                    |  |   |   |
|--------------------|--|---|---|
| Platoon blocked, % |  | - | - |
|--------------------|--|---|---|

|                    |      |      |      |
|--------------------|------|------|------|
| Mov Cap-1 Maneuver | 1005 | 1082 | 1620 |
|--------------------|------|------|------|

|                    |      |   |   |
|--------------------|------|---|---|
| Mov Cap-2 Maneuver | 1005 | - | - |
|--------------------|------|---|---|

|         |      |   |   |
|---------|------|---|---|
| Stage 1 | 1020 | - | - |
|---------|------|---|---|

|         |      |   |   |
|---------|------|---|---|
| Stage 2 | 1012 | - | - |
|---------|------|---|---|

| Approach | EB | NB | SB |
|----------|----|----|----|
|----------|----|----|----|

|                      |     |     |   |
|----------------------|-----|-----|---|
| HCM Control Delay, s | 8.3 | 0.8 | 0 |
|----------------------|-----|-----|---|

|         |   |  |  |
|---------|---|--|--|
| HCM LOS | A |  |  |
|---------|---|--|--|

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-----|-----|-------|-----|-----|
|-----------------------|-----|-----|-------|-----|-----|

|                  |      |   |      |   |   |
|------------------|------|---|------|---|---|
| Capacity (veh/h) | 1620 | - | 1082 | - | - |
|------------------|------|---|------|---|---|

|                    |       |   |       |   |   |
|--------------------|-------|---|-------|---|---|
| HCM Lane V/C Ratio | 0.001 | - | 0.003 | - | - |
|--------------------|-------|---|-------|---|---|

|                       |     |   |     |   |   |
|-----------------------|-----|---|-----|---|---|
| HCM Control Delay (s) | 7.2 | 0 | 8.3 | - | - |
|-----------------------|-----|---|-----|---|---|

|              |   |   |   |   |   |
|--------------|---|---|---|---|---|
| HCM Lane LOS | A | A | A | - | - |
|--------------|---|---|---|---|---|

|                       |   |   |   |   |   |
|-----------------------|---|---|---|---|---|
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |
|-----------------------|---|---|---|---|---|



Capacity Analysis Summary Sheets  
Year 2030 Total Projected Weekday Evening Peak Hour

# HCM 6th AWSC

## 1: Cumnor Road & 39th Street

03/13/2025

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.2 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 6    | 71   | 84   | 7    | 45   | 5    | 68   | 17   | 13   | 3    | 6    | 3    |
| Future Vol, veh/h   | 6    | 71   | 84   | 7    | 45   | 5    | 68   | 17   | 13   | 3    | 6    | 3    |
| Peak Hour Factor    | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 8    | 89   | 105  | 9    | 56   | 6    | 85   | 21   | 16   | 4    | 8    | 4    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 8.2 | 7.8 | 8.4 | 7.6 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 69%   | 4%    | 12%   | 25%   |
| Vol Thru, %            | 17%   | 44%   | 79%   | 50%   |
| Vol Right, %           | 13%   | 52%   | 9%    | 25%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 98    | 161   | 57    | 12    |
| LT Vol                 | 68    | 6     | 7     | 3     |
| Through Vol            | 17    | 71    | 45    | 6     |
| RT Vol                 | 13    | 84    | 5     | 3     |
| Lane Flow Rate         | 122   | 201   | 71    | 15    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.155 | 0.224 | 0.087 | 0.019 |
| Departure Headway (Hd) | 4.555 | 3.999 | 4.398 | 4.525 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 789   | 900   | 817   | 792   |
| Service Time           | 2.574 | 2.012 | 2.415 | 2.548 |
| HCM Lane V/C Ratio     | 0.155 | 0.223 | 0.087 | 0.019 |
| HCM Control Delay      | 8.4   | 8.2   | 7.8   | 7.6   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.5   | 0.9   | 0.3   | 0.1   |

## HCM 6th TWSC

## 2: Williams Street/Williams Street &amp; 39th Street

03/13/2025

| Intersection             |        |       |      |        |       |      |        |       |      |        |      |      |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh         | 4      |       |      |        |       |      |        |       |      |        |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |      |        | ↕    |      |
| Traffic Vol, veh/h       | 1      | 41    | 42   | 2      | 16    | 0    | 42     | 7     | 14   | 0      | 5    | 0    |
| Future Vol, veh/h        | 1      | 41    | 42   | 2      | 16    | 0    | 42     | 7     | 14   | 0      | 5    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop | Stop |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None | -      | -    | None |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Peak Hour Factor         | 25     | 79    | 79   | 79     | 79    | 79   | 79     | 79    | 79   | 79     | 79   | 79   |
| Heavy Vehicles, %        | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Mvmt Flow                | 4      | 52    | 53   | 3      | 20    | 0    | 53     | 9     | 18   | 0      | 6    | 0    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |      | Minor2 |      |      |
| Conflicting Flow All     | 20     | 0     | 0    | 105    | 0     | 0    | 116    | 113   | 79   | 126    | 139  | 20   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 87     | 87    | -    | 26     | 26   | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 29     | 26    | -    | 100    | 113  | -    |
| Critical Hdwy            | 4.1    | -     | -    | 4.1    | -     | -    | 7.1    | 6.5   | 6.2  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -     | -    | 2.2    | -     | -    | 3.5    | 4     | 3.3  | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1609   | -     | -    | 1499   | -     | -    | 865    | 781   | 987  | 852    | 756  | 1064 |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 926    | 827   | -    | 997    | 878  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 993    | 878   | -    | 911    | 806  | -    |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |      |        |      |      |
| Mov Cap-1 Maneuver       | 1609   | -     | -    | 1499   | -     | -    | 856    | 777   | 987  | 826    | 752  | 1064 |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 856    | 777   | -    | 826    | 752  | -    |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 923    | 825   | -    | 994    | 876  | -    |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 984    | 876   | -    | 882    | 804  | -    |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |      | SB     |      |      |
| HCM Control Delay, s     | 0.3    |       |      | 0.8    |       |      | 9.5    |       |      | 9.8    |      |      |
| HCM LOS                  |        |       |      |        |       |      | A      |       |      | A      |      |      |
|                          |        |       |      |        |       |      |        |       |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |      |      |
| Capacity (veh/h)         | 872    | 1609  | -    | -      | 1499  | -    | -      | 752   |      |        |      |      |
| HCM Lane V/C Ratio       | 0.091  | 0.002 | -    | -      | 0.002 | -    | -      | 0.008 |      |        |      |      |
| HCM Control Delay (s)    | 9.5    | 7.2   | 0    | -      | 7.4   | 0    | -      | 9.8   |      |        |      |      |
| HCM Lane LOS             | A      | A     | A    | -      | A     | A    | -      | A     |      |        |      |      |
| HCM 95th %tile Q(veh)    | 0.3    | 0     | -    | -      | 0     | -    | -      | 0     |      |        |      |      |

