Village of Downers Grove

Report for the Village Council Meeting

Table 1 - Council Agenda item.

Subject	1205 - 1219 Ogden Avenue – Vacation of Public Alley, Final Plat of Subdivision, Planned Unit Development, Zoning Map Amendment and a Special Use
Submitted By	Stan Popovich, AICP, Director of Community Development

Synopsis

The petitioner is requesting the following approvals to allow for the construction of two commercial buildings at 1205 and 1219 Ogden Avenue:

- Vacation of a public alley
- Final Plat of Subdivision
- Establishment of a Planned Unit Development
- A Zoning Map Amendment from B-3, General Services and Highway Business to B-3/PUD, General Services and Highway Business/Planned Unit Development
- A Special Use for a drive-through

Strategic Plan Alignment

The goals for 2025-2027 include *Strong, Diverse Local Economy*.

Fiscal Impact

N/A

Recommendation

Staff recommends approval on the August 18, 2026 Active Agenda. At the July 6, 2026 Planning and Zoning Commission public hearing, a motion to recommend approval of the petition failed by 1:5. The five dissenting commissioners stated concerns regarding traffic on Saratoga Avenue and the impact of the proposed drive through business on the area schools. The single positive commissioner felt that the concerns expressed over traffic were related to the limited grand opening time and traffic on Saratoga Avenue would not be impacted over the long term. Approval of the public alley vacation requires six (6) affirmative votes of the Village Council.

The Village Council discussed this issue at their August 4, 2026 meeting. In response to Council questions and comments, the petitioner and staff prepared the following:

The following conditions have been added to the PUD and Special Use Ordinances:

#9. All exterior lighting shall follow the International Dark-Sky Association's IDA Five Principles for Responsible Outdoor Lighting.

#10. All outdoor noise generated by the development shall be compliant with Section 28.10.040(b) of the Municipal Code.

#11. Additional landscaping shall be installed to assist in the screening of exterior lighting and ambient noise in a manner acceptable to the Community Development Director.

#12. The petitioner shall operate the Dutch Bros. drive-through during their grand opening period in a manner acceptable to the Community Development Director. Throughout the grand opening period, Dutch Bros. shall provide on-site personnel to direct traffic and ensure that stacked cars do not impede traffic circulation on adjacent roadways and sidewalks. The length of the grand opening period shall be determined by the Community Development Director, not to exceed six (6) months from the opening date.

#13. The petitioner shall submit and operate pursuant to a grand opening traffic circulation plan in a manner acceptable to the Community Development Director. The circulation plan shall be in place for as long as the grand opening period is in place as noted in Condition 12 above. If directed by the Community Development Director, the petitioner shall use a portion of Lot 1 (phase 2) to provide additional vehicle stacking for customers during the grand opening period.

The petitioner has submitted the attached drawing (starting at page 9 of this PDF), with the following improvements at the Saratoga Avenue access point:

- A pedestrian crossing sign adjacent to both the inbound and outbound lanes
- An in-street pedestrian crosswalk sign
- A removable speed bump on the outbound lane (Speed bump is allowed to be removed during winter months to facilitate snow operations)
- A sidewalk decal alerting pedestrians to the drive aisle on both sidewalk approaches.

Responses to Questions:

1. What is the novelty / surge vs normalcy stacking numbers look like? What are the numbers from the Texas rollouts and stabilization? What are they expecting here?

Dutch Bros. and X-site (petitioner) provided letters regarding stabilization and maturing markets. The letters are attached. (pages 10-12 of this PDF) Dutch Bros. anticipates the volume of traffic to settle into a steady pattern within approximately six (6) to eight (8) weeks after opening. The Crown Point location stabilized in roughly eight (8) weeks while the Melrose Park location stabilized in roughly seven (7) weeks.

2. What are the dates of the other nearby store openings?

Please see the attached document identifying targeted opening dates. (starting at page 13 of this PDF)

3. The traffic study should extrapolate for the D99 traffic that was not observed in June 2025?

The petitioner has updated the traffic study which is attached. (starting at page 14 of this PDF)

4. Provide the Village Council with a copy of the Right-of-Way vacation policy.

The Right-of-Way vacation policy can be found at this link.

5. What would happen if the opening were to be delayed until summer?

The petitioner prefers to not delay the opening of the store. The typical construction timeline for a Dutch Bros. building and site improvements is approximately four (4) months. If the petitioner were to receive approvals this fall, the petitioner anticipates construction starting in November or December of 2026 with an opening in March or April 2027. This timeline is dependent on winter weather conditions.

If the opening is delayed until summer 2027, Dutch Bros. would most likely not start construction until March, after the weather breaks, so that when the building and site work is complete, the store could open immediately in June or July, weather permitting. Please note that construction delays could result in the store opening during the 2027/28 school year.

Other potential impacts include:

- The opportunity for Dutch Bros. to renegotiate the lease
- Additional holding costs
- Construction cost uncertainty
- Potential delay costs of roughly $200,000.

Requiring that the petitioner adhere to this revised construction schedule would also require an amendment to the Redevelopment Agreement.

9. Has the Downers Grove Township offered an opinion on the proposed project?

The Village has spoken to Ms. Kim Savage, Downers Grove Township Supervisor. The township voiced similar concerns about existing traffic queues and pedestrian safety on the sidewalks.

10. Are there other improvements that could be made to the surrounding area to assist with traffic concerns?

Staff plans on proceeding with the following safety improvements in the next few months:

- Add crosswalk striping at the intersection of Saratoga Avenue and Sherman Street.
- Add pedestrian crosswalk signs at the north and south legs of the Saratoga Avenue and Sherman Street intersection
- Add a 'No Outlet' sign on Linscott Avenue
- Add a 'No Left Turn' sign on Lincscott Avenue to prohibit left turns from Linscott Avenue to Ogden Avenue during school drop-off and pick-up hours
- Add a 'No Left Turn' sign on Middaugh Avenue to prohibit left turns from Middaugh Avenue to Ogden Avenue during school drop-off and pick-up hours

11. The Village has also been in contact with IDOT regarding the signal timing at the intersections of Ogden Avenue and Main Street and Ogden Avenue and Saratoga Avenue. IDOT is aware of the situation and is following up with the contractor.

12. School District 58 is considering traffic operational changes at Herrick Middle School. Staff will provide this information when it becomes available.

Background

Property Information and Zoning Request

The petitioner is proposing to redevelop the subject property with a drive-through coffee shop and a standalone retail/restaurant building. The properties, are located on the south side of Ogden Avenue between Saratoga Avenue and Linscott Avenue and are zoned B-3, General Services Highway Business. The proposal includes the demolition of the two existing buildings and associated parking areas and redevelopment on the two (2) new subdivided lots, including the two (2) new buildings, drive aisles, parking and green space. The public alley running along the south side of the properties is proposed to be vacated.

Access to the site is provided by a single right-in/right-out from Ogden Avenue which replaces two existing curb cuts. Access points are also located at both sides of the vacated alley onto Linscott Avenue and Saratoga Avenue, including stop bars and stop signs for pedestrian safety. An additional access point off the vacated alley is provided for the parking lot located at 4337 Linscott Avenue.

Compliance with the Comprehensive Plan

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property and nearby properties as Corridor Commercial. Corridor Commercial uses include a blend of neighborhood-oriented commercial retail, offices, auto dealerships, smaller regional commercial retail, service uses, and multi-family uses. The petitioner is proposing to redevelop the subject properties with a drive-through coffee shop and speculative retail/restaurant building, respectively. The coffee shop and retail/restaurant spaces, being smaller commercial uses, have a wider draw and will attract both residents and visitors.

The proposed development meets the recommendations of the Guiding DG Comprehensive Plan as summarized in the PZC staff report.

Compliance with the Zoning Ordinance

The property is currently zoned B-3, General Services and Highway Business. The petitioner is proposing a zoning map amendment (rezoning) to B-3/P.U.D., General Services and Highway Business/Planned Unit Development. The Planned Unit Development meets the majority of the Zoning Ordinance requirements with the only relief request being to the building street setback along Linscott Avenue.

Compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in Tables 6 through 8 in the PZC staff report.

Compliance with the Subdivision and Development Ordinance

The Final Plat of Subdivision is in substantial compliance with the minimum lot dimension requirements as outlined in the Subdivision Ordinance. Compliance with the Subdivision Ordinance is highlighted in Tables 10 and 11 of the PZC Staff Report.

The petitioner is vacating the existing public alley and a five-foot utility easement which extends diagonally southwest to northeast through the existing lot at 1205 Ogden Avenue. The petitioner will grant a public utility easement over the entire area of the former twenty (20)-foot-wide public alley, as well as a public utility easement at the northeast corner of the vacated public alley and a sidewalk easement at the northeast corner of the site. A 24-foot-wide cross access easement will be provided along the south property lines of both properties, as well as along their shared internal lot lines. This access easement will also grant access to the parking lot for 4337 Linscott Avenue.

Traffic and Parking

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing traffic conditions along Ogden Avenue, Saratoga Avenue, and Linscott Avenue, and the future conditions based on the proposed drive-through coffee shop and speculative retail/restaurant building. In

addition to trip generation data from the Institute of Transportation Engineers (I.T.E.), the study also examined similar coffee drive-throughs in the region. Using the elevated drive-through numbers from the similar coffee drive-throughs, the proposed site plan is designed to accommodate the number of stacked vehicles observed at the similar coffee drive-throughs.

Furthermore, the coffee shop anticipates efficient movement of traffic through the stacking and exit lanes based on their running order system and rapid drink preparation and delivery methods that are employed.

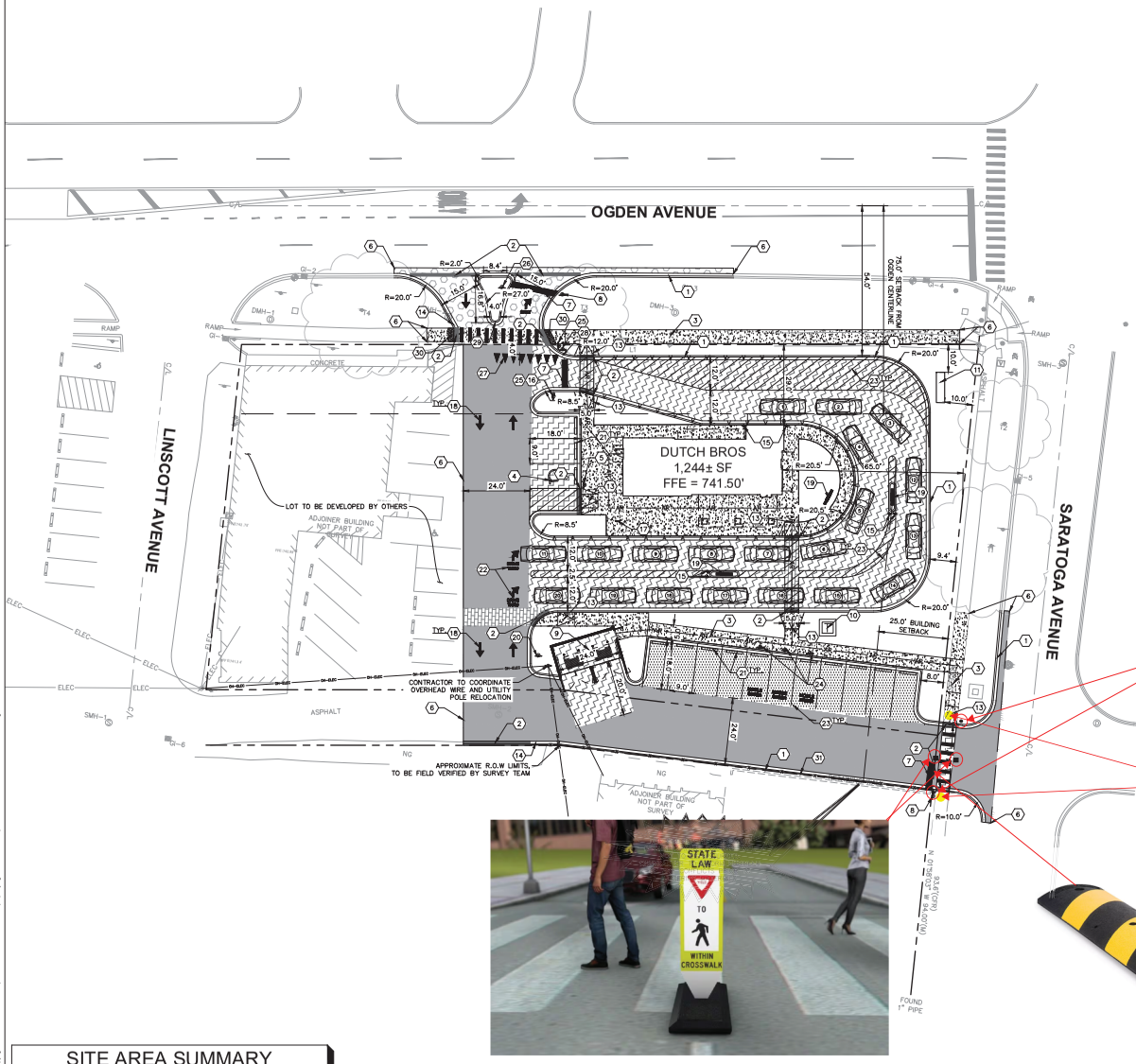
In an effort to alleviate concerns about potential higher traffic during the grand opening period, the petitioner provided a traffic mitigation plan.

Public Comment

Prior to the Planning and Zoning Commission meeting, staff received 95 written public comments against the proposed development, as well as a letter from a nearby resident specifying their concerns about traffic, lighting, and pedestrian safety. During the Planning and Zoning Commission meeting, members of the public spoke with traffic as the principal concern being mentioned.

Attachments

- Responses to Council Questions
- Aerial Map
- Ordinances
- Staff Report with attachments dated July 6, 2026
- Draft Planning and Zoning Commission Minutes dated July 6, 2026





SEMI-PERMANENT ADHESIVE BACKED VINYL



SITE AREA SUMMARY

PROJECT SITE AREA (DUTCH BROS SCOPE ONLY)	= 0.61 ACRES
SITE IMPERVIOUS AREA	= 0.51 ACRES
SITE PERVIOUS AREA	= 0.10 ACRES
SITE PERCENT IMPERVIOUS	= 83.6 %

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

Call Before You Dig JULIE 1-800-892-0123

DUTCH BROS

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

PARKING SPACES PROVIDED	= 13 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 1 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 1 SPACES
TOTAL PARKING SPACES PROVIDED	= 14 SPACES

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- IDOT ASPHALT PAVEMENT – MATCH EXISTING SECTION OR SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- PAVERS — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- AR — ACCESSIBLE ROUTE

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8)
6. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
7. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
8. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
9. TRASH ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
10. TRANSFORMER PAD (FOR REFERENCE ONLY)
11. MONUMENT OR PYLON SIGN (SEE ARCHITECTURAL PLANS FOR DETAILS)
12. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
13. ACCESSIBLE RAMP (SEE DETAILS)
14. 3-FT TRANSITION CURB
15. BOLLARD, TYP. (SEE DETAILS)
16. EXIT ONLY/THANK YOU SIGN (SEE ARCHITECTURAL PLAN FOR DETAILS)
17. BIKE RACK (SEE LANDSCAPE PLAN FOR DETAILS)
18. PAVEMENT DIRECTIONAL MARKINGS, TYP.
19. DRIVE-THRU EQUIPMENT (SEE ARCHITECTURAL PLANS FOR DETAILS)
20. DRIVE-THRU DIRECTIONAL SIGNAGE (SEE ARCHITECTURAL PLANS FOR DETAILS)
21. CONCRETE PARKING BUMPER, TYP. (SEE DETAILS)
22. DRIVE-THRU DIRECTIONAL MARKINGS, TYP. (SEE DETAILS)
23. 4" WIDE PAVEMENT MARKING, TYP.
24. MOBILE ORDER SIGNAGE (SEE ARCHITECTURAL PLANS FOR DETAILS)
25. 'DO NOT ENTER' SIGN (MUTCD R5-1)
26. 'NO LEFT TURN' SIGN (MUTCD R3-2)
27. YIELD LINE MARKING (MUTCD 3B.16)
28. 'YIELD TO PEDESTRIAN' SIGN (MUTCD R1-5)
29. IDOT M-TYPE CURB AND GUTTER (IDOT STANDARD DETAIL 606001-08)
30. 2' WIDE DETECTABLE WARNING (SEE DETAILS)
31. 4' TALL ALUMINUM FENCE MOUNTED IN CURB

CHIPMAN DESIGN ARCHITECTURE INC
1160 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL:847.298.6900

I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, THE SAME COMPLY TO APPLICABLE LAWS, RULES, REGULATIONS, AND ORDINANCES OF DOWNERS GROVE, IL RELATING TO SITE DESIGN.

ANNA ELAINE SAMPSON 062-076715 STATE OF ILLINOIS

Date of Expiration: 11-30-27

CASE ENGINEERING INC.
796 MERUS CT. FENTON, MO, 63026
T: 636.349.1600

KIMLEY-HORN AND ASSOCIATES
4201 WINFIELD RD, WARRENVILLE IL, 60555
T: 630.487.5550

Project No: IL1102

Dutch Bros Coffee - New Freestanding Store
1205 Ogden Ave. Downers Grove, IL 60515

For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A2 PROTOTYPE - 06/27/25

ISSUED FOR PERMIT

06/23/2026

REV:	DATE:	DESCRIPTION:

SHEET NAME:

SITE PLAN

DRAWN BY: MD | CHECKED BY: AS

SHEET NUMBER:

C3.0

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Dear Village of Downers Grove Village Council,

Thank you for the opportunity to be part of this process. I'm sorry I can't be there in person today, but I wanted to share a few thoughts on behalf of Dutch Bros to help answer the Commission's questions.

Who our customers are
Our customers generally range from mid-teens through late 30s, and like most coffee or quick-service spots, we naturally see more activity around school start and end times.