## HCM 6th TWSC

## 3: US-34 (Ogden Avenue) &amp; Cumnor Road

03/13/2025

| Intersection             |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.7                                                                               |                                                                                   |      |      |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |                                                                                     |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR  | SBL  | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |  |  |      |      |  |      |      |  |      |      |  |  |
| Traffic Vol, veh/h       | 92                                                                                | 1252                                                                              | 29   | 46   | 1212                                                                              | 27   | 4    | 2                                                                                 | 41   | 4    | 0                                                                                   | 125                                                                                 |
| Future Vol, veh/h        | 92                                                                                | 1252                                                                              | 29   | 46   | 1212                                                                              | 27   | 4    | 2                                                                                 | 41   | 4    | 0                                                                                   | 125                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0                                                                                   |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free | Free                                                                              | Free | Stop | Stop                                                                              | Stop | Stop | Stop                                                                                | Stop                                                                                |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -    | -                                                                                 | None | -    | -                                                                                 | None | -    | -                                                                                   | None                                                                                |
| Storage Length           | 150                                                                               | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                   | 300                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 1                                                                                 | -    | -    | 1                                                                                   | -                                                                                   |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 97                                                                                | 97                                                                                | 97   | 97   | 97                                                                                | 97   | 97   | 97                                                                                | 97   | 97   | 97                                                                                  | 97                                                                                  |
| Heavy Vehicles, %        | 0                                                                                 | 0                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0                                                                                   |
| Mvmt Flow                | 95                                                                                | 1291                                                                              | 30   | 47   | 1249                                                                              | 28   | 4    | 2                                                                                 | 42   | 4    | 0                                                                                   | 129                                                                                 |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |     | Minor2 |      |     |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 1277   | 0 | 0 | 1321   | 0 | 0 | 2215   | 2867 | 661 | 2194   | 2868 | 639 |
| Stage 1              | -      | - | - | -      | - | - | 1496   | 1496 | -   | 1357   | 1357 | -   |
| Stage 2              | -      | - | - | -      | - | - | 719    | 1371 | -   | 837    | 1511 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.5    | 6.5  | 6.9 | 7.5    | 6.5  | 6.9 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -   | 6.5    | 5.5  | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -   | 6.5    | 5.5  | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4    | 3.3 | 3.5    | 4    | 3.3 |
| Pot Cap-1 Maneuver   | 550    | - | - | 530    | - | - | 25     | 17   | 410 | 26     | 17   | 424 |
| Stage 1              | -      | - | - | -      | - | - | 131    | 188  | -   | 160    | 219  | -   |
| Stage 2              | -      | - | - | -      | - | - | 390    | 216  | -   | 332    | 185  | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -   | -      | -    | -   |
| Mov Cap-1 Maneuver   | 550    | - | - | 530    | - | - | 12     | 10   | 410 | 15     | 10   | 424 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 51     | 40   | -   | 79     | 61   | -   |
| Stage 1              | -      | - | - | -      | - | - | 108    | 155  | -   | 132    | 151  | -   |
| Stage 2              | -      | - | - | -      | - | - | 188    | 149  | -   | 243    | 153  | -   |

| Approach             | EB  |  |  | WB  |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.9 |  |  | 2.1 |  |  | 27.8 |  |  | 18.3 |  |  |
| HCM LOS              |     |  |  |     |  |  | D    |  |  | C    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h)      | 206   | 550   | -   | -   | 530   | -   | -   | 79    | 424   |
| HCM Lane V/C Ratio    | 0.235 | 0.172 | -   | -   | 0.089 | -   | -   | 0.052 | 0.304 |
| HCM Control Delay (s) | 27.8  | 12.9  | -   | -   | 12.5  | 1.8 | -   | 53.1  | 17.2  |
| HCM Lane LOS          | D     | B     | -   | -   | B     | A   | -   | F     | C     |
| HCM 95th %tile Q(veh) | 0.9   | 0.6   | -   | -   | 0.3   | -   | -   | 0.2   | 1.3   |