How we handle busy periods, including school rushes
We treat school-related rushes the same way we treat any other peak period, whether that's morning or afternoon:

- We staff up ahead of time based on the expected rush.
- When necessary, we bring in third-party traffic control to help keep the line moving safely during our grand opening period.
- We have multiple team members taking orders curbside, so customers aren't waiting until they reach the window.

This keeps things moving efficiently and helps us stay ahead of any backup on-site.

What to expect after opening
Based on our experience opening similar locations, sales volumes typically settle into a steady pattern within about 6 to 8 weeks:

- Our Crown Point location stabilized in roughly 8 weeks.
- Our Melrose Park location stabilized in roughly 7 weeks.

We plan our staffing and operations around that timeline from day one, so we're prepared for the adjustment rather than caught off guard by it.

We appreciate the Commission's thorough review and look forward to being a responsible, responsive neighbor to the community.

Sincerely,

Allie Lahti
Chicagoland Business Coach, Dutch Bros

XSITE REAL ESTATE

745 McClintock Dr., Suite 305
Burr Ridge, IL 60527
630-258-3311 | xsiterealestate.com

August 12, 2026

Village of Downers Grove Village Council
801 Burlington Avenue
Downers Grove, IL 60515

Dear Members of the Village Council,

During the most recent Village Council meeting, there were a number of requests for additional information. We would like to expand upon the requests that were operationally focused. The information below was prepared in cooperation with the Dutch Bros operations team.

Who the customers are

Dutch Bros customers generally range from their mid-teens through their late 30s. Like most coffee and quick-service uses, the site will naturally see more activity around school start and dismissal times.

How busy periods, including school rushes, are handled

Dutch Bros treats school-related rushes the same way it treats any other peak period, whether in the morning or afternoon:

- Staffing is scheduled in advance based on the expected rush.
- When necessary during the grand-opening period, third-party traffic control is brought in to help keep circulation safe and efficient. The traffic control team focuses on both vehicular and pedestrian safety and circulation.
- Multiple team members take orders curbside, so customers are not waiting until they reach the window to place an order.
- These measures help keep vehicles moving efficiently and allow the team to stay ahead of potential on-site backups.

What to expect after opening

Based on Dutch Bros' experience opening similar locations, sales volumes typically settle into a steady pattern within approximately 6 to 8 weeks. We have seen this period condense further as a market matures and more stores open.

- The Crown Point location stabilized in roughly 8 weeks.
- The Melrose Park location stabilized in roughly 7 weeks.

Staffing and operations are planned around that timeline from day one, so the operator is prepared for the adjustment rather than caught off guard by it.

What a maturing market looks like: the Dallas-Fort Worth example

It may also help the Council to understand how traffic behaves not just at a single shop, but across a region as the brand's presence grows. While every market is different and store-level figures are not information the operator shares publicly, the Dallas-Fort Worth metroplex offers a useful macro-level illustration of a pattern Dutch Bros has seen consistently.

When Dutch Bros first entered the Dallas-Fort Worth area, the earliest shops drew an outsized wave of grand-opening and novelty interest. With only a handful of locations serving an enormous region, the curiosity and demand from a large geography naturally funneled into a small number of sites, producing the heavy early traffic that communities understandably ask about.

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As additional shops opened across the metroplex - spanning Dallas, Fort Worth, Arlington, Denton, and the surrounding suburbs - that same regional demand became distributed across the network rather than concentrated at any one location. Customers gravitated to the shop most convenient to their home, work, or commute, and the initial stores settled into serving primarily their surrounding areas rather than the entire region.

The practical effect of a denser network is shorter drive-thru waits and lower peak volumes at each individual shop, rather than a permanent concentration of traffic at the first location to open. In other words, the grand-opening surge experienced by an early location is a temporary, front-loaded phenomenon; as a market matures, volume tends to level out and disperse rather than continue building at a single site.

Staffing and operations are planned around this trajectory from day one, so the operations teams are prepared for both the early peak and the subsequent settling period.

We appreciate the Council's thorough review and look forward to this project being a responsible and responsive addition to the Downers Grove community.

Thank you,



Brett Paul
President
Xsite Real Estate
630-258-3311 | brettpaul@xsiterealestate.com

DUTCH BROS COFFEE

Chicago MSA & Surrounding Markets

Preliminary Target Opening Schedule | Prepared for the Village of Downers Grove

The schedule below summarizes current market activity and anticipated opening timing. All future dates are preliminary targets and estimates only.

Location	Current Phase	Opening Date / Target
Munster, IN	Open	-
Rockford, IL	Open	-
Melrose Park, IL	Open	-
Valparaiso, IN	Open	-
Buffalo Grove, IL	Open	-
New Lenox, IL	Open	-
Waukegan, IL	Under Construction	**October 2026 (target)**
Bradley, IL	Under Construction	**November 2026 (target)**
Oak Park, IL	Under Construction	**December 2026 (target)**
Alsip, IL	Under Construction	**October 2026 (target)**
Belvidere, IL	Under Construction	TBD
Loves Park, IL	Under Construction	**September 2026 (target)**
Darien, IL	Approved - Building Soon	**February 2027 (target)**
Oswego, IL	Approved - Building Soon	**February 2027 (target)**
Algonquin, IL	Approved - Building Soon	**December 2026 (target)**
Frankfort, IL	Approved - Building Soon	**January 2027 (target)**
Crystal Lake, IL	Approved - Building Soon	**November 2026 (target)**
Round Lake Beach, IL	Approved - Building Soon	**March 2027 (target)**
Glen Ellyn, IL	Approved - Building Soon	**April 2027 (target)**
La Grange Park, IL	Approved - Building Soon	**May 2027 (target)**
Plainfield, IL	In Review	**July 2027 (target)**
Romeoville, IL	In Review	**July 2027 (target)**
Westmont, IL	In Review	**May 2027 (target)**

Planning assumptions

Dutch Bros' typical construction duration is approximately 100-120 days. Actual openings may change based on permitting and inspections, utility coordination, site conditions, construction progress, and other matters outside the operator's control. 'TBD' indicates that a target opening date has not yet been provided.

DUTCH BROS

Traffic Impact Study

Downers Grove, IL

June 2026
Revised August 2026







Prepared for:

Dutch Bros, Inc.

Kimley»Horn

Kimley»Horn

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Dutch Bros to complete a traffic impact study for a commercial redevelopment located on the southwest quadrant of the Ogden Avenue/Saratoga intersection in Downers Grove, Illinois. The site would consist of a 1,244-square-foot coffee shop with no indoor seating, as well as a 3,500 square-foot retail building. The coffee shop would provide two drive-through lanes that merge into a single pick-up window. The inside lane would provide queuing space for 8 vehicles, while the outside lane would provide queuing space for 12 vehicles. Access to the site would be provided via one full access driveway to the alley immediately south of the site (South Access) and one right-in-right-out (RIRO) driveway to Ogden Avenue (North Access).

Based on a review of future traffic conditions, site-generated traffic is not expected to materially impact the study intersections. The study network is anticipated to adequately accommodate the proposed redevelopment. Additionally, the proposed drive-through is expected to accommodate projected queues; queue spillback to the internal parking lot and Ogden Avenue is not anticipated. At North Access and South Access, minor-leg stop control should be posted for outbound traffic. “No Left-Turn” signage should be posted for outbound traffic at North Access. At Saratoga Avenue/Alley, a high-visibility striped crosswalk and pedestrian signage, in-street pedestrian crossing signs, and a rubber speed bump for outbound traffic will be installed on the west leg of the intersection. To further accommodate pedestrian access to the site, high-visibility striped crosswalks, pedestrian signage, and in-street pedestrian crossing signs should be considered on the north and east legs at the Saratoga Avenue/Sherman Street intersection.

It should be noted that site-generated traffic is anticipated to be higher during the initial weeks of operation. A traffic mitigation plan was devised by Dutch Bros in coordination with the Village of Downers Grove and is included in the appendix.

Additional details related to the recommendations above are provided in the *Recommendations & Conclusions* section of this report.

1. INTRODUCTION

Kimley-Horn was retained by Dutch Bros to conduct a traffic impact study for a commercial redevelopment located on the southwest quadrant of the Ogden Avenue/Saratoga Avenue intersection in Downers Grove, Illinois. The subject site is highlighted in **Exhibit 1**.

The redevelopment consists of a 1,244-square-foot coffee shop with two drive-through lanes and no indoor seating, as well as a 3,500-square-foot retail building. The coffee shop would provide two drive-through lanes that merge into a single pick-up window, providing queuing space for 20 vehicles. The two existing buildings would be demolished as part of the redevelopment process. Access to the site would be provided via two existing driveways, one to Ogden Avenue and one to an existing alley connected to Saratoga Avenue and Linscott Avenue. North Access is located approximately 205 feet west of Saratoga Avenue and provides right-in-right-out (RIRO) access to Ogden Avenue. As part of the redevelopment process, North Access would be modified to include a RIRO porkchop median. South Access is located approximately 200 feet west of Saratoga Avenue and 125 feet east of Linscott Avenue and provides full access via the alley adjacent to the subject site. The second existing driveway to Ogden Avenue would be closed with the redevelopment of the site.

This report presents and documents the study methodology, summarizes data collection and development traffic characteristics, highlights the evaluation of traffic conditions on the study intersections and roadways, and identifies recommendations to address operational impacts and integrate the proposed development into the surrounding transportation system.



Kimley»Horn

EXHIBIT 1
SITE LOCATION MAP

2. EXISTING CONDITIONS

Kimley-Horn reviewed the subject site and surrounding area to collect relevant information pertaining to site context, surrounding land uses, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic control at nearby intersections, and other key transportation characteristics. This section of the report details information on the existing conditions.

Area Land Uses & Connectivity

Located in Downers Grove, Illinois, the subject site is currently developed with two commercial buildings. Surrounding properties include a mix of institutional and commercial properties. The site is immediately bounded by Ogden Avenue (US 34) to the north, Saratoga Avenue to the east, and Linscott Avenue to the west. An existing alley is located along the southern boundary of the site.

In the project vicinity, local east-west access is provided via Ogden Avenue and north-south access is provided via Main Street. Regional east-west access is provided via Interstate 88 (I-88), while regional north-south access is provided via Interstate 355 (I-355). Ogden Avenue provides a full interchange to both I-88 and I-355 approximately two miles west of the site.

Existing Roadway Characteristics

Ogden Avenue (US 34) is an east-west roadway located along the northern boundary of the site. In the project vicinity, Ogden Avenue provides two travel lanes in each direction with a two-way-left-turn lane (TWLTL). According to the Illinois Department of Transportation (IDOT), Ogden Avenue is classified as a Principal Arterial and is under the jurisdiction of IDOT. At its signalized intersection with Saratoga Avenue, Ogden Avenue provides a left-turn lane, a through lane, and a shared through/right-turn lane on each leg. At its minor-leg stop controlled intersection with Linscott Avenue, Ogden Avenue provides a through lane and shared through/right-turn lane on the west leg and two through lanes on the east leg. Within the study area, Ogden Avenue has an annual average daily traffic (AADT) volume of 30,000 vehicles per day (vpd) (2023). The posted speed limit is 35 miles per hour (mph).

Saratoga Avenue is a north-south roadway located along the eastern boundary of the site. Saratoga Avenue provides one travel lane in each direction. According to IDOT, Saratoga Avenue is classified as a Local Road under the jurisdiction of the Village of Downers Grove. At its signalized intersection with Ogden Avenue, Saratoga Avenue provides a left-turn lane and shared through/right-turn lane on each leg. At its minor-leg stop controlled intersection with the alley, Saratoga Avenue operates under free-flow condition and provides one shared movement lane on each leg. Saratoga Avenue has a posted speed limit of 25 mph.

Linscott Avenue is a north-south roadway located along the western boundary of the site. Per IDOT, Linscott Avenue is classified as a Local Road under the jurisdiction of the Village of Downers Grove. At its minor-leg stop controlled intersection with Ogden Avenue, Linscott Avenue provides a right-turn lane. At its minor-leg stop controlled intersection with the alley, Linscott Avenue operates under free-flow condition and provides one shared movement lane on each leg. The posted speed limit is 25 mph.

Alley is an east-west alleyway located along the southern boundary of the site. Through the study network, the alley provides access to commercial developments. At its intersections with Saratoga Avenue and Linscott Avenue, the alley operates under minor-leg stop control and provides one shared movement lane on each leg. There is no posted speed limit; therefore, a speed limit of 25 mph was assumed.

Traffic Count Data

Weekday turning movement count data was collected in December 2025 at the following intersections. These counts were conducted during the weekday morning (7:00 to 9:00 AM), weekday evening (4:00 to 6:00 PM), and Saturday midday (11:00 AM to 1:00 PM) peak periods. These count periods were selected in order to capture the peak travel periods in the area.

- Ogden Avenue / Saratoga Avenue
- Ogden Avenue / Linscott Avenue
- Saratoga Avenue / Alley
- Linscott Avenue / Alley

The traffic count data indicates that peak hour traffic volumes occur within the study area from 7:30 to 8:30am and 4:30 to 5:30pm during the typical weekday peak periods and 12:00 to 1:00pm during a typical Saturday midday peak period.

Through coordination with the Village, traffic and pedestrian count data from the *Traffic Impact Study - Expansion of Herrick Middle School* prepared by KLOA and dated August 2023 was reviewed. It should be noted that at the time of traffic count collection, Herrick Middle School and Downers Grove North High School were in session. For purposes of this analysis, the 3:00-4:00pm peak hour data was used to analyze the school afternoon peak hour for the Ogden Avenue/Saratoga Avenue intersection, which aligns with the school release schedules. The morning peak hour data in the *Traffic Impact Study - Expansion of Herrick Middle School* was determined to be lower than the traffic count data collected in December 2025, and thus the December 2025 data was utilized in this study.

Furthermore, at the Ogden Avenue/Saratoga Avenue intersection, the pedestrian count volumes from *Traffic Impact Study – Expansion of Herrick Middle School* were determined to be higher than the pedestrian count volumes collected in December 2025. Thus, the pedestrian count volumes from *Traffic Impact Study – Expansion of Herrick Middle School* were utilized.

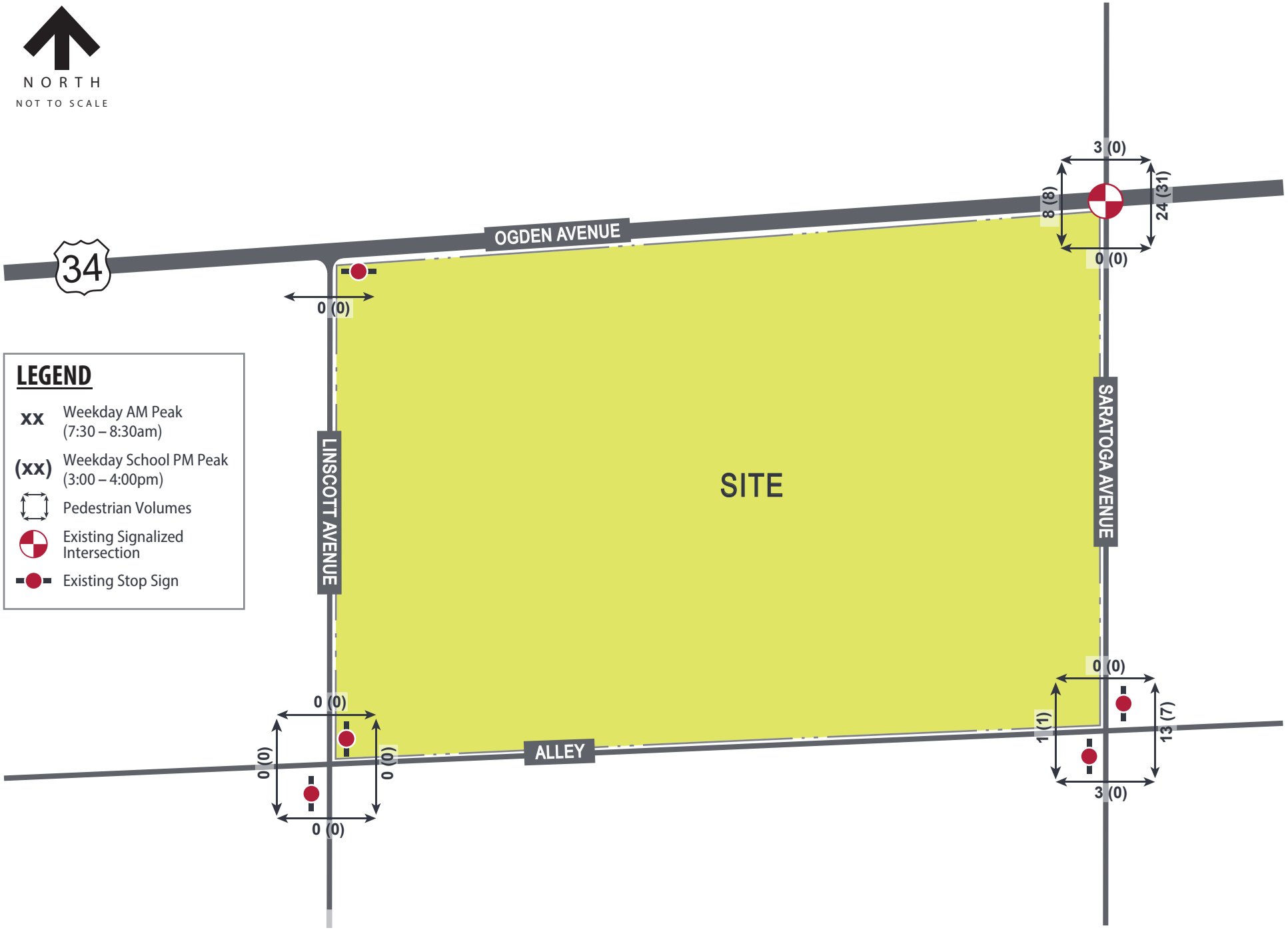
The peak hour vehicle traffic volumes were rounded to the nearest multiple of five and balanced between intersections with one exception. Volumes were not balanced between the Ogden Avenue/Saratoga Avenue and Ogden Avenue/Linscott Avenue intersections due to the presence of a private driveway. Peak hour traffic volumes are summarized in **Exhibit 2**. Pedestrian volumes are presented in **Exhibit 3**. A summary of the traffic count data is provided in the appendix.