## HCM 6th TWSC

## 4: Access Drive/Williams Street &amp; US-34 (Ogden Avenue)

03/13/2025

| Intersection               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                            |        |       |                                                                                   |                                                                                     |                                                                                     |      |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------|--------|-------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh           | 1                                                                                 |                                                                                   |      |                                                                                   |                                                                                   |                            |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Movement                   | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR                        | NBL    | NBT   | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR  |
| Lane Configurations        |  |  |      |  |  |                            |        |       |  |  |  |      |
| Traffic Vol, veh/h         | 37                                                                                | 1289                                                                              | 17   | 4                                                                                 | 1409                                                                              | 96                         | 0      | 0     | 25                                                                                | 21                                                                                  | 0                                                                                   | 40   |
| Future Vol, veh/h          | 37                                                                                | 1289                                                                              | 17   | 4                                                                                 | 1409                                                                              | 96                         | 0      | 0     | 25                                                                                | 21                                                                                  | 0                                                                                   | 40   |
| Conflicting Peds, #/hr     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                          | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0    |
| Sign Control               | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free                       | Stop   | Stop  | Stop                                                                              | Stop                                                                                | Stop                                                                                | Stop |
| RT Channelized             | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None                       | -      | -     | Stop                                                                              | -                                                                                   | -                                                                                   | None |
| Storage Length             | 150                                                                               | -                                                                                 | -    | 150                                                                               | -                                                                                 | -                          | -      | -     | 0                                                                                 | 145                                                                                 | -                                                                                   | -    |
| Veh in Median Storage, #   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -                          | -      | 0     | -                                                                                 | -                                                                                   | 1                                                                                   | -    |
| Grade, %                   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -                          | -      | 0     | -                                                                                 | -                                                                                   | 0                                                                                   | -    |
| Peak Hour Factor           | 95                                                                                | 95                                                                                | 95   | 95                                                                                | 95                                                                                | 95                         | 95     | 95    | 95                                                                                | 95                                                                                  | 95                                                                                  | 95   |
| Heavy Vehicles, %          | 0                                                                                 | 1                                                                                 | 0    | 0                                                                                 | 1                                                                                 | 1                          | 0      | 0     | 0                                                                                 | 0                                                                                   | 0                                                                                   | 3    |
| Mvmt Flow                  | 39                                                                                | 1357                                                                              | 18   | 4                                                                                 | 1483                                                                              | 101                        | 0      | 0     | 26                                                                                | 22                                                                                  | 0                                                                                   | 42   |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                            |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Major/Minor                | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |                            | Minor1 |       |                                                                                   | Minor2                                                                              |                                                                                     |      |
| Conflicting Flow All       | 1584                                                                              | 0                                                                                 | 0    | 1375                                                                              | 0                                                                                 | 0                          | -      | -     | 688                                                                               | 2299                                                                                | 2995                                                                                | 792  |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -                          | -      | -     | -                                                                                 | 1542                                                                                | 1542                                                                                | -    |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -                          | -      | -     | -                                                                                 | 757                                                                                 | 1453                                                                                | -    |
| Critical Hdwy              | 4.1                                                                               | -                                                                                 | -    | 4.1                                                                               | -                                                                                 | -                          | -      | -     | 6.9                                                                               | 7.5                                                                                 | 6.5                                                                                 | 6.96 |
| Critical Hdwy Stg 1        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -                          | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -                          | -      | -     | -                                                                                 | 6.5                                                                                 | 5.5                                                                                 | -    |
| Follow-up Hdwy             | 2.2                                                                               | -                                                                                 | -    | 2.2                                                                               | -                                                                                 | -                          | -      | -     | 3.3                                                                               | 3.5                                                                                 | 4                                                                                   | 3.33 |
| Pot Cap-1 Maneuver         | 421                                                                               | -                                                                                 | -    | 505                                                                               | -                                                                                 | -                          | 0      | 0     | 393                                                                               | ~ 21                                                                                | 14                                                                                  | 330  |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -                          | 0      | 0     | -                                                                                 | 123                                                                                 | 178                                                                                 | -    |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -                          | 0      | 0     | -                                                                                 | 370                                                                                 | 197                                                                                 | -    |
| Platoon blocked, %         |                                                                                   | -                                                                                 | -    |                                                                                   | -                                                                                 | -                          |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Mov Cap-1 Maneuver         | 421                                                                               | -                                                                                 | -    | 505                                                                               | -                                                                                 | -                          | -      | -     | 393                                                                               | ~ 18                                                                                | 13                                                                                  | 330  |
| Mov Cap-2 Maneuver         | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -                          | -      | -     | -                                                                                 | 81                                                                                  | 86                                                                                  | -    |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -                          | -      | -     | -                                                                                 | 112                                                                                 | 177                                                                                 | -    |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -                          | -      | -     | -                                                                                 | 313                                                                                 | 179                                                                                 | -    |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                            |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Approach                   | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |                            | NB     |       |                                                                                   | SB                                                                                  |                                                                                     |      |
| HCM Control Delay, s       | 0.4                                                                               |                                                                                   |      | 0                                                                                 |                                                                                   |                            | 14.8   |       |                                                                                   | 34                                                                                  |                                                                                     |      |
| HCM LOS                    |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                            | B      |       |                                                                                   | D                                                                                   |                                                                                     |      |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                            |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT                        | WBR    | SBLn1 | SBLn2                                                                             |                                                                                     |                                                                                     |      |
| Capacity (veh/h)           | 393                                                                               | 421                                                                               | -    | -                                                                                 | 505                                                                               | -                          | -      | 81    | 330                                                                               |                                                                                     |                                                                                     |      |
| HCM Lane V/C Ratio         | 0.067                                                                             | 0.093                                                                             | -    | -                                                                                 | 0.008                                                                             | -                          | -      | 0.273 | 0.128                                                                             |                                                                                     |                                                                                     |      |
| HCM Control Delay (s)      | 14.8                                                                              | 14.4                                                                              | -    | -                                                                                 | 12.2                                                                              | -                          | -      | 65.4  | 17.5                                                                              |                                                                                     |                                                                                     |      |
| HCM Lane LOS               | B                                                                                 | B                                                                                 | -    | -                                                                                 | B                                                                                 | -                          | -      | F     | C                                                                                 |                                                                                     |                                                                                     |      |
| HCM 95th %tile Q(veh)      | 0.2                                                                               | 0.3                                                                               | -    | -                                                                                 | 0                                                                                 | -                          | -      | 1     | 0.4                                                                               |                                                                                     |                                                                                     |      |
| Notes                      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                            |        |       |                                                                                   |                                                                                     |                                                                                     |      |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s                                                            |      |                                                                                   |                                                                                   | +: Computation Not Defined |        |       |                                                                                   | *: All major volume in platoon                                                      |                                                                                     |      |

# HCM 6th TWSC

## 5: 39th Street & Proposed Access Drive

03/13/2025

### Intersection

Int Delay, s/veh 0.4

### Movement

|                          | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 4    | 80                                                                                | 52                                                                                | 1    | 1                                                                                 | 3    |
| Future Vol, veh/h        | 4    | 80                                                                                | 52                                                                                | 1    | 1                                                                                 | 3    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 95   | 95                                                                                | 95                                                                                | 95   | 95                                                                                | 95   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 4    | 84                                                                                | 55                                                                                | 1    | 1                                                                                 | 3    |

### Major/Minor

|                      | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 56     | 0      | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.12   | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.218  | -      | -      |
| Pot Cap-1 Maneuver   | 1549   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1549   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

### Approach

|                      | EB  | WB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.3 | 0  | 8.8 |
| HCM LOS              |     |    | A   |

### Minor Lane/Major Mvmt

|                       | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1549  | -   | -   | -   | 962   |
| HCM Lane V/C Ratio    | 0.003 | -   | -   | -   | 0.004 |
| HCM Control Delay (s) | 7.3   | 0   | -   | -   | 8.8   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0     |

## HCM 6th TWSC

## 6: Williams Street &amp; Proposed Access Drive

03/13/2025

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 4.5                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 2      | 4     | 2                                                                                 | 2                                                                                 | 0    |
| Future Vol, veh/h        | 0                                                                                 | 2      | 4     | 2                                                                                 | 2                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 95                                                                                | 95     | 95    | 95                                                                                | 95                                                                                | 95   |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 0                                                                                 | 2      | 4     | 2                                                                                 | 2                                                                                 | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 12                                                                                | 2      | 2     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 2                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 10                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.42                                                                              | 6.22   | 4.12  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.42                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.518                                                                             | 3.318  | 2.218 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 1008                                                                              | 1082   | 1620  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1021                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 1013                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 1006                                                                              | 1082   | 1620  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 1006                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 1013                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.3                                                                               | 4.8    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1620                                                                              | -      | 1082  | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.003                                                                             | -      | 0.002 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 7.2                                                                               | 0      | 8.3   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |      |

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VILLAGE OF DOWNERS GROVE  
PLANNING AND ZONING COMMISSION MEETING

August 25, 2025, 7:00 P.M.