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EXHIBIT 2

EXISTING TRAFFIC VOLUMES



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EXHIBIT 3
EXISTING PEDESTRIAN VOLUMES

Existing Capacity Analysis

Synchro capacity software was used to evaluate the existing operational conditions at the study intersections during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM) quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions[1]

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings

Table 2.2 Level of Service Grading Criteria[1]

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 7th Edition

[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under the existing conditions.

The results of the capacity analysis are summarized in **Table 2.3**. In this table, the operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. Overall intersection level of service is not reported for minor-leg stop-controlled intersections, since the majority of vehicles are able to move through the intersection with little to no delay. Signal timings were obtained from IDOT. The results are based on Synchro's HCM 7th Edition reports. Copies of the capacity analysis reports and signal timings are provided in the appendix.

Table 2.3 Existing (2025) Levels of Service

Intersection	Weekday AM Peak		Weekday School PM Peak		Weekday PM Peak		Saturday Midday Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ogden Avenue / Saratoga Avenue ★								
Eastbound	12	B	15	B	12	B	8	A
Westbound	11	B	15	B	14	B	10+	B
Northbound	56	E	59	E	59	E	56	E
Southbound	50	D[1]	58	E	57	E	58	E
Intersection	*18*	*B*	*21*	*C*	*19*	*B*	*16*	*B*
Ogden Avenue / Linscott Avenue △								
Northbound	14	B	15	B	14	B	14	B
Linscott Avenue / Alley △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Saratoga Avenue / Alley △								
Eastbound	11	B	11	B	12	B	10-	A
Westbound	13	B	10-	A	11	B	10+	B
Northbound (Left)	8	A	8	A	8	A	7	A
Southbound (Left)	8	A	8	A	8	A	8	A

★ -Signalized Intersection △-Minor-Leg Stop-Controlled Intersection

[1]Left turn movement operates at LOS E.

Under existing conditions, the study network operates acceptably with a few exceptions. At the Ogden Avenue/Saratoga Avenue intersection, the northbound approach operates at LOS E during the peak hours. During the peak hours, the northbound and southbound approaches operate at LOS E. Additionally, the southbound left-turn movement operates at LOS E during the weekday morning peak hour. This level of delay is typical of minor-leg streets intersecting with Principal Arterials, such as Ogden Avenue, as priority is given to the through movements of Ogden Avenue. During the weekday morning peak hour, the northbound left-turn 95th percentile queue is approximately seven to nine vehicles (175-225 feet), which exceeds the storage length by approximately six vehicles (150 feet). Based on a review of the traffic count video, this was determined to occur during a twenty-minute window between 8:10-8:30am. During the Saturday midday peak hour, the southbound left-turn 95th percentile queue is approximately seven vehicles (175 feet), exceeding the storage lane by approximately four vehicles (100 feet). All other study intersections and movements operate at LOS B or better with 95th percentile queues of approximately one vehicle (25 feet) or less.

3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Development Characteristics

The existing site is currently developed with two commercial buildings, which would be demolished as part of the redevelopment process. The current site provides one full-access driveway to the alley located along the southern boundary of the site (South Access). Two full-access driveways are currently provided along the south side of Ogden Avenue. The eastern driveway, located approximately 150 feet west of Saratoga Avenue, would be closed with redevelopment of the site. The western driveway, located approximately 205 feet west of Saratoga Avenue (North Access), would remain. As part of the redevelopment process, North Access would be modified for right-in/right-out access, and constructed to include a RIRO porkchop median.

The proposed site plan includes a 1,244-square-foot coffee shop with two drive-through lanes and a 3,500-square-foot retail building. The drive-through would provide two order lanes that merge into a single pick-up window and provide queuing space for approximately 20 vehicles. The inside lane would provide queuing space for 8 vehicles, while the outside lane provides queuing space for 12 vehicles. No indoor seating would be provided at the coffee shop. An end user has not been identified for the retail portion of the site. Access to the site would be provided via the RIRO driveway to Ogden Avenue (North Access) and the full movement driveway to the alley (South Access). A copy of the site plan is provided in the appendix.

Trip Generation

To determine trip generation for the coffee shop, drive through data was collected at a nearby drive-through coffee shop with no indoor seating (7 Brew Coffee located in Naperville, Illinois) on a typical weekday in June 2026. Additionally, drive-through data was provided by Dutch Bros at five similar sites in Illinois and Indiana. 7 Brew Coffee and Dutch Bros empirical entering traffic volumes are presented in **Table 3.1**. For the morning and evening peak hours, the highest hour of empirical data between 7:00-9:00am and 4:00-6:00pm, respectively, is shown in the table below. For the school afternoon peak hour, the highest hour of empirical data between 2:00-4:00pm is reflected in the table. The 7 Brew Coffee and Dutch Bros drive through data is provided in the appendix.

Table 3.1 Empirical Drive Through Data

Location	AM Peak Hour[2]	School PM Peak Hour	PM Peak Hour
7 Brew Coffee (Naperville, Illinois)[1]	82	131	105
Dutch Bros (Bloomington, Illinois)	95	102	95
Dutch Bros (Urbana, Illinois)	46	64	53
Dutch Bros (Mt. Vernon, Illinois)	36	32	30
Dutch Bros (Valparaiso, Indiana)	71	84	77
Dutch Bros (Crown Point, Indiana)	80	85	75

[1]7 Brew Coffee Drive through data was collected between 7:00-9:00am and 2:00-4:00pm. Data associated with school afternoon peak hour was assumed to be 2:00-3:00pm and evening peak hour was assumed to be 3:00-4:00pm.
[2]All drive through data reflects typical weekday conditions. For purposes of this analysis, weekday morning was applied to Saturday midday peak hour.

For the most conservative analysis, 7 Brew Coffee data was used to estimate trip generation for the proposed Dutch Bros. The 8:00-9:00am drive through data was applied to the AM peak hour and Saturday midday peak hours, 2:00-3:00pm data was applied to the School PM peak hour, and 3:00-4:00pm data was applied to the PM peak hour.

Trip generation and pass-by rates for the retail, and pass-by rates for the coffee shop were referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed use are shown in **Table 3.2** and a copy of the ITE data is provided in the appendix. ITE data is not provided for Coffee/Donut Shop with Drive-through and No Indoor Seating (LUC 938) during the Saturday midday peak hour; therefore, the weekday morning rate was applied for purposes of a conservative analysis. An end user has not been identified for the proposed retail; therefore, Strip Retail Plaza (<40k) (LUC 822) was referenced.

Table 3.2 ITE Trip Generation Data

ITE Land Use	Unit	Weekday			Saturday
		Daily	AM Peak Hour	PM Peak Hour	Midday Peak Hour
Coffee / Donut Shop with Drive-through and No Indoor Seating (LUC 938)	Per Drive-Through Lane	T = 179D 50% in/50% out	T = 53.21D – 17.43 50% in/50% out	T = 15.08D 50% in/50% out	T = 53.21D – 17.43 50% in/50% out
Strip Retail Plaza (<40k) (LUC 822)	Per 1,000 SF	T = 42.2X +229.68 50% in/50% out	T = 3.93X 55% in/45% out	Ln(T) = 0.68X + 2.77 50% in/50% out	T = 6.63X 51% in/49% out

T = Trips D= Drive-Through Lane X = 1,000 SF

For purposes of this study, site generated trips are expected to exhibit multiple routing patterns when traveling to and from the subject site, as described below:

- **Pass-by** – Pass-by traffic reflects the travel patterns of motorists who are already traveling on the adjacent study roadways and stop at the site en route to another destination. Data in the appendix of the ITE Trip Generation Manual, 12th Edition, reveals that at a Coffee/Donut Shop with Drive-through and No Indoor Seating, roughly 90 percent of vehicles during the weekday

morning peak hour and 98 percent of vehicles during the weekday evening peak hour. ITE data is not provided for daily or Saturday midday pass-by trips; therefore, the weekday morning pass-by percentage of 90 percent was applied. The weekday evening pass-by percentage of 98 percent was applied to the School Afternoon peak hour. ITE data for a Strip Retail Plaza (<40k) reveals that approximately 40 percent of vehicles during the weekday evening peak hour and 31 percent during the Saturday midday peak hour are pass-by trips. ITE data is not available for daily pass-by trips; therefore, the weekday evening percentage of 31 percent was applied. Additionally, ITE data is not available for weekday morning, so no pass-by percentage was applied for purposes of a conservative analysis.

- **Primary Trips** – Vehicles that travel to the subject development and then return directly to their place of origin are called "primary trips." Primary trips reflect new traffic volumes generated by the proposed development that would approach and depart on the same route. Trips to/from the site that are not pass-by trips are expected to be primary trips.

A comparison of total driveway trips for the empirical 7 Brew Coffee data and ITE data is provided in **Table 3.3**. As noted previously, the empirical data is higher than ITE projections. Hourly volumes were rounded to the nearest multiple of five.

Table 3.3 Empirical and ITE Coffee Shop Traffic Projections Comparison

Source	Size	Weekday			Saturday[1]
		AM Peak Hour (Entering)	School PM Peak Hour (Entering)	PM Peak Hour (Entering)	Midday Peak Hour (Entering)
Empirical 7 Brew Coffee Data	2 Drive-Through Lanes	80	130	105	80
Coffee/Donut Shop with Drive-through and No Indoor Seating (LUC 938)	2 Drive-Through Lanes	45	15[2]	15	45
Net Difference (Empirical – ITE)		*+35*	*+115*	*+90*	*+35*

[1]Saturday midday peak hour ITE data is not available. Empirical 7 Brew Coffee drive through data was only collected on a typical weekday. For purposes of this analysis, the weekday morning data was applied to Saturday midday.
[2]ITE data is not available for school afternoon peak hour (2:00-3:00pm). The evening peak hour data was assumed.

Based on the comparison above, 7 Brew Coffee empirical drive through data was used for this analysis. Trip generation projections for the coffee shop and retail are presented in **Table 3.4**.

Table 3.4 Site-Generated Traffic Projections

Source	Size	Weekday[1]									Saturday[1]		
		AM Peak Hour			School PM Peak Hour			PM Peak Hour			Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Empirical 7 Brew Coffee Data[2]	2 Drive-Through Lanes	85	80	165	130	130	260	105	105	210	85	80	165
Pass-by Trips[3]		*-75*	*-75*	*-150*	*-130*	*-125*	*-255*	*-105*	*-100*	*-205*	*-75*	*-75*	*-150*
Total New Trips (Coffee Shop)		*10*	*5*	*15*	*-*	*5*	*5*	*-*	*5*	*5*	*10*	*5*	*15*
Strip Retail (<40k) (LUC 822)	3,500 SF	10	5	15	20	20	40	20	20	40	15	10	25
Pass-by Trips		*-*	*-*	*-*	*-10*	*-10*	*-20*	*-10*	*-10*	*-20*	*-5*	*-5*	*-10*
Total New Trips (Retail)		*10*	*5*	*15*	*10*	*10*	*20*	*10*	*10*	*20*	*10*	*5*	*15*
Total New Trips (Coffee Shop + Retail)		*20*	*10*	*30*	*10*	*15*	*25*	*10*	*15*	*25*	*20*	*10*	*30*

[1]In/Out volumes are rounded to the nearest multiple of five.
[2]Entrering volumes were assumed to exit the site in the same peak hour.
[3]ITE pass-by rates were applied to the empirical 7 Brew Coffee drive through data.

The data above represents stable conditions after the initial opening weeks of the coffee shop. It should be noted that site-generated traffic is anticipated to be higher during the initial weeks of operation and during this time, more primary trips are anticipated. A traffic mitigation plan was devised by Dutch Bros in coordination with the Village of Downers Grove and is included in the appendix.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as access and parking locations, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which vehicles can travel over various sections of that system. As such, **Table 3.5** presents the anticipated directional distribution from which trips would travel to and from the site.

Table 3.5 Estimated Trip Distribution

Direction	Estimated Trip Distribution	
	Primary Trips	Pass-by Trips
East on Ogden Avenue	50%	50%
West on Ogden Avenue	45%	50%
North on Saratoga Avenue	5%	-
Total	100%	100%

The site traffic assignment, representing traffic volumes associated with the proposed redevelopment at the study intersections, is a function of the estimated trip generation (Table 3.4) and the directional distribution (Table 3.5). Based on these assumptions, coffee shop primary site trip assignment is presented in **Exhibit 4** and coffee shop pass-by trips are shown in **Exhibit 5.** Retail primary site trip assignment is shown in **Exhibit 6** and retail pass-by site-generated traffic is illustrated in **Exhibit 7.** Total site-generated traffic is presented in **Exhibit 8.**



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EXHIBIT 4

SITE TRIP ASSIGNMENT - COFFEE SHOP (PRIMARY)



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EXHIBIT 5

SITE TRIP ASSIGNMENT - COFFEE SHOP (PASS-BY)



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EXHIBIT 6

SITE TRIP ASSIGNMENT - RETAIL (PRIMARY)



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EXHIBIT 7

SITE TRIP ASSIGNMENT - RETAIL (PASS-BY)



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EXHIBIT 8

SITE TRIP ASSIGNMENT - TOTAL (COFFEE SHOP + RETAIL)

Coffee Shop Drive-Through Operations

To determine potential impacts of drive-through operations, projected drive-through queues were estimated for the proposed Dutch Bros drive-through coffee shop using the 7 Brew Coffee drive through volumes and service time. Peak drive-through activity was projected based upon an M/M/1 queuing model that factors random arrivals and service rates provided by a defined number of servers, which was conservatively assumed to be one due to the single pick-up window.

Coffee shop trip generation projections, based on 7 Brew Coffee empirical data, detailed previously in Table 3.4 were utilized to estimate the number of vehicles serviced through the drive-through. Due to no indoor seating, 100 percent of transactions are completed through the drive-through.

The average service time was calculated based on data observed at the 7 Brew Coffee, which indicates that the average drive-through service time is approximately 294 seconds. Using an M/M/1 queuing model, hourly service rates (vehicles per hour) for each peak hour were estimated using the assumption that service time through the drive-through would be 294 seconds.

Based on projected drive-through trips and estimated service rates, **Table 3.6** outlines the average projected queues within the proposed drive-through. As shown, projected queues are approximately seven to eleven vehicles during the peak hours. The site plan provides stacking for 20 vehicles, 8 vehicles in the inside lane and 12 vehicles in the outside lane. Therefore, the proposed stacking within the drive-through is expected to adequately accommodate the anticipated queues; queue spillback through the parking lot to Ogden Avenue, Saratoga Avenue, and Linscott Avenue is not anticipated.

Table 3.6 Average Projected Peak Drive-Through Queue

Description	AM Peak Hour	School PM Peak Hour	PM Peak Hour	Saturday Peak Hour
Number of Guests Served during the Peak Hour[1]	80	130	105	80
Time Spent in Drive-Through (seconds)[2]	294	294	294	294
Service Rate (vehicles per hour)	92	142	117	92
Estimated Number of Vehicles in Queue[3]	6.7	10.8	8.8	6.7

[1]Assumes that 100 percent of the total entering trips (from Table 3.4) will be serviced through the drive-through.
[2]Total time spend in drive through was estimated based on the average total service time at 7 Brew Coffee in Naperville, Illinois.
[3]Based on M/M/1 queuing model.

The results shown above are reflective of average queues during each peak hour. It should be noted that the maximum queue observed at the 7 Brew Coffee in Naperville, Illinois was approximately 24 vehicles. If such a queue is experienced at the proposed Dutch Bros, it would be contained on site, as there are 20 drive through stacking spaces and additional storage space for four or more vehicles within the site boundary. Spillback to Ogden Avenue, Saratoga Avenue, and Linscott Avenue is not anticipated.

4. FUTURE CONDITIONS

This section of the report summarizes site-specific traffic characteristics and develops future traffic projections for analysis. The project was assumed to be completed and occupied in 2027. Therefore, Year 2032 traffic projections were developed, which reflects a plus-five years analysis horizon per typical IDOT requirements.

Future (2032) No-Build Traffic Projections

Background traffic growth estimates were reviewed using data from the Chicago Metropolitan Agency for Planning (CMAP). As shown in **Table 4.1**, the background annual compounded growth rate based on CMAP year 2050 traffic projections for the study network was 0.44%. The growth rate was applied for a period of 7 years to reflect traffic growth between Year 2025 (existing traffic counts) and future Year 2032, with one exception. The Ogden Avenue/Saratoga weekday afternoon school peak hour volumes were grown for a period of 9 years, to reflect growth from Year 2023 to Year 2032. The future no-build traffic projections for Year 2032 are presented in **Exhibit 9**.

It should be noted that the Herrick Middle School Expansion related traffic projections that account for the addition of sixth grade were referenced from the *Traffic Impact Study - Expansion of Herrick Middle School* and included within the No-Build traffic projections. Furthermore, the pedestrian volumes at the Ogden Avenue/Saratoga Avenue and Saratoga Avenue/Alley intersections were grown by 50 percent, consistent with the projected growth in student population.

Table 4.1 CMAP Projected Growth Rates

Roadway Segment	CMAP Projected Growth Rate
Ogden Avenue, east of Main Street	0.41%
Ogden Avenue, west of Main Street	0.48%
Main Street, north of Ogden Avenue	0.44%
Main Street, south of Ogden Avenue	0.42%
Vernard Road, north of Ogden Avenue	0.50%
Oakwood Road, south of Ogden Avenue	0.38%
Average Annual Growth Rate	0.44%

Future (2032) Build Traffic Projections

To estimate future traffic volumes with the proposed redevelopment, the total site-generated trips (Exhibit 8) were added to the background traffic projections (Exhibit 9). The resulting Year 2032 build traffic projections are depicted in **Exhibit 10**.