**FILE 25-PZC-0012: A PETITIONER IS REQUESTING APPROVAL OF A PETITION SEEKING ANNEXATION, A MAP AMENDMENT (UPON ANNEXATION) FROM R-1, RESIDENTIAL DETACHED HOUSE 1 TO R-3/PUD, RESIDENTIAL DETACHED HOUSE 3/PLANNED UNIT DEVELOPMENT, A PLANNED UNIT DEVELOPMENT AND A FINAL PLAT OF SUBDIVISION TO CONSTRUCT A NEW RESIDENTIAL SUBDIVISION CONSISTING OF 35 SINGLE FAMILY HOMES, LOCATED NORTH OF 39<sup>TH</sup> STREET BETWEEN CUMNOR ROAD AND WILLIAMS STREET, COMMONLY KNOWN AS 100 39<sup>TH</sup> STREET (PIN: 06-33-300-006). VINCE ROSANOVA, PETITIONER, M/I HOMES OF CHICAGO, LLC, OWNER.**

Vince Rosanova, Rosanova & Whitaker, complimented staff for their expertise and professionalism throughout this process and stated that M/I Homes is a well-respected, local homebuilder. He said the property consists of 18 acres and located north of 39th Street between Cumnor Road and Williams Street and within the Village's planning boundary and annexation with a logical extension of the Village's corporate boundary. The property was previously owned by the Walt Disney company and used by ESPN as a broadcast facility. It is currently zoned R-4, but upon the annexation, they are seeking rezoning to R-3, which is consistent with the Village's Long Meadow Subdivision to the south. He noted that their project is consistent with the Guiding Downers Grove Plan and the proposed land use in the 2025 plan is single family detached residential, which they are also in alignment with. He displayed an aerial view of the area.

Mr. Rosanova went over the site plan, which consisted of new connections and sidewalks, the landscape plan, a 20 foot landscape easement to provide additional separation and privacy between the two subdivisions, significant roadway improvements, and architecture of the homes. He shared there will be four different floor plans offered that will range from 3,100 to 4,000 square feet and all include three-car garages. He noted they have worked closely with Village Staff and the design team on this and reached out to both school districts and there were no objections. He stated this is an opportunity to enhance the Village's housing stock, restore the residential nature of this neighborhood, and provide a significant investment in Downers Grove. He explained the nature of the request, including an annexation, map amendment for rezoning to R-3 Residential Detached House, Planned Unit Development site plan, and Final Plat of Subdivision with associated deviations. They submitted a comprehensive summary of findings and fact to support each request and tonight they are asking that those findings be incorporated into the record.

Commissioner Boyle asked for an explanation of the density calculation that got them to the 1.88 calculation and if it took into account the wetlands that were undisturbed. Mr. Rosanova responded that it is a gross calculation of 18.6 divided by 35 acres. They took the number of acres planted divided by the number of homes within the plat of subdivision, and 1.88 homes per acre is low density single family.

Commissioner Boyle voiced that he wanted to make sure there were proper solutions in mind in regard to what is natural occurring and what is going to be created as runoff from these homes.



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Ellen Raimondi, Gary R. Weber Associates, wetland consultant, responded that the wetlands on the property are isolated and considered Waters of DuPage, and they are awaiting confirmation from the US Army Corps to call it an isolated wetland and complete the review for wetland minor modification through the Village.

Commissioner Toth asked how maintenance of the public areas of wetland would be handled. Mr. Rosanova answered through M/I homes until everything is matured, and then to a maintenance and monitoring program, and then to the Homeowners Association.

Commissioner Boyle inquired if Downers Grove or the County would be able to step in if the Homeowners Association did not maintain it. Mr. Rosanova responded yes, and the Village will also have a dormant special service area in the event that the areas are not properly maintained where they can do the work and then recoup their expenditures.

Chairman Rickard asked if Pierce Drive was a private or public street. Mr. Rosanova answered it will be a public street and built to the Village's standards.

It was further inquired if the path along the wetland area is considered private or public property. Mr. Rosanova responded it would be on private property, but they anticipate people using the path along Pierce Drive or sidewalks in close proximity will want to walk through there and they do not have an objection to that unless someone is causing a problem.

Commissioner Eberhardt voiced concern for the price, as one of the things they talked about in the Comprehensive Plan was to make the average cost of new housing affordable. Mr. Rosanova responded that the Comprehensive Plan does speak to a variety of housing options, but census data shows that in a five mile radius, there are very high household incomes with people who could afford those prices. Chairman Rickard pointed out this is all privately funded.

Chairman Rickard asked for public comment.

Jay Zvolanek expressed that he never heard anybody complain about the towers that were there previously. He asked what is going to happen to those that live on Cumnor Road while this construction is going on, how they are going to have access to their homes while they are tearing up the road and expanding it, and how long it is going to take to complete the project. He talked about the wetlands flooding and warned they would have a lot of problems with the water table there. Mr. Zvolanek also inquired what this would do to the home values in their neighborhoods, as some of the houses there go back to the 60s and it would be hard to compete with a \$1.6 million, 3,900 square foot home. He expressed that he and many neighbors do not like this.

Alan Koren, President of the Saddle Brook Community Association Board, expressed that they are in favor of the annexation and rezoning. He requested permission to do water quality testing.

Bob Iverson also requested doing the pre and post construction water quality sampling of the wetlands to assist with maintenance of their west pond at 35th and Fairview, which accepts water from the west two-thirds of this site. He said this would help them with future dredging they have to do for the pond.

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Tina Drechny stated they miss the towers but welcome having new neighbors. She is concerned with the increase in traffic and wanted to know if they plan on reconditioning the roads first or do the housing first. She explained if the roads are wide enough, there will not be any issues for those living on Williams Street. She said there is concern about the wetlands because they do flood, so they need to make sure they put in proper sewage systems. She hopes the new neighbors enjoy the wildlife that live there.