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EXHIBIT 9

FUTURE (2032) NO-BUILD TRAFFIC PROJECTIONS



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EXHIBIT 10

FUTURE (2032) BUILD TRAFFIC PROJECTIONS

Future Geometry

Based on the projected traffic volumes and guidance outlined in the IDOT *Bureau of Design and Environment* (*BDE) Manual*, the following turn lane warrants were evaluated at the following study intersections.

Ogden Avenue / Saratoga Avenue

The IDOT *BDE Manual* suggests the consideration of a right-turn lane at signalized intersections where the right-turning volume is 150 vehicles or greater and where there is greater than 300 vehicles per hour per lane (vphpl) on the mainline. Based on a review of build conditions, eastbound and northbound volumes do not meet this threshold. Therefore, eastbound and northbound right-turn lanes were not included in the analysis.

Saratoga Avenue / Alley

Based on guidelines for right-turn lanes at unsignalized intersections for two-lane roadways (Figure 36-3.A), projected traffic volumes do not meet warrant criteria for a southbound right-turn lane. A southbound right-turn lane was not included in the analysis. The IDOT *BDE Manual* does not provide specific guidance for left-turn lanes on two-lane roadways with a design speed below 40 mph. Based on a review of build conditions, the northbound left-turning movement operates acceptably (LOS A). Therefore, a northbound left-turn lane was not included in the analysis.

Ogden Avenue / North Access

The IDOT *BDE Manual* does not provide specific guidance for right-turn lanes at unsignalized intersections on four-lane highways with a design speed below 50 mph. Based on the projected acceptable level of service at North Access and for uniformity of the corridor, an eastbound right-turn lane was not included in the analysis.

Alley / South Access

Based on guidelines for right-turn lanes at unsignalized intersections for two-lane roadways (Figure 36-3.A), projected traffic volumes do not meet warrant criteria for a westbound right-turn lane. The IDOT *BDE Manual* does not provide specific guidance for left-turn lanes on two-lane roadways with a design speed below 40 mph. Based on a review of Build (2032) conditions, the eastbound left-turning movement operates acceptably (LOS A). Therefore, an eastbound left-turn lane was not included in the analysis.

Planned Pedestrian Accommodations

Saratoga Avenue / Alley

In order to provide pedestrian access to the site, particularly to/from Herrick Middle School and Downers Grove North High School, the following pedestrian accommodations will be provided on the west leg of the intersection. A visual representation of the improvements are shown on the site plan in the appendix.

- High-visibility striped crosswalk with in-street pedestrian crossing signs.
- High-visibility pedestrian crossing signage on the north and south sides of the Alley.
- Rubber speedbump for outbound traffic.

Additional Pedestrian Accommodations

Saratoga Avenue / Sherman Street

To expand on the pedestrian accessibility to the site, the following accommodations should be considered on the north and east legs of the intersection.

- High-visibility striped crosswalk with in-street pedestrian crossing signs.
- High visibility pedestrian crossing signage.

Future (2032) No-Build Capacity Analysis

Based on the traffic projections presented in Exhibit 9, capacity results were identified for the study intersections under Future (2032) No-Build conditions. The results of the capacity analysis are summarized in **Table 4.2**. Copies of the Synchro reports are provided in the appendix.

Table 4.2 Future (2032) No-Build Levels of Service

Intersection	Weekday AM Peak		Weekday School PM Peak		Weekday PM Peak		Saturday Midday Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ogden Avenue / Saratoga Avenue ★								
Eastbound	15	B	17	B	12	B	9	A
Westbound	13	B	17	B	15	B	11	B
Northbound	62	E	59	E	58	E	56	E
Southbound	49	D[1]	58	E	57	E	58	E
Intersection	*22*	*C*	*23*	*C*	*20*	*B*	*17*	*B*
Ogden Avenue / Linscott Avenue △								
Northbound	14	B	15	B	14	B	14	B
Linscott Avenue / Alley △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Saratoga Avenue / Alley △								
Eastbound	11	B	11	B	12	B	10-	A
Westbound	13	B	10-	A	11	B	10+	B
Northbound (Left)	8	A	8	A	8	A	7	A
Southbound (Left)	8	A	8	A	8	A	8	A

★ -Signalized Intersection △-Minor-Leg Stop-Controlled Intersection

[1]Left turn movement operates at LOS E.

With the introduction of background traffic growth, the study intersections operate with similar levels of delay as compared to existing conditions. Delay is projected to increase by one second or less and 95th percentile queues are expected to increase by one vehicle (25 feet) or less.

Future (2032) Build Capacity Analysis

Based on the traffic projections presented in Exhibit 10, capacity results were identified for the study intersections under Future (2032) Build conditions. The results of the capacity analysis are summarized in **Table 4.3.** Copies of the Synchro reports are provided in the appendix.

Table 4.3 Future (2032) Build Levels of Service

Intersection	Weekday AM Peak		Weekday School PM Peak		Weekday PM Peak		Saturday Midday Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ogden Avenue / Saratoga Avenue ★								
Eastbound	17	B	22	C	17	B	11	B
Westbound	13	B	21	C	19	B	12	B
Northbound	66	E	62	E	60	E	56	E
Southbound	48	D	52	D[1]	50	D	53	D[1]
Intersection	*24*	*C*	*27*	*C*	*24*	*C*	*18*	*B*
Ogden Avenue / Linscott Avenue △								
Northbound	15	B	15	C	14	B	14	B
Linscott Avenue / Alley △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Saratoga Avenue / Alley △								
Eastbound	14	B	13	B	14	B	11	B
Westbound	13	B	10-	A	11	B	10+	B
Northbound (Left)	8	A	8	A	8	A	8	A
Southbound (Left)	8	A	8	A	8	A	8	A
Ogden Avenue / North Access △								
Northbound	16	C	17	C	16	C	15	C
Alley / South Access △								
Eastbound (Left)	7	A	7	A	7	A	7	A
Southbound	9	A	9	A	9	A	9	A

★ -Signalized Intersection △-Minor-Leg Stop-Controlled Intersection

[1]Left turn movement operates at LOS E.

With the addition of site-generated traffic, the study network operates similarly to no-build conditions. Delay is expected to increase by five seconds or less, while 95th percentile queues are projected to increase by four vehicles (100 feet) or less. Additionally, the proposed access driveways are anticipated to operate at LOS C or better with 95th percentile queues projected to be one vehicle (25 feet) or less.

5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the following recommendations were identified to facilitate access to the site and limit the impact of the proposed development on the surrounding area's traffic conditions:

Planned Improvements

Ogden Avenue / North Access

- Install a RIRO porkchop median.
- Install "No Left-Turn" signage for outbound traffic.
- Install minor-leg stop control with a stop sign and stop bar for outbound traffic.
- Provide one inbound and one outbound lane.

Alley / South Access

- Install minor-leg stop control with a stop sign and stop bar for outbound traffic at the alley access and at Saratoga Avenue and Linscott Avenue.

Saratoga Avenue / Alley

- Install a high-visibility striped crosswalk on the west leg of the intersection with in-street pedestrian crossing signs.
- Install high-visibility pedestrian crossing signage on the north and south sides of the Alley.
- Install rubber speedbump for outbound traffic.

Additional Improvements

Saratoga Avenue / Sherman Street

- Consider installing a high-visibility striped crosswalk on the north and east legs of the intersection with in-street pedestrian crossing signs.
- Consider installing high-visibility pedestrian crossing signage on the north and east legs.

Based on a review of future traffic projections, site-generated traffic is not expected to materially impact the study intersections. Under Future (2032) Build conditions, the study network is expected to operate similar to no-build conditions. Additionally, the access driveways are anticipated to operate at LOS C or better with the projected 95th percentile queues at one vehicle (25 feet) or less during the peak hours. Drive-through demand is expected to be accommodated within the proposed stacking provided onsite; queue spillback to Ogden Avenue, Saratoga Avenue, and Linscott Avenue is not expected.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site and roadway improvement plans for the subject redevelopment. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bars. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

Traffic Count Data and Projected Traffic Volumes from *Traffic Impact Study – Expansion of Herrick Middle School* (by KLOA, dated August 22, 2023)

IDOT Signal Timings

7 Brew Coffee Drive Through Data

Dutch Bros Drive Through Data

Opening Day Traffic Mitigation Plan

Existing (2025) Capacity Reports

Data from ITE Trip Generation Manual, 12th Edition

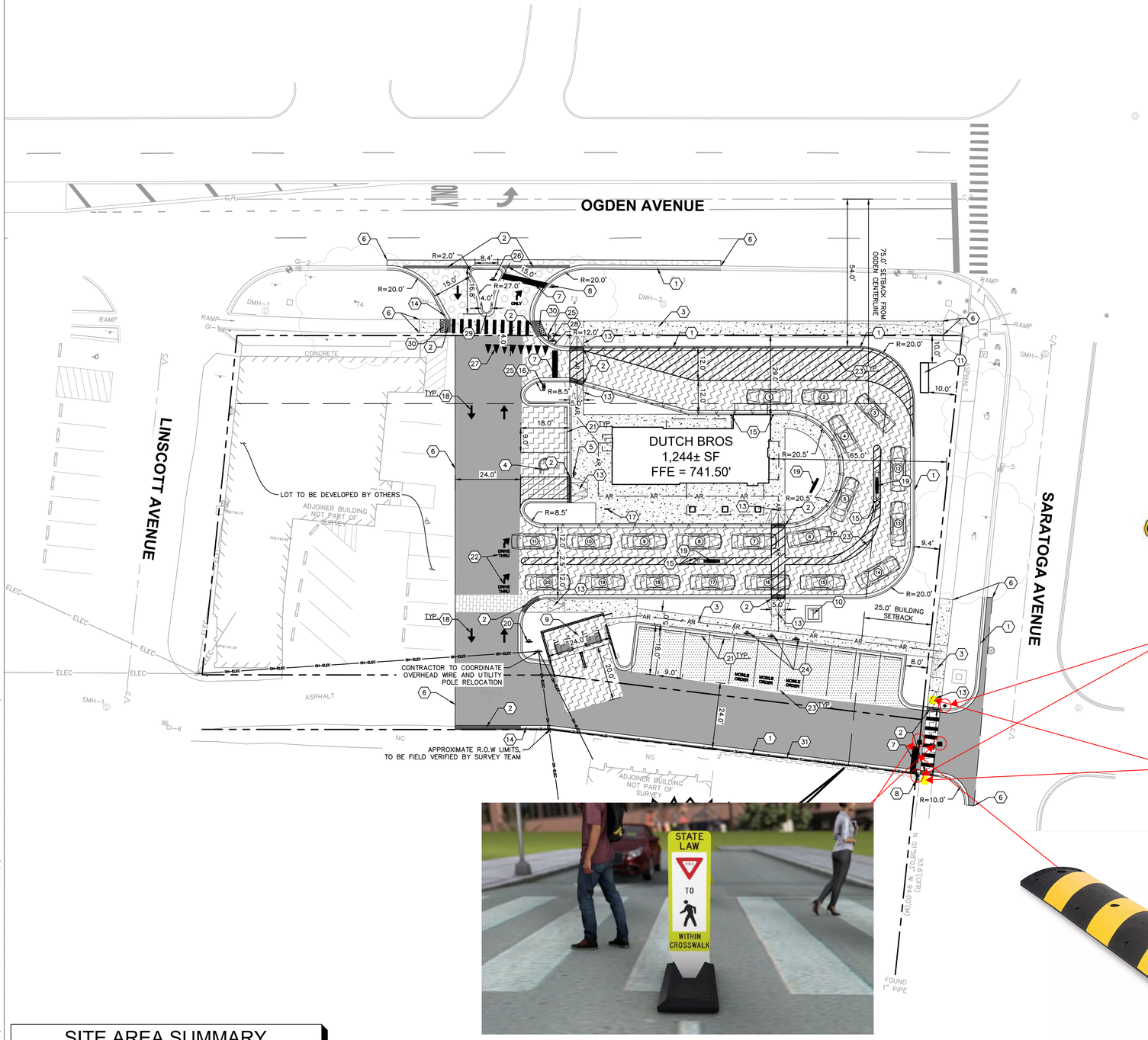
CMAP Year 2050 Traffic Projections

Future (2032) No-Build Capacity Reports

Future (2032) Build Capacity Reports

CONCEPTUAL SITE PLAN

"The name DUTCH BROS. and all associated logos, distinctive designs, content, information, and other materials featured, displayed, contained herein, and made available by Dutch Bros., including but not limited to, the "look and feel" of the establishments and products, all text, images, colors, configurations, graphics, designs, illustrations, photographs, and pictures (collectively, the "Materials") are owned by and/or licensed by DB Franchising USA, LLC and are protected by copyright, trademark, trade dress, patent, and/or other intellectual property rights and unfair competition laws under the United States and foreign laws."







SEMI-PERMANENT
ADHESIVE BACKED VINYL



SITE AREA SUMMARY

PROJECT SITE AREA (DUTCH BROS SCOPE ONLY)	= 0.61 ACRES
SITE IMPERVIOUS AREA	= 0.51 ACRES
SITE PERVIOUS AREA	= 0.10 ACRES
SITE PERCENT IMPERVIOUS	= 83.6 %

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

Call Before You Dig
JULIE
1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

PARKING SPACES PROVIDED	= 13 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 1 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 1 SPACES
TOTAL PARKING SPACES PROVIDED	= 14 SPACES

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- IDOT ASPHALT PAVEMENT – MATCH EXISTING SECTION OR SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- PAVERS — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- AR — ACCESSIBLE ROUTE

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8)
6. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
7. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
8. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
9. TRASH ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
10. TRANSFORMER PAD (FOR REFERENCE ONLY)
11. MONUMENT OR PYLON SIGN (SEE ARCHITECTURAL PLANS FOR DETAILS)
12. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
13. ACCESSIBLE RAMP (SEE DETAILS)
14. 3-FT TRANSITION CURB
15. BOLLARD, TYP. (SEE DETAILS)
16. EXIT ONLY/THANK YOU SIGN (SEE ARCHITECTURAL PLAN FOR DETAILS)
17. BIKE RACK (SEE LANDSCAPE PLAN FOR DETAILS)
18. PAVEMENT DIRECTIONAL MARKINGS, TYP.
19. DRIVE-THRU EQUIPMENT (SEE ARCHITECTURAL PLANS FOR DETAILS)
20. DRIVE-THRU DIRECTIONAL SIGNAGE (SEE ARCHITECTURAL PLANS FOR DETAILS)
21. CONCRETE PARKING BUMPER, TYP. (SEE DETAILS)
22. DRIVE-THRU DIRECTIONAL MARKINGS, TYP. (SEE DETAILS)
23. 4" WIDE PAVEMENT MARKING, TYP.
24. MOBILE ORDER SIGNAGE (SEE ARCHITECTURAL PLANS FOR DETAILS)
25. 'DO NOT ENTER' SIGN (MUTCD R5-1)
26. 'NO LEFT TURN' SIGN (MUTCD R3-2)
27. YIELD LINE MARKING (MUTCD 3B.16)
28. 'YIELD TO PEDESTRIAN' SIGN (MUTCD R1-5)
29. IDOT M-TYPE CURB AND GUTTER (IDOT STANDARD DETAIL 606001-08)
30. 2' WIDE DETECTABLE WARNING (SEE DETAILS)
31. 4' TALL ALUMINUM FENCE MOUNTED IN CURB

CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL:847.298.6900

I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, THE SAME COMPLY TO APPLICABLE LAWS, RULES, REGULATIONS, AND ORDINANCES, OF DOWNERS GROVE, IL RELATING TO SITE DESIGN.

LICENSED PROFESSIONAL ENGINEER
ANNA ELAINE SAMPSON
062-076715
STATE OF ILLINOIS

Date of Expiration: 11-30-27

CASE ENGINEERING INC.
796 MERUS CT. FENTON, MO, 63026
T: 636.349.1600

KIMLEY-HORN AND ASSOCIATES
4201 WINFIELD RD, WARRENVILLE IL, 60555
T: 630.487.5550

Project No: IL1102

Dutch Bros Coffee - New Freestanding Store
1205 Ogden Ave, Downers Grove, IL 60515

For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A2 PROTOTYPE - 06/27/25

ISSUED FOR PERMIT

06/23/2026

REV:	DATE:	DESCRIPTION:

SHEET NAME:

SITE PLAN

DRAWN BY: MD | CHECKED BY: AS

SHEET NUMBER:

C3.0

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TRAFFIC COUNT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/4/2025

Data - Total

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	9	3	7	0	6	0	7	0	4	202	10	0	10	192	4	0	454
7:15 AM	26	2	10	0	7	2	15	0	12	257	14	0	10	193	5	0	553
7:30 AM	21	2	23	0	8	4	16	0	17	294	11	0	24	234	4	0	658
7:45 AM	31	12	19	0	8	9	13	0	17	311	14	0	19	281	3	0	737
8:00 AM	36	11	30	0	9	6	14	0	20	238	28	0	28	250	4	0	674
8:15 AM	48	26	38	0	6	14	11	0	15	279	16	0	40	219	10	0	722
8:30 AM	20	6	12	0	8	5	17	0	18	247	5	0	10	238	9	0	595
8:45 AM	7	4	9	0	13	3	14	0	22	272	11	0	3	248	6	0	612
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	198	66	148	0	65	43	107	0	125	2100	109	0	144	1855	45	0	5005
APPROACH %'s :	48.06%	16.02%	35.92%	0.00%	30.23%	20.00%	49.77%	0.00%	5.36%	89.97%	4.67%	0.00%	7.05%	90.75%	2.20%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	136	51	110	0	31	33	54	0	69	1122	69	0	111	984	21	0	2791
PEAK HR FACTOR :	0.708	0.490	0.724	0.000	0.861	0.589	0.844	0.000	0.863	0.902	0.616	0.000	0.694	0.875	0.525	0.000	0.947
	0.663				0.952				0.921				0.921				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	9	9	0	19	12	25	0	28	290	9	0	14	331	13	0	768
4:15 PM	11	11	11	0	16	11	26	0	23	271	11	0	30	393	11	0	825
4:30 PM	22	9	20	0	14	18	22	0	26	262	12	0	12	349	9	0	775
4:45 PM	20	11	13	0	25	13	16	0	20	271	12	0	21	351	17	0	790
5:00 PM	10	12	11	0	24	23	20	0	27	275	17	0	21	334	10	0	784
5:15 PM	29	19	14	0	15	19	26	0	20	279	13	0	23	391	8	0	856
5:30 PM	18	11	15	0	15	7	29	0	21	250	12	0	29	315	8	0	730
5:45 PM	17	11	18	0	8	10	13	0	23	261	11	0	16	311	10	0	709
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	136	93	111	0	136	113	177	0	188	2159	97	0	166	2775	86	0	6237
APPROACH %'s :	40.00%	27.35%	32.65%	0.00%	31.92%	26.53%	41.55%	0.00%	7.69%	88.34%	3.97%	0.00%	5.48%	91.67%	2.84%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	81	51	58	0	78	73	84	0	93	1087	54	0	77	1425	44	0	3205
PEAK HR FACTOR :	0.698	0.671	0.725	0.000	0.780	0.793	0.808	0.000	0.861	0.974	0.794	0.000	0.837	0.911	0.647	0.000	0.936
	0.766				0.877				0.967				0.916				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/4/2025

Data - Cars

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	3	7	0	5	0	7	0	4	194	10	0	10	189	4	0	441
7:15 AM	25	2	9	0	7	2	15	0	12	252	14	0	9	186	5	0	538
7:30 AM	18	2	19	0	8	4	16	0	16	288	11	0	23	230	4	0	639
7:45 AM	29	12	15	0	8	9	13	0	16	306	14	0	19	272	3	0	716
8:00 AM	35	11	30	0	9	6	13	0	20	235	26	0	27	243	4	0	659
8:15 AM	47	26	35	0	6	14	11	0	15	268	16	0	36	210	10	0	694
8:30 AM	19	6	12	0	8	5	17	0	17	238	5	0	10	234	9	0	580
8:45 AM	6	4	9	0	13	3	14	0	22	266	11	0	3	242	6	0	599
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	187	66	136	0	64	43	106	0	122	2047	107	0	137	1806	45	0	4866
APPROACH %'s :	48.07%	16.97%	34.96%	0.00%	30.05%	20.19%	49.77%	0.00%	5.36%	89.94%	4.70%	0.00%	6.89%	90.85%	2.26%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	129	51	99	0	31	33	53	0	67	1097	67	0	105	955	21	0	2708
PEAK HR FACTOR :	0.686	0.490	0.707	0.000	0.861	0.589	0.828	0.000	0.838	0.896	0.644	0.000	0.729	0.878	0.525	0.000	0.946
	0.646				0.944				0.916				0.919				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	9	9	0	19	12	25	0	28	284	9	0	14	322	13	0	753
4:15 PM	11	11	11	0	15	11	26	0	23	262	11	0	30	391	11	0	813
4:30 PM	22	9	20	0	14	18	22	0	26	260	12	0	12	344	9	0	768
4:45 PM	19	11	12	0	25	13	16	0	20	269	12	0	21	346	17	0	781
5:00 PM	10	12	11	0	24	23	20	0	27	273	17	0	21	332	10	0	780
5:15 PM	29	19	14	0	14	19	26	0	20	276	13	0	23	386	8	0	847
5:30 PM	17	11	15	0	15	7	29	0	21	247	12	0	29	311	8	0	722
5:45 PM	17	11	18	0	8	10	13	0	23	259	11	0	16	309	10	0	705
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	134	93	110	0	134	113	177	0	188	2130	97	0	166	2741	86	0	6169
APPROACH %'s :	39.76%	27.60%	32.64%	0.00%	31.60%	26.65%	41.75%	0.00%	7.78%	88.20%	4.02%	0.00%	5.55%	91.58%	2.87%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	80	51	57	0	77	73	84	0	93	1078	54	0	77	1408	44	0	3176
PEAK HR FACTOR :	0.690	0.671	0.713	0.000	0.770	0.793	0.808	0.000	0.861	0.976	0.794	0.000	0.837	0.912	0.647	0.000	0.937
	0.758				0.873				0.966				0.917				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/4/2025

Data - HT

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	1	0	0	0	0	8	0	0	0	3	0	0	13
7:15 AM	1	0	1	0	0	0	0	0	0	5	0	0	1	7	0	0	15
7:30 AM	3	0	4	0	0	0	0	0	1	6	0	0	1	4	0	0	19
7:45 AM	2	0	4	0	0	0	0	0	1	5	0	0	0	9	0	0	21
8:00 AM	1	0	0	0	0	0	1	0	0	3	2	0	1	7	0	0	15
8:15 AM	1	0	3	0	0	0	0	0	0	11	0	0	4	9	0	0	28
8:30 AM	1	0	0	0	0	0	0	0	1	9	0	0	0	4	0	0	15
8:45 AM	1	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	0	12	0	1	0	1	0	3	53	2	0	7	49	0	0	139
APPROACH %'s :	47.83%	0.00%	52.17%	0.00%	50.00%	0.00%	50.00%	0.00%	5.17%	91.38%	3.45%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	7	0	11	0	0	0	1	0	2	25	2	0	6	29	0	0	83
PEAK HR FACTOR :	0.583	0.000	0.688	0.000	0.000	0.000	0.250	0.000	0.500	0.568	0.250	0.000	0.375	0.806	0.000	0.000	0.741
	0.643				0.250				0.659				0.673				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	0	15
4:15 PM	0	0	0	0	1	0	0	0	0	9	0	0	0	2	0	0	12
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
4:45 PM	1	0	1	0	0	0	0	0	0	2	0	0	0	5	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:15 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	5	0	0	9
5:30 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	8
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	2	0	0	0	0	29	0	0	0	34	0	0	68
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	1	0	0	0	0	9	0	0	0	17	0	0	29
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.850	0.000	0.000	0.806
	0.250				0.250				0.750				0.850				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/4/2025

Data - Bikes

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy **Project ID:** 25-780042-001
City: Downers Grove **Date:** 12/4/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Saratoga Ave		Saratoga Ave		US 34/Ogden Ave/Walter Payton Memorial Hwy		US 34/Ogden Ave/Walter Payton Memorial Hwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	10	0	1	11
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	11	0	2	13
APPROACH %'s :					0.00%	100.00%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	11	0	1	12
PEAK HR FACTOR :						0.275		0.250	0.273
					0.275		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	3	0	0	0	3
4:30 PM	0	1	0	0	1	0	1	0	3
4:45 PM	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	2	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	1	8	1	1	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	88.89%	11.11%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	1	0	1	3	0	1	0	6
PEAK HR FACTOR :		0.250		0.250	0.750		0.250		0.500
	0.250		0.250		0.750		0.250		

Prepared by National Data & Surveying Services

Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy

Peak Hour Turning Movement Count

ID: 25-780042-001
City: Downers Grove

Day: Thursday
Date: 12/4/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	2791 AM	0 NOON	3205 PM
TEV			
PHF	0.95		0.94

SOUTHBOUND (Saratoga Ave)

	L	T	R	U	Total	
AM	54	33	31	0	141	AM
NOON	0	0	0	0	0	NOON
PM	84	73	78	0	188	PM

EASTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	AM	NOON	PM
Through	1174	0	1590
Left	0	0	0
Right	69	0	93
Through	1122	0	1087
Right	69	0	54

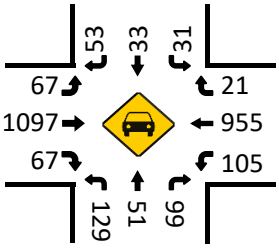
WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	PM	NOON	AM
Left	44	0	21
Through	1425	0	984
Left	77	0	111
Right	0	0	0
Through	1223	0	1263

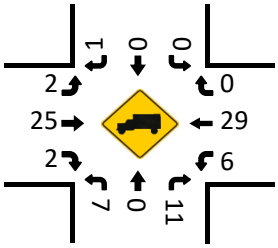
NORTHBOUND (Saratoga Ave)

	L	T	T	R	Total	
PM	204	0	81	51	58	PM
NOON	0	0	0	0	0	NOON
AM	213	0	136	51	110	AM

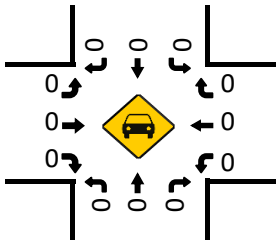
Cars (AM)



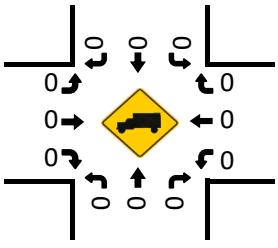
HT (AM)



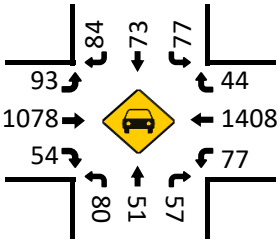
Cars (NOON)



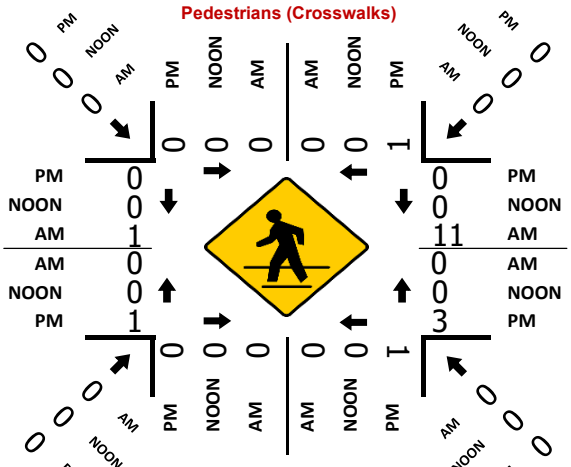
HT (NOON)



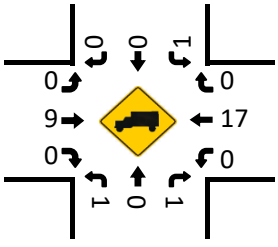
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Project ID: 25-780042-001
Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove

Day: Thursday
Date: 12/4/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Saratoga Ave Northbound						Saratoga Ave Southbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Eastbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	9	3	7	0	0	19	6	0	7	0	0	13	4	202	10	0	0	216	10	192	4	0	0	206	454
7:15 AM	26	2	10	0	0	38	7	2	15	0	0	24	12	257	14	0	1	283	10	193	5	0	0	208	553
7:30 AM	21	2	23	0	0	46	8	4	16	0	0	28	17	294	11	0	0	322	24	234	4	0	0	262	658
7:45 AM	31	12	19	0	0	62	8	9	13	0	0	30	17	311	14	0	0	342	19	281	3	0	1	303	737
Total	87	19	59	0	0	165	29	15	51	0	0	95	50	1064	49	0	1	1163	63	900	16	0	1	979	2402
8:00 AM	36	11	30	0	0	77	9	6	14	0	0	29	20	238	28	0	1	286	28	250	4	0	10	282	674
8:15 AM	48	26	38	0	0	112	6	14	11	0	0	31	15	279	16	0	0	310	40	219	10	0	0	269	722
8:30 AM	20	6	12	0	0	38	8	5	17	0	0	30	18	247	5	0	0	270	10	238	9	0	0	257	595
8:45 AM	7	4	9	0	0	20	13	3	14	0	0	30	22	272	11	0	0	305	3	248	6	0	0	257	612
Total	111	47	89	0	0	247	36	28	56	0	0	120	75	1036	60	0	1	1171	81	955	29	0	10	1065	2603
BREAK																									
4:00 PM	9	9	9	0	0	27	19	12	25	0	0	56	28	290	9	0	0	327	14	331	13	0	1	358	768
4:15 PM	11	11	11	0	0	33	16	11	26	0	0	53	23	271	11	0	0	305	30	393	11	0	3	434	825
4:30 PM	22	9	20	0	0	51	14	18	22	0	1	54	26	262	12	0	1	300	12	349	9	0	1	370	775
4:45 PM	20	11	13	0	0	44	25	13	16	0	0	54	20	271	12	0	0	303	21	351	17	0	1	389	790
Total	62	40	53	0	0	155	74	54	89	0	1	217	97	1094	44	0	1	1235	77	1424	50	0	6	1551	3158
5:00 PM	10	12	11	0	1	33	24	23	20	0	0	67	27	275	17	0	0	319	21	334	10	0	0	365	784
5:15 PM	29	19	14	0	0	62	15	19	26	0	0	60	20	279	13	0	0	312	23	391	8	0	1	422	856
5:30 PM	18	11	15	0	0	44	15	7	29	0	0	51	21	250	12	0	0	283	29	315	8	0	0	352	730
5:45 PM	17	11	18	0	0	46	8	10	13	0	0	31	23	261	11	0	0	295	16	311	10	0	2	337	709
Total	74	53	58	0	1	185	62	59	88	0	0	209	91	1065	53	0	0	1209	89	1351	36	0	3	1476	3079
Grand Total	334	159	259	0	1	752	201	156	284	0	1	641	313	4259	206	0	3	4778	310	4630	131	0	20	5071	11242
Apprch %	44.4	21.1	34.4	0.0	0.1		31.4	24.3	44.3	0.0	0.2		6.6	89.1	4.3	0.0	0.1		6.1	91.3	2.6	0.0	0.4		
Total %	3.0	1.4	2.3	0.0	0.0	6.7	1.8	1.4	2.5	0.0	0.0	5.7	2.8	37.9	1.8	0.0	0.0	42.5	2.8	41.2	1.2	0.0	0.2	45.1	
Cars, PU, Vans	321	159	246	0		726	198	156	283	0		637	310	4177	204	0		4691	303	4547	131	0		4981	11035
% Cars, PU, Vans	96.1	100.0	95.0	0.0		96.5	98.5	100.0	99.6	0.0		99.4	99.0	98.1	99.0	0.0		98.2	97.7	98.2	100.0	0.0		98.2	98.2
Heavy trucks	13	0	13	0		26	3	0	1	0		4	3	82	2	0		87	7	83	0	0		90	207
%Heavy trucks	3.9	0.0	5.0	0.0		3.5	1.5	0.0	0.4	0.0		0.6	1.0	1.9	1.0	0.0		1.8	2.3	1.8	0.0	0.0		1.8	1.8

Project ID: 25-780042-001
Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Me
City: Downers Grove

PEAK HOURS

Day: Thursday
Date: 12/4/2025

AM

	Saratoga Ave Northbound					Saratoga Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	21	2	23	0	46	8	4	16	0	28	17	294	11	0	322	24	234	4	0	262	658
7:45 AM	31	12	19	0	62	8	9	13	0	30	17	311	14	0	342	19	281	3	0	303	737
8:00 AM	36	11	30	0	77	9	6	14	0	29	20	238	28	0	286	28	250	4	0	282	674
8:15 AM	48	26	38	0	112	6	14	11	0	31	15	279	16	0	310	40	219	10	0	269	722
Total Volume	136	51	110	0	297	31	33	54	0	118	69	1122	69	0	1260	111	984	21	0	1116	2791
% App. Total	45.8	17.2	37.0	0.0	100	26.3	28.0	45.8	0.0	100	5.5	89.0	5.5	0.0	100	9.9	88.2	1.9	0.0	100	
PHF					0.663					0.952					0.921					0.921	0.947
Cars, PU, Vans	129	51	99	0	279	31	33	53	0	117	67	1097	67	0	1231	105	955	21	0	1081	2708
% Cars, PU, Vans	94.9	100.0	90.0	0.0	93.9	100.0	100.0	98.1	0.0	99.2	97.1	97.8	97.1	0.0	97.7	94.6	97.1	100.0	0.0	96.9	97.0
Heavy trucks	7	0	11	0	18	0	0	1	0	1	2	25	2	0	29	6	29	0	0	35	83
%Heavy trucks	5.1	0.0	10.0	0.0	6.1	0.0	0.0	1.9	0.0	0.8	2.9	2.2	2.9	0.0	2.3	5.4	2.9	0.0	0.0	3.1	3.0

PM

	Saratoga Ave Northbound					Saratoga Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	22	9	20	0	51	14	18	22	0	54	26	262	12	0	300	12	349	9	0	370	775
4:45 PM	20	11	13	0	44	25	13	16	0	54	20	271	12	0	303	21	351	17	0	389	790
5:00 PM	10	12	11	0	33	24	23	20	0	67	27	275	17	0	319	21	334	10	0	365	784
5:15 PM	29	19	14	0	62	15	19	26	0	60	20	279	13	0	312	23	391	8	0	422	856
Total Volume	81	51	58	0	190	78	73	84	0	235	93	1087	54	0	1234	77	1425	44	0	1546	3205
% App. Total	42.6	26.8	30.5	0.0	100	33.2	31.1	35.7	0.0	100	7.5	88.1	4.4	0.0	100	5.0	92.2	2.8	0.0	100	
PHF					0.766					0.877					0.967					0.916	0.936
Cars, PU, Vans	80	51	57	0	188	77	73	84	0	234	93	1078	54	0	1225	77	1408	44	0	1529	3176
% Cars, PU, Vans	98.8	100.0	98.3	0.0	98.9	98.7	100.0	100.0	0.0	99.6	100.0	99.2	100.0	0.0	99.3	100.0	98.8	100.0	0.0	98.9	99.1
Heavy trucks	1	0	1	0	2	1	0	0	0	1	0	9	0	0	9	0	17	0	0	17	29
%Heavy trucks	1.2	0.0	1.7	0.0	1.1	1.3	0.0	0.0	0.0	0.4	0.0	0.8	0.0	0.0	0.7	0.0	1.2	0.0	0.0	1.1	0.9