Joe Rada voiced that his main concern is which direction the surface water and storm water are going to go, as he was flooded back in 2013 due to a retention pond in front of his home. He said the county put a couple of pumps in to take care of it, but the pond was at the max with the last rain they had, so he wanted to make sure there will be no more flooding.

Chairman Rickard noted that there would not be a lot of stormwater discussion from the Board, as that gets reviewed by the Engineering Department, and if this project is approved, they will be obligated to comply with the current storm water codes and the site will be designed to make those regulations and ordinances at that time. Mr. Zawila added that the Village adopted the DuPage Stormwater Ordinance but made local amendments over the last several years because of stormwater concerns throughout the entire community, so the Village's ordinance is more restrictive than DuPage County.

Donna Cardia expressed many concerns, including the square footage of the houses and garages, which puts them at 105 extra cars for the subdivision, and she has witnessed fire trucks and ambulances almost being hit at that intersections and multiple accidents. The average square footage of the homes in subdivisions around there are 1,200-2,000 square feet and the design they are proposing is against the aesthetic and design of the current homes. She also had concerns with the signs there, and noted that they said that their storage, signs, and trailers will stay there until at least 32 houses are sold. She noted she also has had an increase of animals already in her yard.

Ron Ariana explained that his home is at the northeast corner of the proposed development and the set of new homes will be backing up to the six homes on the Saddle Brook side. He added that he and his neighbors have been supportive and cooperative with this project, but noted that the foundation level of the new homes on the north side of the property will be at a 5-6 foot higher grade. He said that M/I agreed with putting in a 20 foot landscape easement there to create a buffer, but because of the change in the elevation, he asked that there not be any two level decks or above ground swimming pools allowed.

Leslie Zvolanek stated that she used to be a Village Board Member in a town in Wisconsin and thanked all of the commissioners for being on the board and everyone who came to give their opinion, as it means so much to what a town is. She pointed out that they did not mention anything about the water capabilities available for the new homes and the sewage treatment, and wondered if they checked the capabilities of the current resources available for treating influx of sewer and water gates.

Rhonda (last name inaudible), commented that Lots 4 and 5 are often submerged in water when she walks by, so she was concerned about the delineation and the wetlands being preserved. She stated that it seems like the wetlands extend into Lots 4 and 5 in the drawings that she has seen and felt the ability to hold that water will be impacted by building out Lots 4 and 5.

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Richard Boice expressed that he was very happy to see this plan and there is a lot of green space that is being preserved, especially with wetlands.

Jeremy Drechny stated that water is the biggest concern in their neighborhood, and his lot is at the lowest point in the whole area. He said they did work with York Township to make sure water is diverted into the detention area, but he is concerned with the size of the detention area, what will happen when it fills and what the mediation will be for that.

Joe Panzarino asked if Cumnor Street is going to be widened, as it is a little too tight for two cars right now and if the sewer on his property that collects water from the wetlands will be a problem for him. He also asked if they are going to do landscaping of the trees and bushes over by his property. He noted that he does miss the towers, but happy the project is coming there.

Mark (last name inaudible), stated that they are widening the street and adding a sidewalk, so that will be more concrete area. He said in his observation after living here for 40 years, it would be more appropriate to have the detention area in Lots 2 and 3 rather than where they are showing it now.

Tom Henry shared that the water comes all the way up to the street on Lots 4 and 5 every year and keeps getting higher and higher. He said the water drains from 39th Street into the wetlands, but asked how that would happen if the street is going to be twice as wide, as there are no culverts that will drain it in there. He asked who is going to take care of the streets, keep it clean and police it with the construction going on. He expressed that he lived in Downers Grove for many years and always felt like he was knocking his head against the wall trying to get something done, and now that he is going to live across the street from Downers, he wants to know who is going to take care of what.

Ms. Zvolanek returned to the podium and added that she lives across the street from Lots 4 and 5, and the deepest part of the pond is right up to the road all way up to what is now 17 feet of Cumnor Road, and she did not understand how that part of the wetland could be taken away to build houses on it where it is that wet and consistent. She added that even during a dry period, it is still the one part that stays wet.

Lindsay Koski echoed that they are supportive of this development. She said she had seen previously where the driveways were exiting on 39th, Cumnor, and Williams, but did not see them here. She asked if that changed, and if so, which way would the driveways be facing. She pointed out that she also did not see any sidewalks on Williams and Cumnor.

Marcia Schirdewahn agreed that stormwater is a big concern and suggested going from R-1 to R-2 instead. She was also concerned about the 30 foot setback, as one side of 39th Street would be 50 feet from the street and the north side would only be 30 feet. She asked if they thought about permeable pavement for the street and the driveways, which would hopefully help. She asked what trees would be cut down, and said having a 10 foot walking path on 39th seemed very strange. She had questions about if during construction if the trucks would be directed to go 39th to Fairview or be allowed to use Cumnor south and Williams south.

Mr. Zvolanek returned to the podium to say one of the problems we will have during the road construction is where they are going to put their mailboxes, and the Downers Grove Post Office has

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already said they do not like the idea of them moving mailboxes. He said Lots 4 and 5 is going to the birthplace of many lawsuits and the lot line goes right through his front door. He stated it is all clay and there is no way for the water be absorbed and it usually goes between the foundation and the lot. He said all the water has to run down the street on Cumnor, around the corner onto 38<sup>th</sup> for another 50 yards before getting to a storm grate, which is the same way to the south onto 39<sup>th</sup>. He expressed there is going to have be serious evaluation of the system there.

John Novak voiced that he was afraid if the water increases at his property, he will end up having to put in larger pumps to keep the water off his property and he was concerned about other problems water may cause in the area.

Chairman Rickard asked for the staff report.

Flora Leon, Senior Planner, explained the petition is for the annexation, Planned Unit Development, zoning map amendment upon annexation, and a Final Plat of Subdivision. She noted that PUD's typically include deviations and are structured to create more flexibility for a development, and there are deviations with this PUD. She displayed the location map, stating that it is currently unincorporated and zoned R-4 single family with DuPage County. Staff provided notices to all owners within 250 feet, posted three public hearing signs, and placed a notice in the newspaper, and received four calls with questions general in nature wanting to understand the proposed scope of work and concern for the existing temporary signage. She said because the property is unincorporated, all signage falls under the jurisdiction of DuPage County and highlighted that there is not a requested deviation for the marketing signage, and if the entitlement request is approved and the property is annexed, the subject property would have to meet the zoning regulation ordinance sign requirements and a separate permit would be required for that.