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/6/2025

Data - Total

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	5	5	6	0	23	9	22	0	18	237	8	0	13	249	10	0	605
11:15 AM	19	15	15	0	31	7	15	0	20	266	8	0	16	272	10	0	694
11:30 AM	14	14	15	0	28	10	17	0	25	252	12	0	12	294	14	0	707
11:45 AM	14	13	9	0	16	14	24	0	36	258	8	0	19	274	20	0	705
12:00 PM	11	10	6	0	24	11	23	0	34	246	13	0	9	268	12	0	667
12:15 PM	20	8	8	0	25	14	23	0	40	233	10	0	12	274	7	0	674
12:30 PM	13	14	10	0	32	10	28	0	26	260	8	0	8	263	10	0	682
12:45 PM	16	12	8	0	29	8	21	0	27	274	10	0	12	300	16	0	733
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	112	91	77	0	208	83	173	0	226	2026	77	0	101	2194	99	0	5467
APPROACH %'s :	40.00%	32.50%	27.50%	0.00%	44.83%	17.89%	37.28%	0.00%	9.70%	86.99%	3.31%	0.00%	4.22%	91.65%	4.14%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	60	44	32	0	110	43	95	0	127	1013	41	0	41	1105	45	0	2756
PEAK HR FACTOR :	0.750	0.786	0.800	0.000	0.859	0.768	0.848	0.000	0.794	0.924	0.788	0.000	0.854	0.921	0.703	0.000	0.940
	0.919				0.886				0.949				0.908				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/6/2025

Data - Cars

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	5	5	6	0	23	9	18	0	18	236	8	0	13	246	10	0	597
11:15 AM	19	15	15	0	30	7	14	0	20	261	8	0	15	269	10	0	683
11:30 AM	14	14	15	0	28	10	17	0	25	251	12	0	12	290	14	0	702
11:45 AM	14	13	9	0	16	14	24	0	36	252	8	0	19	273	20	0	698
12:00 PM	11	10	6	0	24	11	22	0	34	242	13	0	9	259	11	0	652
12:15 PM	20	8	8	0	25	14	22	0	40	231	10	0	12	272	7	0	669
12:30 PM	13	14	9	0	32	10	28	0	26	256	8	0	8	259	10	0	673
12:45 PM	16	12	8	0	29	8	21	0	26	268	10	0	12	299	16	0	725
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	112	91	76	0	207	83	166	0	225	1997	77	0	100	2167	98	0	5399
APPROACH %'s :	40.14%	32.62%	27.24%	0.00%	45.39%	18.20%	36.40%	0.00%	9.79%	86.86%	3.35%	0.00%	4.23%	91.63%	4.14%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	60	44	31	0	110	43	93	0	126	997	41	0	41	1089	44	0	2719
PEAK HR FACTOR :	0.750	0.786	0.861	0.000	0.859	0.768	0.830	0.000	0.788	0.930	0.788	0.000	0.854	0.911	0.688	0.000	0.938
	0.938				0.879				0.957				0.898				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/6/2025

Data - HT

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	4	0	0	1	0	0	0	3	0	0	8
11:15 AM	0	0	0	0	1	0	1	0	0	5	0	0	1	3	0	0	11
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7
12:00 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	9	1	0	15
12:15 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	5
12:30 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0	0	9
12:45 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	1	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	0	7	0	1	29	0	0	1	27	1	0	68
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	12.50%	0.00%	87.50%	0.00%	3.33%	96.67%	0.00%	0.00%	3.45%	93.10%	3.45%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	2	0	1	16	0	0	0	16	1	0	37
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.667	0.000	0.000	0.000	0.444	0.250	0.000	0.617
	0.250				0.500				0.607				0.425				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/6/2025

Data - Bikes

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%									
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy **Project ID:** 25-780042-001
City: Downers Grove **Date:** 12/6/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Saratoga Ave		Saratoga Ave		US 34/Ogden Ave/Walter Payton Memorial Hwy		US 34/Ogden Ave/Walter Payton Memorial Hwy		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	2	2
11:30 AM	0	0	0	0	0	2	0	1	3
11:45 AM	1	0	0	0	1	1	0	0	3
12:00 PM	0	0	0	0	0	0	2	0	2
12:15 PM	0	0	0	0	1	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	1	1	1	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	3	4	4	3	15
APPROACH %'s :	100.00%	0.00%			42.86%	57.14%	57.14%	42.86%	
PEAK HR :	**12:00 PM - 01:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	2	1	4	0	7
PEAK HR FACTOR :					0.500	0.250	0.500		0.583
					0.375		0.500		

Prepared by National Data & Surveying Services

Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy

Peak Hour Turning Movement Count

ID: 25-780042-001
City: Downers Grove

Day: Saturday
Date: 12/6/2025

PEAK HOURS		COUNT PERIODS
AM	NONE	AM
NOON	12:00 PM - 01:00 PM	NOON
PM	NONE	PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	2756	0
PHF		0.94	

SOUTHBOUND (Saratoga Ave)

	Left	Thru	Right	Peds	
AM	0	0	0	0	0
NOON	95	43	110	0	216
PM	0	0	0	0	0

EASTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	Left	Thru	Right	Peds	
AM	0	0	0	0	0
NOON	0	1260	0	1	1
PM	0	0	0	0	0

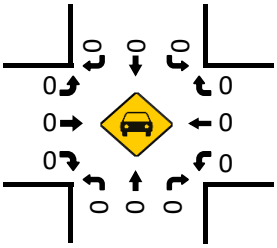
WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	Left	Thru	Right	Peds	
AM	0	0	0	0	0
NOON	0	45	0	0	0
PM	0	1105	0	2	0
	0	41	0	1	0
	0	0	0	0	0
	0	1155	0		

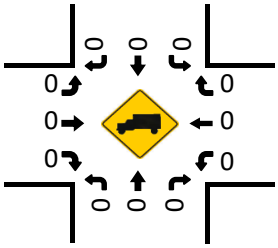
NORTHBOUND (Saratoga Ave)

	Left	Thru	Right	Peds	
PM	0	0	0	0	0
NOON	125	0	60	44	32
AM	0	0	0	0	0

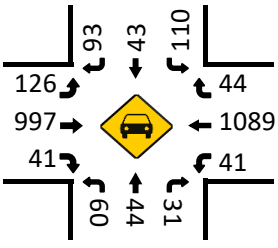
Cars (AM)



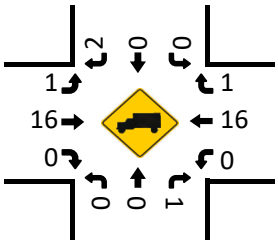
HT (AM)



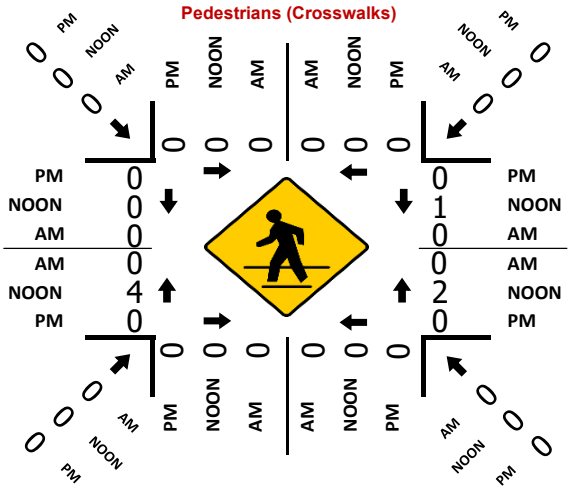
Cars (NOON)



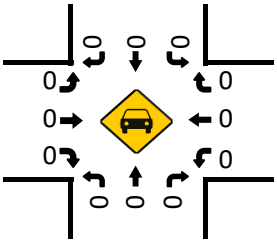
HT (NOON)



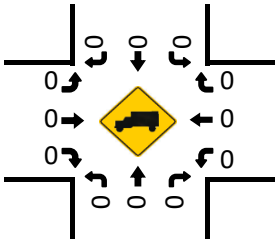
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-001
Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove

Day: Saturday
Date: 12/6/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Saratoga Ave Northbound						Saratoga Ave Southbound						US 34/Ogden Ave/Walter Payton Memorial Hw Eastbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	5	5	6	0	0	16	23	9	22	0	0	54	18	237	8	0	0	263	13	249	10	0	0	272	605
11:15 AM	19	15	15	0	0	49	31	7	15	0	0	53	20	266	8	0	2	294	16	272	10	0	0	298	694
11:30 AM	14	14	15	0	0	43	28	10	17	0	0	55	25	252	12	0	1	289	12	294	14	0	2	320	707
11:45 AM	14	13	9	0	0	36	16	14	24	0	1	54	36	258	8	0	0	302	19	274	20	0	2	313	705
Total	52	47	45	0	0	144	98	40	78	0	1	216	99	1013	36	0	3	1148	60	1089	54	0	4	1203	2711
12:00 PM	11	10	6	0	0	27	24	11	23	0	0	58	34	246	13	0	2	293	9	268	12	0	0	289	667
12:15 PM	20	8	8	0	0	36	25	14	23	0	0	62	40	233	10	0	1	283	12	274	7	0	1	293	674
12:30 PM	13	14	10	0	0	37	32	10	28	0	0	70	26	260	8	0	0	294	8	263	10	0	0	281	682
12:45 PM	16	12	8	0	0	36	29	8	21	0	0	58	27	274	10	0	1	311	12	300	16	0	2	328	733
Total	60	44	32	0	0	136	110	43	95	0	0	248	127	1013	41	0	4	1181	41	1105	45	0	3	1191	2756
BREAK																									
Grand Total	112	91	77	0	0	280	208	83	173	0	1	464	226	2026	77	0	7	2329	101	2194	99	0	7	2394	5467
Apprch %	40.0	32.5	27.5	0.0	0.0		44.8	17.9	37.3	0.0	0.2		9.7	87.0	3.3	0.0	0.3		4.2	91.6	4.1	0.0	0.3		
Total %	2.0	1.7	1.4	0.0	0.0	5.1	3.8	1.5	3.2	0.0	0.0	8.5	4.1	37.1	1.4	0.0	0.1	42.6	1.8	40.1	1.8	0.0	0.1	43.8	
Cars, PU, Vans	112	91	76	0		279	207	83	166	0		456	225	1997	77	0		2299	100	2167	98	0		2365	5399
% Cars, PU, Vans	100.0	100.0	98.7	0.0		99.6	99.5	100.0	96.0	0.0		98.3	99.6	98.6	100.0	0.0		98.7	99.0	98.8	99.0	0.0		98.8	98.8
Heavy Trucks	0	0	1	0		1	1	0	7	0		8	1	29	0	0		30	1	27	1	0		29	68
%Heavy Trucks	0.0	0.0	1.3	0.0		0.4	0.5	0.0	4.0	0.0		1.7	0.4	1.4	0.0	0.0		1.3	1.0	1.2	1.0	0.0		1.2	1.2

Project ID: 25-780042-001
Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Me
City: Downers Grove

PEAK HOURS

Day: Saturday
Date: 12/6/2025

NOON

	Saratoga Ave Northbound					Saratoga Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	11	10	6	0	27	24	11	23	0	58	34	246	13	0	293	9	268	12	0	289	667
12:15 PM	20	8	8	0	36	25	14	23	0	62	40	233	10	0	283	12	274	7	0	293	674
12:30 PM	13	14	10	0	37	32	10	28	0	70	26	260	8	0	294	8	263	10	0	281	682
12:45 PM	16	12	8	0	36	29	8	21	0	58	27	274	10	0	311	12	300	16	0	328	733
Total Volume	60	44	32	0	136	110	43	95	0	248	127	1013	41	0	1181	41	1105	45	0	1191	2756
% App. Total	44.1	32.4	23.5	0.0	100	44.4	17.3	38.3	0.0	100	10.8	85.8	3.5	0.0	100	3.4	92.8	3.8	0.0	100	
PHF					0.919					0.886					0.949					0.908	0.940
Cars, PU, Vans	60	44	32	0	136	109	43	93	0	245	127	997	41	0	1165	40	1088	44	0	1172	2718
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	99.1	100.0	97.9	0.0	98.8	100.0	98.4	100.0	0.0	98.6	97.6	98.5	97.8	0.0	98.4	98.6
Heavy Trucks	0	0	0	0	0	1	0	2	0	3	0	16	0	0	16	1	17	1	0	19	38
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.9	0.0	2.1	0.0	1.2	0.0	1.6	0.0	0.0	1.4	2.4	1.5	2.2	0.0	1.6	1.4

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/4/2025

Data - Total

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	217	2	0	0	210	0	0	430
7:15 AM	1	0	0	0	0	0	0	0	0	294	2	0	0	233	0	0	530
7:30 AM	0	0	0	0	0	0	0	0	0	328	0	0	1	268	0	0	597
7:45 AM	0	0	0	0	0	0	0	0	0	347	2	0	0	329	0	0	678
8:00 AM	0	0	2	0	0	0	0	0	0	293	3	0	0	294	0	0	592
8:15 AM	0	0	0	0	0	0	0	0	0	317	6	0	0	280	0	0	603
8:30 AM	0	0	1	0	0	0	0	0	0	282	2	0	0	294	0	0	579
8:45 AM	0	0	1	0	0	0	0	0	0	304	1	0	0	261	0	0	567
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	5	0	0	0	0	0	0	2382	18	0	1	2169	0	0	4576
APPROACH %'s :	16.67%	0.00%	83.33%	0.00%					0.00%	99.25%	0.75%	0.00%	0.05%	99.95%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	1285	11	0	1	1171	0	0	2470
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.926	0.458	0.000	0.250	0.890	0.000	0.000	0.911
	0.250								0.928				0.891				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	328	1	0	0	365	0	0	694
4:15 PM	0	0	1	0	0	0	0	0	0	302	0	0	0	443	0	0	746
4:30 PM	0	0	0	0	0	0	0	0	0	305	1	0	0	406	0	0	712
4:45 PM	0	0	0	0	0	0	0	0	0	304	1	0	0	400	0	0	705
5:00 PM	0	0	0	0	0	0	0	0	0	319	0	0	1	375	0	0	695
5:15 PM	1	0	1	0	0	0	0	0	0	305	0	0	0	451	0	0	758
5:30 PM	1	0	0	0	0	0	0	0	0	289	1	0	0	370	0	0	661
5:45 PM	0	0	0	0	0	0	0	0	0	297	1	0	0	341	0	0	639
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	2	0	0	0	0	0	0	2449	5	0	1	3151	0	0	5610
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%					0.00%	99.80%	0.20%	0.00%	0.03%	99.97%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	1233	2	0	1	1632	0	0	2870
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.966	0.500	0.000	0.250	0.905	0.000	0.000	0.947
	0.250								0.968				0.905				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/4/2025

Data - Cars

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	211	2	0	0	204	0	0	418
7:15 AM	1	0	0	0	0	0	0	0	0	289	2	0	0	225	0	0	517
7:30 AM	0	0	0	0	0	0	0	0	0	319	0	0	1	260	0	0	580
7:45 AM	0	0	0	0	0	0	0	0	0	343	2	0	0	318	0	0	663
8:00 AM	0	0	2	0	0	0	0	0	0	287	3	0	0	286	0	0	578
8:15 AM	0	0	0	0	0	0	0	0	0	306	6	0	0	270	0	0	582
8:30 AM	0	0	1	0	0	0	0	0	0	272	2	0	0	290	0	0	565
8:45 AM	0	0	1	0	0	0	0	0	0	298	1	0	0	254	0	0	554
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	5	0	0	0	0	0	0	2325	18	0	1	2107	0	0	4457
APPROACH %'s :	16.67%	0.00%	83.33%	0.00%					0.00%	99.23%	0.77%	0.00%	0.05%	99.95%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	1255	11	0	1	1134	0	0	2403
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.915	0.458	0.000	0.250	0.892	0.000	0.000	0.906
	0.250								0.917				0.892				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	323	1	0	0	357	0	0	681
4:15 PM	0	0	1	0	0	0	0	0	0	293	0	0	0	439	0	0	733
4:30 PM	0	0	0	0	0	0	0	0	0	304	1	0	0	401	0	0	706
4:45 PM	0	0	0	0	0	0	0	0	0	302	1	0	0	395	0	0	698
5:00 PM	0	0	0	0	0	0	0	0	0	318	0	0	1	373	0	0	692
5:15 PM	1	0	1	0	0	0	0	0	0	302	0	0	0	447	0	0	751
5:30 PM	1	0	0	0	0	0	0	0	0	286	1	0	0	366	0	0	654
5:45 PM	0	0	0	0	0	0	0	0	0	295	1	0	0	339	0	0	635
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	2	0	0	0	0	0	0	2423	5	0	1	3117	0	0	5550
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%					0.00%	99.79%	0.21%	0.00%	0.03%	99.97%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	1226	2	0	1	1616	0	0	2847
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.964	0.500	0.000	0.250	0.904	0.000	0.000	0.948
	0.250								0.965				0.904				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/4/2025

Data - HT

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	13
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0	15
8:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
8:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	10	0	0	21
8:30 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0	0	14
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	57	0	0	0	62	0	0	119
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	30	0	0	0	37	0	0	67
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.682	0.000	0.000	0.000	0.841	0.000	0.000	0.798
									0.682				0.841				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	13
4:15 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	4	0	0	13
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	26	0	0	0	34	0	0	60
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	7	0	0	0	16	0	0	23
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.800	0.000	0.000	0.821
									0.583				0.800				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/4/2025

Data - Bikes

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy **Project ID:** 25-780042-002
City: Downers Grove **Date:** 12/4/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Linscott Ave		Linscott Ave		US 34/Ogden Ave/Walter Payton Memorial Hwy		US 34/Ogden Ave/Walter Payton Memorial Hwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy

Peak Hour Turning Movement Count

ID: 25-780042-002
City: Downers Grove

Day: Thursday
Date: 12/4/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(NB)