Ms. Leon noted that the petitioner hosted their neighborhood meeting as required and 40 residents attended with various comments and questions. She provided the plat of survey and discussed the entitlement request. She noted that upon annexation, the property would be automatically rezoned to R-1 Residential Deatched House 1, and with the requested map amendment, it would be rezoned to R-3/PUD Residential Detached House 3/Planned Unit Development. She went over the Plat of Subdivision request that would be subdivided into 35 residential lots, with three out lots, and a new road, Pierce Drive. She highlighted some of the improvements in the site plan, including the widening of Cumnor Road and Williams Street, Pierce Drive that will create access to the lots in the center and also for Wiliams Street and 39th Street, and proposed building footprints for the 35 new homes, and three lots requesting deviations from the subdivision lot dimension requirements. She noted that the petitioner is requesting a deviation for Lot 18 from the minimum lot width, for Lot 19 from the minimum lot width, lot area and street frontage, and for Lot 24 from the street setback.

Ms. Leon then proceed to talk about the two detention areas, the 20 foot wide landscape buffer, shared use path, and proposed sidewalks on Cumnor Road, Pierce Drive, and Williams Street. Ms. Leon discussed public improvements from the project, which consist of a new water mains and storm sewer connections. The application was submitted before the recently approved Guiding DG Plan and was reviewed in accordance with the 2017 plan, and the new comprehensive plan includes this property and designates it as Single Family Detached Residential, but the proposal adheres to both plans' goals. She went over the criteria for each entitlement request and staff found that all criteria had been met. She said a majority of the proposed lots meet the minimum lot area width and depth requirements, except for those three lots discussed earlier, and the petitioner will provide the



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required public utility easements. She stated that with the plat of subdivision, there are associated school and park district fees totaling \$843,550. Staff found all of the standards of approval were met and recommended approval.

Chairman Rickard asked for any questions for staff.

Commissioner Toth asked if anyone considered where Lots 18 through 24 are and if one of those lots would be omitted, is it true that none of those variances be required.

Mr. Zawila responded that variances are not being asked with this request and explained how deviations should be reviewed with the PUD request. Chairman Rickard stated that because it is a PUD, the rules are slightly different, and a good portion of this site is open space and deals with water. He asked if the 20 foot green space in the northeast corner of the property was common area or an easement on individual lots. Ms. Leon answered it is its only separate out lot maintained by the Homeowners Association.

Commissioner Boyle stated it is important that there is piping installed from the street at the northwest corner and southeast corner. He asked if the development will accept water from the neighborhood that was previously splashing into those zones, conveying it inland and discharging it into the detention. Commissioner Lincoln added that was a great point and inquired which direction the water was coming and going. Mr. Zawila deferred to the petitioner.

Commissioner Boyle voiced that they need to have some understanding of the engineering of how Lots 3, 4, and 5 can be built on and asked for a better explanation of that. He also asked if the lot sizes are more of a concern with the Comprehensive Plan versus the home size on the lot. Ms. Leon responded that the lot size is dictated by the subdivision ordinance and did not know if the Comprehensive Plan made comments on square footage for new homes. Mr. Zawila added that it does not particularly state that but does make recommendations for a variety of housing sizes.

Commissioner Boyle asked if the subdivision is created, if the new water would improve matters in regard to water or make matters worse. Ms. Leon answered her understanding is it would improve the water and the detention areas are sized for the road improvements and the future buildings. She added that is also storm sewer piping along the north side to make sure it is getting move to the detention areas as well.

Commissioner Eberhardt asked for clarification if the four items that are part of this request is in order of what they should accept or reject, meaning they do not have to accept all four items today. Mr. Zawila answered that they would be looking for recommendations for all four items today to go to Village Council. He noted that they cannot do the other three without an annexation, so that would need to be approved first. Commissioner Eberhardt inquired if number two, the Planned Unit Development, including all the deviations. Mr. Zawila responded that the PUD request included the deviations.

Commissioner Eberhardt asked if they could make recommendations on the deviations. Chairman Rickard voiced that they are not necessarily voting on the deviations but voting on the plan as a whole, but if they feel something is problematic, they can discuss that and express concerns.

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Commissioner Lincoln came back to the first question on if there was one fewer lot on the north side and they spread that width out to all the other lots, would they still need to decide to have that one lot be narrower than the code allows. He said that is pertinent to this request. Chairman Rickard expressed that if someone purchases a lot, they know what they are buying. He added this is not different than a typical pie shaped cul-de-sac lot. Commissioner Lincoln said this was not about the person knowing it and buying it, but about the rules in their code and if they would be here having to extend this deviation if there was 18 to 23 instead of 18 to 24. Commissioner Boyle commented that is the tradeoff of a PUD, the ability to make exceptions or deviations in exchange for other improvements within the PUD, so overall that is something the petitioner needs to respond to versus staff.

Commissioner Lincoln agreed but said from a technical rule standpoint, would that meet the code and thus not have to have that special exception. He noted this is a matter of trying to understand the rules. Ms. Leon voiced that in regard to the deviation request for Lots 18 and 19, the way they measure lot width in their zoning ordinance is by measuring it at the street setback line and essentially offset the front lot line 30 feet and then take a measurement at that point. With Lots 18 and 19 the lots are falling short of the lot width requirement because it is tapered at the street curve. She added that with Lot 24, the petitioner came to an agreement with Oak Brook to create the additional buffer and not orient lots 23 and 24 facing Williams Street, so they decided to reorient the lots to face the new Pierce Drive Road.

Commissioner Rutledge inquired if there is a project timeline. Ms. Leon deferred to the petitioner.

Chairman Rickard gave the petitioner the opportunity to come back up and address any comments or questions or add a closing statement.

Mr. Rosanova stated that he felt Ms. Leon did a nice job on discussing roadway improvements, but said they were happy to elaborate on that if needed, and in regard to the sidewalks on one side of the street that was mentioned, they prefer to remain consistent with what staff requested on that. He said if they remove one of those home sites, the deviations would not be required, but they specifically worked with staff to do a Planned Unit Development here and gave enhanced design and amenity across the board and are improving the streetscapes, providing 40% open space, persevering environmentally sensitive areas, improving every perimeter roadway, incorporating BMPs, extensive landscape plans, installing water main on the north side of 39th Street, which will benefit everybody, and designed a community with low density and first class architecture, and they are only asking for three deviations relating to that one lot. He noted if they remove that one lot, they have given everything they possible could to be good partners and would not get anything in return. He stated he would follow up on the question about requirements for water quality testing.