	AM	NOON	PM
TEV	2470	0	2870
PHF	0.91		0.95

SOUTHBOUND (Linscott Ave)

	Left	Thru	Right	Peds	
AM	0	0	0	0	0 AM
NOON	0	0	0	0	0 NOON
PM	0	0	0	0	0 PM

EASTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	AM	NOON	PM
Thru	1171	0	1633
Left	0	0	0
Peds	0	0	0
Right	1285	0	1233
U-Turn	11	0	2

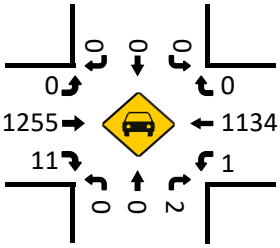
WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	PM	NOON	AM
Thru	1632	0	1171
Left	1	0	1
Peds	0	0	0
Right	1234	0	1287
U-Turn	0	0	0

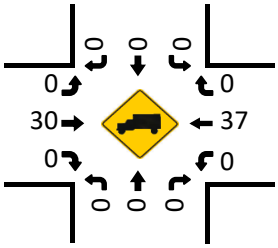
NORTHBOUND (Linscott Ave)

	Left	Thru	Right	Peds	
PM	3	0	1	0	1 PM
NOON	0	0	0	0	0 NOON
AM	12	0	0	0	2 AM

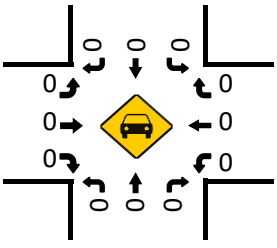
Cars (AM)



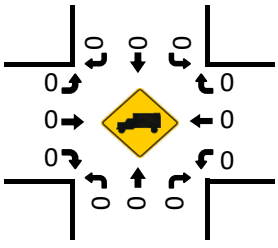
HT (AM)



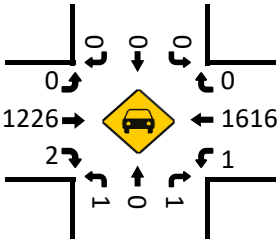
Cars (NOON)



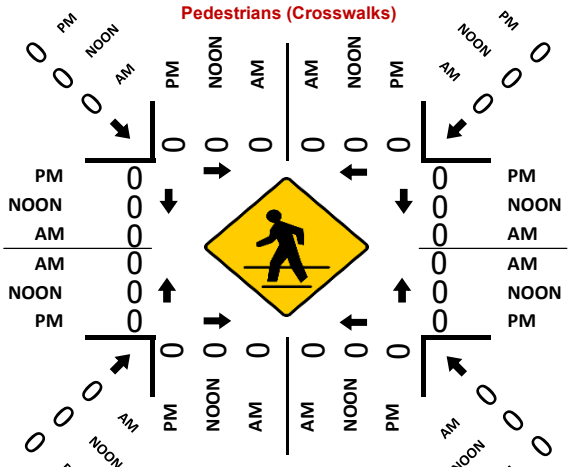
HT (NOON)



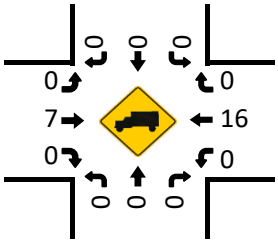
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Project ID: 25-780042-002
Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove

Day: Thursday
Date: 12/4/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Linscott Ave Northbound						Linscott Ave Southbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Eastbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	217	2	0	0	219	0	210	0	0	0	210	430
7:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	294	2	0	0	296	0	233	0	0	0	233	530
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	328	0	0	0	328	1	268	0	0	0	269	597
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	347	2	0	0	349	0	329	0	0	0	329	678
Total	1	0	1	0	0	2	0	0	0	0	0	0	0	1186	6	0	0	1192	1	1040	0	0	0	1041	2235
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	293	3	0	0	296	0	294	0	0	0	294	592
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	317	6	0	0	323	0	280	0	0	0	280	603
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	282	2	0	0	284	0	294	0	0	0	294	579
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	304	1	0	0	305	0	261	0	0	0	261	567
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	1196	12	0	0	1208	0	1129	0	0	0	1129	2341
BREAK																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	328	1	0	0	329	0	365	0	0	0	365	694
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	302	0	0	0	302	0	443	0	0	0	443	746
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	305	1	0	0	306	0	406	0	0	0	406	712
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	304	1	0	0	305	0	400	0	0	0	400	705
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	1239	3	0	0	1242	0	1614	0	0	0	1614	2857
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	319	0	0	0	319	1	375	0	0	0	376	695
5:15 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	305	0	0	0	305	0	451	0	0	0	451	758
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	289	1	0	0	290	0	370	0	0	0	370	661
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	297	1	0	0	298	0	341	0	0	0	341	639
Total	2	0	1	0	0	3	0	0	0	0	0	0	0	1210	2	0	0	1212	1	1537	0	0	0	1538	2753
Grand Total	3	0	7	0	0	10	0	0	0	0	0	0	0	4831	23	0	0	4854	2	5320	0	0	0	5322	10186
Apprch %	30.0	0.0	70.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	99.5	0.5	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.4	0.2	0.0	0.0	47.7	0.0	52.2	0.0	0.0	0.0	52.2	
Cars, PU, Vans	3	0	7	0		10	0	0	0	0		0	0	4748	23	0		4771	2	5224	0	0		5226	10007
% Cars, PU, Vans	100.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	98.3	100.0	0.0		98.3	100.0	98.2	0.0	0.0		98.2	98.2
Heavy trucks	0	0	0	0		0	0	0	0	0		0	0	83	0	0		83	0	96	0	0		96	179
%Heavy trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.7	0.0	0.0		1.7	0.0	1.8	0.0	0.0		1.8	1.8

Project ID: 25-780042-002
Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Mer
City: Downers Grove

PEAK HOURS

Day: Thursday
Date: 12/4/2025

AM

	Linscott Ave Northbound					Linscott Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	328	0	0	328	1	268	0	0	269	597
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	347	2	0	349	0	329	0	0	329	678
8:00 AM	0	0	2	0	2	0	0	0	0	0	0	293	3	0	296	0	294	0	0	294	592
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	317	6	0	323	0	280	0	0	280	603
Total Volume	0	0	2	0	2	0	0	0	0	0	0	1285	11	0	1296	1	1171	0	0	1172	2470
% App. Total	0.0	0.0	100.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.2	0.8	0.0	100	0.1	99.9	0.0	0.0	100	
PHF					0.250										0.928					0.891	0.911
Cars, PU, Vans	0	0	2	0	2	0	0	0	0	0	0	1255	11	0	1266	1	1134	0	0	1135	2403
% Cars, PU, Vans	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	97.7	100.0	0.0	97.7	100.0	96.8	0.0	0.0	96.8	97.3
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	37	0	0	37	67
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	3.2	0.0	0.0	3.2	2.7

PM

	Linscott Ave Northbound					Linscott Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	305	1	0	306	0	406	0	0	406	712
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	304	1	0	305	0	400	0	0	400	705
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	319	0	0	319	1	375	0	0	376	695
5:15 PM	1	0	1	0	2	0	0	0	0	0	0	305	0	0	305	0	451	0	0	451	758
Total Volume	1	0	1	0	2	0	0	0	0	0	0	1233	2	0	1235	1	1632	0	0	1633	2870
% App. Total	50.0	0.0	50.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.8	0.2	0.0	100	0.1	99.9	0.0	0.0	100	
PHF					0.250										0.968					0.905	0.947
Cars, PU, Vans	1	0	1	0	2	0	0	0	0	0	0	1226	2	0	1228	1	1616	0	0	1617	2847
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	99.4	100.0	0.0	99.4	100.0	99.0	0.0	0.0	99.0	99.2
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	16	0	0	16	23
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	1.0	0.0	0.0	1.0	0.8

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/6/2025

Data - Total

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	267	0	0	0	275	0	0	542
11:15 AM	0	0	0	0	0	0	0	0	0	299	0	0	0	297	0	0	596
11:30 AM	0	0	0	0	0	0	0	0	0	301	1	0	0	330	0	0	632
11:45 AM	0	0	1	0	0	0	0	0	0	294	1	0	0	311	0	0	607
12:00 PM	0	0	2	0	0	0	0	0	0	291	1	0	0	307	0	0	601
12:15 PM	1	0	0	0	0	0	0	0	0	302	0	0	0	326	0	0	629
12:30 PM	0	0	2	0	0	0	0	0	0	289	2	0	0	307	0	0	600
12:45 PM	0	0	0	0	0	0	0	0	0	322	0	0	0	342	0	0	664
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	5	0	0	0	0	0	0	2365	5	0	0	2495	0	0	4871
APPROACH %'s :	16.67%	0.00%	83.33%	0.00%					0.00%	99.79%	0.21%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	1	0	4	0	0	0	0	0	0	1204	3	0	0	1282	0	0	2494
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.935	0.375	0.000	0.000	0.937	0.000	0.000	0.939
	0.625								0.937				0.937				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/6/2025

Data - Cars

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	266	0	0	0	268	0	0	534
11:15 AM	0	0	0	0	0	0	0	0	0	294	0	0	0	294	0	0	588
11:30 AM	0	0	0	0	0	0	0	0	0	300	1	0	0	325	0	0	626
11:45 AM	0	0	1	0	0	0	0	0	0	287	1	0	0	310	0	0	599
12:00 PM	0	0	2	0	0	0	0	0	0	287	1	0	0	298	0	0	588
12:15 PM	1	0	0	0	0	0	0	0	0	300	0	0	0	323	0	0	624
12:30 PM	0	0	2	0	0	0	0	0	0	285	2	0	0	303	0	0	592
12:45 PM	0	0	0	0	0	0	0	0	0	315	0	0	0	341	0	0	656
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	5	0	0	0	0	0	0	2334	5	0	0	2462	0	0	4807
APPROACH %'s :	16.67%	0.00%	83.33%	0.00%					0.00%	99.79%	0.21%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	1	0	4	0	0	0	0	0	0	1187	3	0	0	1265	0	0	2460
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.942	0.375	0.000	0.000	0.927	0.000	0.000	0.938
	0.625								0.944				0.927				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/6/2025

Data - HT

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	8
11:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
11:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
12:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0	0	13
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
12:45 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	31	0	0	0	33	0	0	64
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	34
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.607	0.000	0.000	0.000	0.472	0.000	0.000	0.654
									0.607				0.472				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/6/2025

Data - Bikes

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy **Project ID:** 25-780042-002
City: Downers Grove **Date:** 12/6/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Linscott Ave		Linscott Ave		US 34/Ogden Ave/Walter Payton Memorial Hwy		US 34/Ogden Ave/Walter Payton Memorial Hwy		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	2	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	2
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	**12:00 PM - 01:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy

Peak Hour Turning Movement Count

ID: 25-780042-002
City: Downers Grove

Day: Saturday
Date: 12/6/2025

PEAK HOURS	COUNT PERIODS
AM: NONE	AM: NONE
NOON: 12:00 PM - 01:00 PM	NOON: 11:00 AM - 12:45 PM
PM: NONE	PM: NONE

CONTROL: 1-Way Stop(NB)

	AM	NOON	PM
TEV	0	2494	0
PHF		0.94	

SOUTHBOUND (Linscott Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

AM	NOON	PM	
0	1283	0	⇦
0	0	0	↶ 0
0	0	0	↱ 0
0	1204	0	→ 2
0	3	0	↷ 0
AM	NOON	PM	

WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

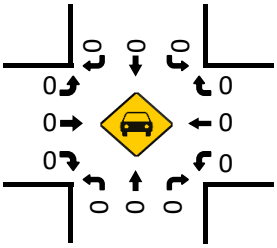
PM	NOON	AM	
0	0	0	0 ↰
0	1282	0	2 ←
0	0	0	0 ↶
0	0	0	0 ↰
0	1208	0	⇨
PM	NOON	AM	

NORTHBOUND (Linscott Ave)

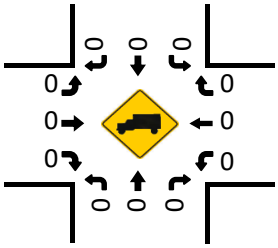
PM	0	0	0	0	0	PM
NOON	3	0	1	0	4	NOON
AM	0	0	0	0	0	AM

0 0 0 0 | 0 0 1 0

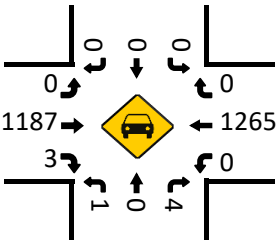
Cars (AM)



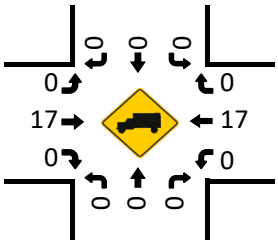
HT (AM)



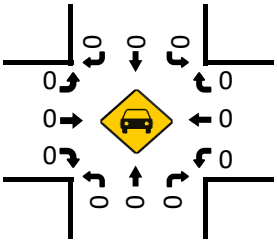
Cars (NOON)



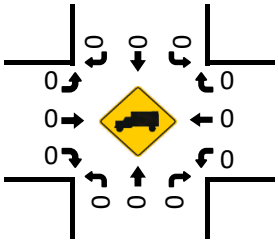
HT (NOON)



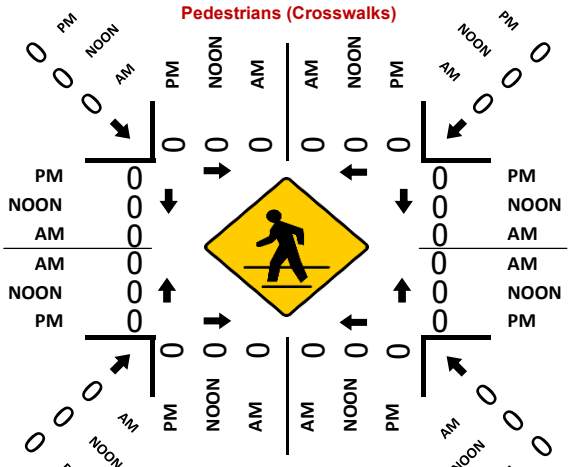
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 25-780042-002
Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove

Day: Saturday
Date: 12/6/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Linscott Ave Northbound						Linscott Ave Southbound						US 34/Ogden Ave/Walter Payton Memorial Hw Eastbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	267	0	0	0	267	0	275	0	0	0	275	542
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	299	0	0	0	299	0	297	0	0	0	297	596
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	301	1	0	0	302	0	330	0	0	0	330	632
11:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	294	1	0	0	295	0	311	0	0	2	311	607
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	1161	2	0	0	1163	0	1213	0	0	2	1213	2377
12:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	291	1	0	0	292	0	307	0	0	0	307	601
12:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	302	0	0	0	302	0	326	0	0	0	326	629
12:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	289	2	0	0	291	0	307	0	0	0	307	600
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	322	0	0	0	322	0	342	0	0	0	342	664
Total	1	0	4	0	0	5	0	0	0	0	0	0	0	1204	3	0	0	1207	0	1282	0	0	0	1282	2494
BREAK																									
Grand Total	1	0	5	0	0	6	0	0	0	0	0	0	0	2365	5	0	0	2370	0	2495	0	0	2	2495	4871
Apprch %	16.7	0.0	83.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	99.8	0.2	0.0	0.0		0.0	100.0	0.0	0.0	0.1		
Total %	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.6	0.1	0.0	0.0	48.7	0.0	51.2	0.0	0.0	0.0	51.2	
Cars, PU, Vans	1	0	5	0		6	0	0	0	0		0	0	2334	5	0		2339	0	2462	0	0		2462	4807
% Cars, PU, Vans	100.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	98.7	100.0	0.0		98.7	0.0	98.7	0.0	0.0		98.7	98.7
Heavy Trucks	0	0	0	0		0	0	0	0	0		0	0	31	0	0		31	0	33	0	0		33	64
%Heavy Trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.3	0.0	0.0		1.3	0.0	1.3	0.0	0.0		1.3	1.3

Project ID: 25-780042-002
Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Mer
City: Downers Grove

PEAK HOURS

Day: Saturday
Date: 12/6/2025

NOON

	Linscott Ave Northbound					Linscott Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	2	0	2	0	0	0	0	0	0	291	1	0	292	0	307	0	0	307	601
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	302	0	0	302	0	326	0	0	326	629
12:30 PM	0	0	2	0	2	0	0	0	0	0	0	289	2	0	291	0	307	0	0	307	600
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	322	0	0	322	0	342	0	0	342	664
Total Volume	1	0	4	0	5	0	0	0	0	0	0	1204	3	0	1207	0	1282	0	0	1282	2494
% App. Total	20.0	0.0	80.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.8	0.2	0.0	100	0.0	100.0	0.0	0.0	100	
PHF					0.625										0.937					0.937	0.939
Cars, PU, Vans	1	0	4	0	5	0	0	0	0	0	0	1187	3	0	1190	0	1265	0	0	1265	2460
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	100.0	0.0	98.6	0.0	98.7	0.0	0.0	98.7	98.6
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	17	0	0	17	34
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	1.3	0.0	0.0	1.3	1.4

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/4/2025

Data - Total

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					WESTBOUND2		
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0			
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	4
8:00 AM	0	2	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	0	1	0	3	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	5
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	5	5	0	6	3	1	0	9	0	3	0	0	0	0	1	0	3	0	0	36
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	31.58%	15.79%	5.26%	0.00%	47.37%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	75.00%			
PEAK HR :	07:30 AM - 08:30 AM																				TOTAL
PEAK HR VOL :	0	2	2	0	6	2	0	0	4	0	3	0	0	0	0	0	0	2	0	0	21
PEAK HR FACTOR :	0.000	0.250	0.500	0.000	0.500	0.250	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.583
			0.333				0.500					0.375				0.250					

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0			
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	2	2	0	0	5	1	0	0	0	0	0	0	5	2	0	0	0	2	0	19
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%					71.43%	28.57%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL
PEAK HR VOL :	0	1	1	0	0	3	0	0	0	0	0	0	0	3	1	0	0	0	1	0	10
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.625
			0.250				0.750									0.333					

Explanation for extra leg movements

Movements enterine the extra lee

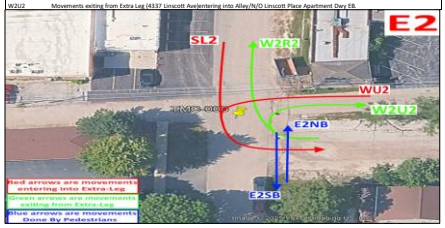
SL2 Movements comine from SB on Linscott Ave enterine into the Extra Lee (4337 Linscott Ave)

WU2 Movements coming from WB on Alley/N/O Linscott Place Apartment Dwy entering into the Extra Leg (4337 Pwy)

Movements exitine the extra lee

W2R2 Movements exitina from Extra Lea (4337 Linscott Avelentering into Linscott Ave NB.