Brad Earnest, ERA Consultants, added that as part of development, they take on robust permitting requirements and have a consultant who does robust reporting after every rainfall event and maintain their discharges off site. He said they were willing to find out more on what they are looking for specifically. Mr. Zawila commented that it is on the record now but he cautioned making it a condition, as he does not know what the Village legally can do in that case.

Scott Barenbrugge, M/I Homes Vice President, expressed that Lots 18 and 19 are 75 feet wide where the homes will be built and the lot is what triggered the technical deviation request and Lots 23 and 24 were originally oriented east to face Williams Street and would have been 100% code

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compliant, so they reoriented that at the request of Village and Oak Brook staff through an agreement, which triggered the small deviation request for the corner side that will be five foot smaller than code. He went over phasing and timing, stating that they are looking to commence land development by the end of September and clarified that they will start working on 39th Street, and will then move on to Cumnor and Williams, which will be widened before the homes are built. He said they will maintain at least one open lane of traffic throughout the entire widening construction process so all existing residents have access to their driveways and will be relocating mailboxes for the Cumnor street residents from the east side to the west side, to which the postmaster general approved. Once the Cumnor and Williams construction is completed next year, they will proceed with constructing Pierce Drive, and will then take the existing wetland lot basins they are creating through a full maintenance and monitoring program and dedicate all public improvements to the Village, which will need to be reviewed and accepted. Mr. Barenbrugge voiced that once the detention improvements are done, they will do sanitary sewer and water main construction, and commence construction on their model home, and the first home closing is anticipated to start in summer or fall of 2026.

Commissioner Boyle asked what the billboards, trailers, and site conditions will be like throughout the construction. Mr. Barenbrugge responded that they had some banner screens on a chain linked fence, which there were objections to, so they were removed. He explained that their signage request through the petition is not related to those banners, but for model signage and code compliant one sign per road frontage. He stated they will maintain the sales office in the model home and will do staging areas to hide some of the ugly parts of construction.

Brian Ratajczak, Spaceco, gave an overview of stormwater management and the wetlands. He stated they are preserving the majority of the wetlands with the minor impact by Lots 4 and 5, so they are utilizing the existing wetland and that storage capability there. He mentioned there is compensatory storage volume in Lots 4 and 5, so the volume associated there is being replaced as part of the overall storm water management system and will not be lost, as it will be reincorporated into the basin. He noted that wetlands are indicative of poorly drained areas, which is the case here, and they will be improving that. In regard to the resident that lives adjacent to the northwest corner of the property, there is smaller size existing storm sewer in that area and the size and elevation there is not ideal, so they identified storm sewer downstream to the west at the 38th Street right-of-way that will be able to tie into that and provide an outlet. He talked about the concerns about drainage along Cumnor, and said at the intersection of 39th and Cumnor, there is an existing culvert under the roadway that is in poor condition, so they are picking that up with new storm sewer and routing that flow into the southern basin that are backing to lots 8 through 13. He noted that with the widening of Cumnor Road, there will be curb and gutter created and the road drains from south to north, and they are constructing another inlet at the north end in the curb to intercept drainage in that area. Mr. Ratajczak expressed that all the storm water management calculations are part of the county requirements, where they have to prove the amount of flow coming into the wetland, so they have made a storm water report that staff has reviewed. He discussed other outlets and control structures that will control the release rates.

Commissioner Boyle asked about the 100-year event and outflow. Mr. Ratajczak answered that the 100-year event is the design event, which is a 1% chance of happening on any given year, but it will all be detained on site up to that and controlled through an outlet control structure that controls the release rate.

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Commissioner Lincoln asked for confirmation that no water from west of there will come in here but it will be going west and is a controlled outlet with a very slow release unless it gets to the top. Mr. Ratajczak responded that it will be going out of the northwest corner of the property. He added that at 39th and Cumnor, there is a culvert under the road that they are picking up and conveying through their system.

Commissioner Lincoln inquired if some flow would be coming from the neighborhood to the west into Basin 1 in certain circumstances. Mr. Ratajczak answered yes, from that culvert being picked up and when Cumnor gets improved with the curb and gutter, the pavement is designed to flow from south to north, so when the curb is put on, there will be a storm sewer structure placed where the outlet pipe comes to intercept that drainage and tie that into the downstream 38th Street storm sewer.

Commissioner Toth inquired about the question on if any permeable pavements would be used for the driveways or the street. Mr. Ratajczak voiced no, they are not in the design component. Mr. Barenbrugge added that they did design scenarios with staff to make sure the ponds were signed for any future improvements to an unlimited basis as long as people stay within setbacks with staff.

Brendan May, KOLA, traffic engineer, stated that they conducted the traffic impact study for the development and said the single family detached housing is one of the lowest vehicle trip generators when looking at land use categories. The majority of the homes are going to have access outwards on the existing street system and since Pierce Drive will have two different connections, residents internally can access 39th or Williams Street directly without having undue circulation through any one intersection. He said overall, this will have a limited impact on the 39th Street intersections.

Chairman Rickard asked the commissioners for discussion.

Commissioner Frankovic voiced that this is very thoroughly planned and thought out and she appreciated the amount of work that was done to mediate the stormwater issues and preserve the wetlands. She said her only complaint was that the housing would be more affordable, as that is what they need in this Village. She believed it would be a good improvement for the area, increase the surrounding home values and help out with some of the problems the current homeowners have.

Commissioner Toth appreciated all the time and expertise that went into the research and the clarity given on Lots 23 and 24. He expressed that as far as the use of the land, it is a conservative use, has minimum density and roadway improvements, and liked that it has three or four different floor plans.

Commissioner Patel also supported this and felt it was responsibly and logically put together and felt the standards had been met. He said the public had general concerns for stormwater management and traffic and the petitioner responded appropriately and effectively to that.

Commissioner Eberhardt thanked the developers for their work, as this is a very challenging site, and one of the biggest perks is the improvements to storm water management. She said the explanation on the 23 and 24 site regarding deviations and on the widths of Lots 18 and 19 were very helpful. She was curious why the density is so much lower than the surrounding areas and said it seems like it would give us an opportunity to have other types of housing, such as duplexes. She suggested putting in a stipulation to raise the density to get more variety of housing type.



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Commissioner Lincoln supported the annexation and zoning change, but was still not sure about Lots 23 and 24. He understood the argument for it, but did not know that it is necessary. He mentioned that the wetlands being involved are maybe making it look like it is lower density than it is, so they need to be careful with comparing the numbers the way they are. He stated that he did not know if he was convinced that they have to have Lots 18 and 19 and grant the ability to narrow them down. He was also not sure why they are building homes on Lots 4 and 5, as there is a wetland there, and said maybe Lots 4 and 5 should not be platted out lots for building houses at all. He did not feel a strong enough argument was made for allowing the temporary signs being there longer than what the code says, as well as the storage trailers and the real estate office.

Commissioner Eberhardt mentioned Ms. Leon's earlier comments that Downers Grove cannot implement signage constraints until it is annexed.

Commissioner Lincoln recommended making a different motion to Council to remove those items that grant them these extra abilities that the code does not already provide to them, as the argument for them were not convincing and it seems like extra privileges.

Commissioner Rutledge disagreed on those points, as this is a very complex, involved project that will result in improvements to the existing community that will far exceed even the homes. She appreciated the way the petitioners addressed the issues with great information and patience. She acknowledged the residents and their questions and feedback, but she felt the standards were met and the investment and work that went into this project is exceptional.

Chairman Rickard agreed with Commissioner Rutledge and added that to have this low of density and preserve all that open space on a difficult sight with only a few deviations on the front end of a couple of lots is a major win and the beauty of a PUD. He noted that if they had every lot met every single zoning requirement, they would not have this open space.

Commissioner Boyle commended the developer, the community, and everyone who made this project what it is. He commented that change is going to be difficult for the neighborhood but having a developer with an open ear and line of communication is very beneficial. He felt the standards were met and supported the project.

Commissioner Lincoln asked again for the consideration to break this up in two different sections, one on the things they all agree on, and the other to debate separately. He felt they were lumping some of the extra items in because so many other things are good.

Chairman Rickard asked if his concerns could be addressed with a condition of the approval or putting the comment on record so it gets forwarded. Commissioner Lincoln explained that he was talking about making an amended motion from what staff provided with the temporary real estate signs and development signs omitted.

Commissioner Rutledge inquired why having an office on site was an area of concern for him for this project, as well as the signage for new construction. Commissioner Lincoln expressed that there are sections in the Village code that dictate how long someone is allowed to have signs, construction storage trailers, and allowed to have real estate offices, but they are asking to have it

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longer than what is already allowed and he felt their argument for why they wanted it to be allowed longer was not strong. He said they should have to follow the rules of any other development.

Chairman Rickard suggested making a motion on all four of these collectively and noting the concerns about signage and the timing of the trailer to let the Village Council address that.

Mr. Zawila added that is what they have done in the past.

Commissioner Boyle pointed out that there are not very many 35 lots subdivisions so it is fairly unique, which is why he supporting it.

**WITH RESPECT TO FILE 25-PZC-0012 BASED ON THE PETITIONER'S SUBMITTAL, STAFF REPORT, AND THE TESTIMONY PRESENTED, IT IS FOUND THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A FINAL PLAT OF SUBDIVISION AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING AND SUBDIVISION ORDINANCES AND IS IN THE PUBLIC INTEREST. THEREFORE, COMMISSIONER TOTH MADE A MOTION THAT THE PLANNING AND ZONING COMMISSION RECOMMEND THE VILLAGE COUNCIL APPROVAL OF FILE 25-PZC-0012, SUBJECT TO THE CONDITIONS AS LISTED IN THE STAFF REPORT.**

**SECOND BY COMMISSIONER RUTLEDGE**

**ROLL CALL:**

**AYE: RUTLEDGE, PATEL, TOTH, BOYLE, FRANKOVIC, EBERHARDT, CHAIRMAN RICKARD**

**NAY: LINCOLN**

**MOTION APPROVED. VOTE: 6-1**

/s/ Celeste K. Weilandt  
Recording Secretary

(As transcribed by Ditto Transcripts)

STATE OF ILLINOIS        )  
                                          ) SS.  
COUNTY OF DUPAGE        )

**PETITION FOR ANNEXATION**

TO:    The Mayor and Village Council of the  
          Village of Downers Grove  
          801 Burlington Avenue  
          Downers Grove, Illinois 60515

THE PETITIONER, M/I Homes of Chicago, LLC, a Delaware limited liability company, as owner of the approximately 18.57 acres located in DuPage County, unincorporated Downers Grove, Illinois, which property is legally described on **Exhibit A**, attached hereto and made a part hereof (the “Property”), hereby requests that the Village of Downers Grove take the necessary and appropriate action, pursuant to state and local law, to annex the Property to the Village of Downers Grove (the “Village”) subject to the terms of a mutually agreeable development agreement.

In support of this Petition for Annexation, the undersigned hereby swears to the following under oath and penalty of perjury:

1. Petitioner is the sole owner of the Property legally described on Exhibit A, attached hereto;
2. The Property is unincorporated and is not presently located in the jurisdiction of any other municipality;
3. The Property is contiguous or will be contiguous to the Village of Downers Grove at the time of annexation; and
4. There are no electors residing on the Property.

WHEREFORE, Petitioner hereby respectfully requests that the Village take such action as is necessary and appropriate to annex the Property to the Village of Downers Grove, which annexation shall be subject to and conditioned upon M/I Homes of Chicago, LLC, a Delaware limited liability company, or its assign, entering into a binding development agreement with the Village.

PETITIONER/OWNER

M/I Homes of Chicago, LLC,  
a Delaware limited liability company

By: [Signature]  
Name: Scott Barenbrugge  
Title: Vice President

STATE OF ILLINOIS       )  
                                          ) SS.  
COUNTY OF DUPAGE     )

I, the undersigned, a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY THAT Scott Barenbrugge, personally known to me to be the same person whose name is subscribed to the foregoing document, appeared before me this day in person and acknowledged to me that, as the Vice President of M/I Homes of Chicago, LLC, he/she was duly authorized and signed and delivered the foregoing document as his/her free and voluntary act by and on behalf of M/I Homes of Chicago, LLC for the uses and purpose therein set forth.

Given under my hand and Notarial Seal as of this 18 day of March, 2025.

[Signature]  
Notary Public



My Commission expires: March 8, 2027



**EXHIBIT A**  
**LEGAL DESCRIPTION**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DU PAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECONDS WEST, ALONG THE EAST OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMNOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, AS MONUMENTED AND OCCUPIED; THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1325.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33; THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECONDS EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PIN: 06-33-300-006-0000

COMMONLY KNOWN AS: 100 39<sup>TH</sup> STREET, DOWNERS GROVE, IL 60515