W2U2 Movements exiting from Extra Leg (4337 Linscott Avelentering into Alley/N/O Linscott Place Apartment Dwy EB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/4/2025

Data - Cars

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					WESTBOUND2		
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	4
8:00 AM	0	2	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	0	1	0	3	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	5
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	5	5	0	6	3	1	0	9	0	3	0	0	0	0	1	0	3	0	0	36
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	31.58%	15.79%	5.26%	0.00%	47.37%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	75.00%			
PEAK HR :	07:30 AM - 08:30 AM																				TOTAL
PEAK HR VOL :	0	2	2	0	6	2	0	0	4	0	3	0	0	0	0	0	0	2	0	0	21
PEAK HR FACTOR :	0.000	0.250	0.500	0.000	0.500	0.250	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.583
		0.333					0.500				0.375					0.250					

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	5	1	0	0	0	0	0	0	5	2	0	0	0	2	0	18
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%					71.43%	28.57%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL
PEAK HR VOL :	0	1	1	0	0	3	0	0	0	0	0	0	0	3	1	0	0	0	1	0	10
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.625
		0.250					0.750									0.333					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/4/2025

Data - HT

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					WESTBOUND2		
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	07:30 AM - 08:30 AM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%																	
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/4/2025

Data - Bikes

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					WESTBOUND2		
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	07:30 AM - 08:30 AM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Project ID: 25-780042-003
Date: 12/4/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Linscott Ave		Linscott Ave		Alley/N/O Linscott Place Apartment Dwy/4337		Alley/N/O Linscott Place Apartment Dwy/4337				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	2	0	2
APPROACH %'s :									100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :									0.250		0.250
									0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	1
APPROACH %'s :									0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	1
PEAK HR FACTOR :										0.250	0.250
										0.250	

Prepared by National Data & Surveying Services

Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave

Peak Hour Turning Movement Count

ID: 25-780042-003
City: Downers Grove

Day: Thursday
Date: 12/4/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(WB)

	AM	NOON	PM
TEV	15	0	9
PHF	0.58		0.63

SOUTHBOUND (Linscott Ave)

	Left	Thru	Right	U-Turn	
AM	0	2	6	0	2 AM
NOON	0	0	0	0	0 NOON
PM	0	3	0	0	1 PM

EASTBOUND (Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave)

	Left	Thru	Right	U-Turn
AM	0	0	3	0
NOON	0	0	0	0
PM	0	0	1	0

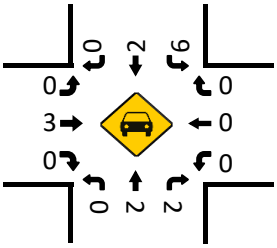
WESTBOUND (Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave)

	Left	Thru	Right	U-Turn
AM	0	0	1	0
NOON	1	0	0	0
PM	0	0	0	0

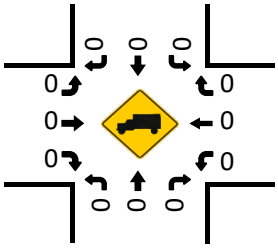
NORTHBOUND (Linscott Ave)

	Left	Thru	Right	U-Turn	
AM	2	0	0	2	2 AM
NOON	0	0	0	0	0 NOON
PM	6	0	0	1	1 PM

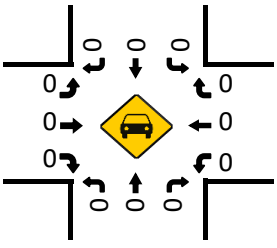
Cars (AM)



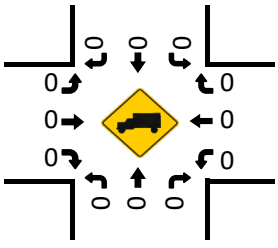
HT (AM)



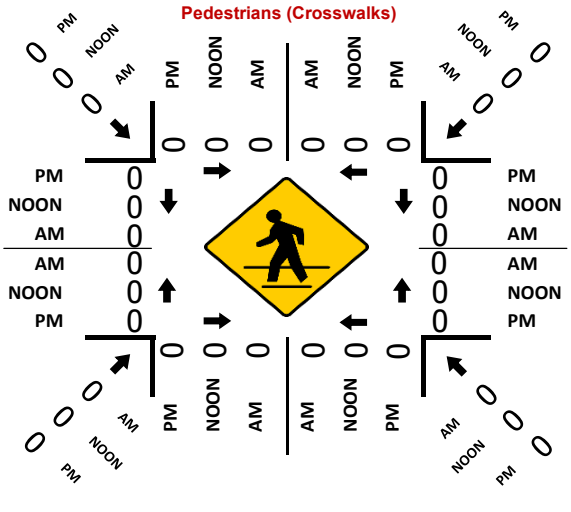
Cars (NOON)



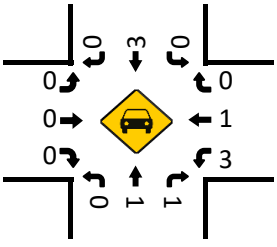
HT (NOON)



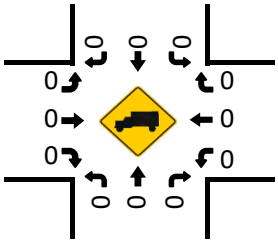
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-003
Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove

Day: Thursday
Date: 12/4/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Linscott Ave Northbound						Linscott Ave Southbound						/O Linscott Place Apartment Dwy/4337 Linsc Eastbound						N/O Linscott Place Apartment Dwy/4337 Linsco Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	2	1	0	0	3	3	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	7
8:15 AM	0	0	1	0	0	1	3	2	0	0	0	5	0	2	0	0	0	2	0	0	0	0	0	0	8
8:30 AM	0	1	1	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	3	4	0	0	7	6	3	1	0	0	10	0	3	0	0	0	3	0	0	1	0	0	1	21
BREAK																									
4:00 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	4
5:15 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:30 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	5
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	0	3	0	2	1	0	0	3	0	0	0	0	0	0	5	2	0	0	0	7	13
Grand Total	0	7	7	0	0	14	6	8	2	0	0	16	0	3	0	0	0	3	5	2	1	0	0	8	41
Apprch %	0.0	50.0	50.0	0.0	0.0		37.5	50.0	12.5	0.0	0.0		0.0	100.0	0.0	0.0	0.0		62.5	25.0	12.5	0.0	0.0		
Total %	0.0	17.1	17.1	0.0	0.0	34.1	14.6	19.5	4.9	0.0	0.0	39.0	0.0	7.3	0.0	0.0	0.0	7.3	12.2	4.9	2.4	0.0	0.0	19.5	
Cars, PU, Vans	0	7	6	0		13	6	8	2	0		16	0	3	0	0		3	5	2	1	0		8	40
% Cars, PU, Vans	0.0	100.0	85.7	0.0		92.9	100.0	100.0	100.0	0.0		100.0	0.0	100.0	0.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	97.6
Heavy trucks	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	1
%Heavy trucks	0.0	0.0	14.3	0.0		7.1	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	2.4

Project ID: 25-780042-003
Location: Linscott Ave & Alley/N/O Linscott Place Apartment I
City: Downers Grove

PEAK HOURS

Day: Thursday
Date: 12/4/2025

AM

	Linscott Ave Northbound					Linscott Ave Southbound					Linscott Place Apartment Dwy/4337 Li Eastbound					Linscott Place Apartment Dwy/4337 Li Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	1	0	3	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	7
8:15 AM	0	0	1	0	1	3	2	0	0	5	0	2	0	0	2	0	0	0	0	0	8
Total Volume	0	2	2	0	4	6	2	0	0	8	0	3	0	0	3	0	0	0	0	0	15
% App. Total	0.0	50.0	50.0	0.0	100	75.0	25.0	0.0	0.0	100	0.0	100.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.333					0.500					0.375					0.250	0.583
Cars, PU, Vans	0	2	2	0	4	6	2	0	0	8	0	3	0	0	3	0	0	0	0	0	15
% Cars, PU, Vans	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Linscott Ave Northbound					Linscott Ave Southbound					Linscott Place Apartment Dwy/4337 Li Eastbound					Linscott Place Apartment Dwy/4337 Li Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	4
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total Volume	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	3	1	0	0	4	9
% App. Total	0.0	50.0	50.0	0.0	100	0.0	100.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	75.0	25.0	0.0	0.0	100	
PHF					0.250					0.750										0.333	0.625
Cars, PU, Vans	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	3	1	0	0	4	9
% Cars, PU, Vans	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/6/2025

Data - Total

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave						
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND						
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
12:15 PM	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	4
12:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	3	1	0	0	1	0	1	0	1	5	1	0	0	1	1	18
APPROACH %'S :	0.00%	66.67%	33.33%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	14.29%	71.43%	14.29%	0.00%	0.00%	50.00%	50.00%	
PEAK HR :	12:00 PM - 01:00 PM																				TOTAL
PEAK HR VOL :	0	1	1	0	0	1	1	0	0	1	0	1	0	1	2	1	0	0	1	1	12
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.250	0.600
		0.500					0.250					0.250				0.500					

Explanation for extra leg movements

Movements entering the extra leg

SL2 Movements comine from SB on Linscott Ave enterine into the Extra Lee (4337 Linscott Ave)
WU2 Movements comine from WB on Allev/N/O Linscott Place Apartment Dwv enterine into the Extra Lee (4337 Pwv)

Movements exiting the extra leg

W2R2 Movements exiting from Extra Leg (4337 Linscott Ave)entering into Linscott Ave NB.
W2U2 Movements exitine from Extra Lee (4337 Linscott Ave)enterine into Allev/N/O Linscott Place Apartment Dwv EB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/6/2025

Data - Cars

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SL2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2	0 W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
12:15 PM	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	4
12:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	3	1	0	0	1	0	1	0	1	5	1	0	0	1	1	18
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	14.29%	71.43%	14.29%	0.00%	0.00%	50.00%	50.00%	
PEAK HR :	12:00 PM - 01:00 PM																				TOTAL
PEAK HR VOL :	0	1	1	0	0	1	1	0	0	1	0	1	0	1	2	1	0	0	1	1	12
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.250	0.600
	0.500				0.250					0.250				0.500							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/6/2025

Data - HT

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SL2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2	0 W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	12:00 PM - 01:00 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/6/2025

Data - Bikes

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SL2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2	0 W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	12:00 PM - 01:00 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave **Project ID:** 25-780042-003
City: Downers Grove **Date:** 12/6/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Linscott Ave		Linscott Ave		Alley/N/O Linscott Place Apartment Dwy/4337		Alley/N/O Linscott Place Apartment Dwy/4337				
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	2	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	2	0	0	2
APPROACH %'s :							0.00%	100.00%			
PEAK HR :	12:00 PM - 01:00 PM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :											

Prepared by National Data & Surveying Services

Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave

Peak Hour Turning Movement Count

ID: 25-780042-003
City: Downers Grove

Day: Saturday
Date: 12/6/2025

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:00 PM - 01:00 PM	11:00 AM - 12:45 PM
NONE	NONE

CONTROL: 1-Way Stop(WB)

	AM	NOON	PM
TEV	0	10	0
PHF		0.60	

SOUTHBOUND (Linscott Ave)

	Left	Thru	Right	Peds	
AM	0	0	0	0	0
NOON	1	1	0	0	3
PM	0	0	0	0	0

NORTHBOUND (Linscott Ave)

	Left	Thru	Right	Peds	
PM	0	0	0	0	0
NOON	3	0	0	1	1
AM	0	0	0	0	0

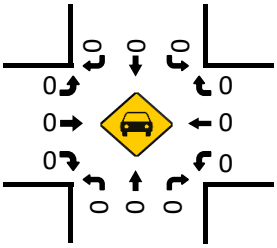
EASTBOUND (Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave)

	AM	NOON	PM
Left	0	3	0
Thru	0	0	0
Right	0	1	0
Peds	0	0	0
Peds	0	1	0

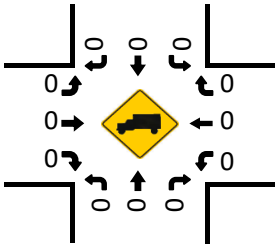
WESTBOUND (Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave)

	PM	NOON	AM
Left	0	1	0
Thru	0	2	0
Right	0	1	0
Peds	0	0	0
Peds	0	1	0

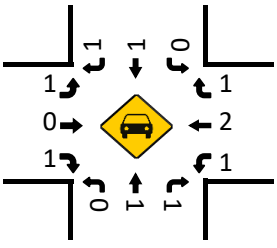
Cars (AM)



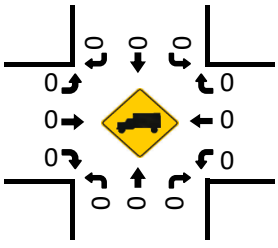
HT (AM)



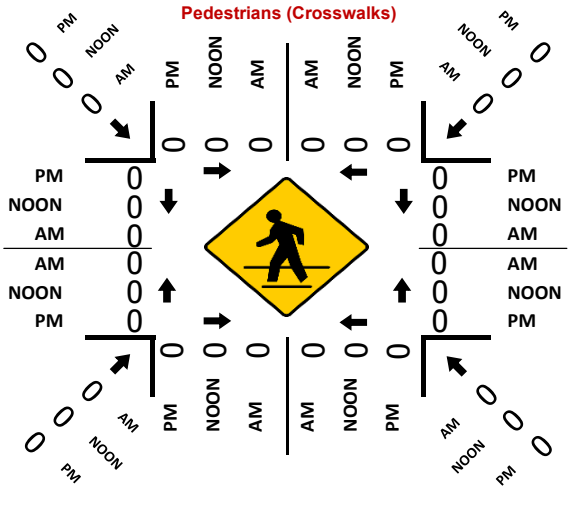
Cars (NOON)



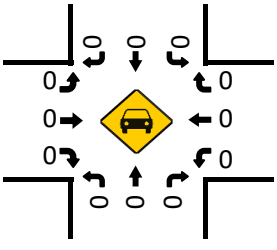
HT (NOON)



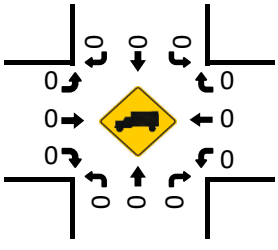
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-003
Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove

Day: Saturday
Date: 12/6/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Linscott Ave Northbound						Linscott Ave Southbound						/O Linscott Place Apartment Dwy/4337 Linsc Eastbound						N/O Linscott Place Apartment Dwy/4337 Linsco Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	2	0	0	1	0	0	0	1	3
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	2	0	0	3	0	0	0	3	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	0	1	4
12:30 PM	0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	1	1	0	0	2	0	1	1	0	0	2	1	0	1	0	0	2	1	2	1	0	0	4	10
BREAK																									
Grand Total	0	2	1	0	0	3	0	3	1	0	0	4	1	0	1	0	2	2	1	5	1	0	0	7	16
Apprch %	0.0	66.7	33.3	0.0	0.0		0.0	75.0	25.0	0.0	0.0		50.0	0.0	50.0	0.0	100.0		14.3	71.4	14.3	0.0	0.0		
Total %	0.0	12.5	6.3	0.0	0.0	18.8	0.0	18.8	6.3	0.0	0.0	25.0	6.3	0.0	6.3	0.0	12.5	12.5	6.3	31.3	6.3	0.0	0.0	43.8	
Cars, PU, Vans	0	2	1	0		3	0	3	1	0		4	1	0	1	0		2	1	5	1	0		7	16
% Cars, PU, Vans	0.0	100.0	100.0	0.0		100.0	0.0	100.0	100.0	0.0		100.0	100.0	0.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0
Heavy Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0

Project ID: 25-780042-003
Location: Linscott Ave & Alley/N/O Linscott Place Apartment I
City: Downers Grove

PEAK HOURS

Day: Saturday
Date: 12/6/2025

NOON

	Linscott Ave Northbound					Linscott Ave Southbound					Linscott Place Apartment Dwy/4337 Li Eastbound					Linscott Place Apartment Dwy/4337 Li Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	4
12:30 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	1	1	0	2	0	1	1	0	2	1	0	1	0	2	1	2	1	0	4	10
% App. Total	0.0	50.0	50.0	0.0	100	0.0	50.0	50.0	0.0	100	50.0	0.0	50.0	0.0	100	25.0	50.0	25.0	0.0	100	
PHF					0.500					0.250					0.250					0.500	0.600
Cars, PU, Vans	0	1	1	0	2	0	1	1	0	2	1	0	1	0	2	1	2	1	0	4	10
% Cars, PU, Vans	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/4/2025

Data - Total

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	19	0	0	2	18	0	0	0	0	0	0	0	0	0	0	39
7:15 AM	0	42	0	0	1	25	0	0	0	0	1	0	0	0	0	0	69
7:30 AM	0	48	0	0	0	39	0	0	0	0	0	0	0	0	0	0	87
7:45 AM	2	60	0	0	1	41	0	0	0	0	1	0	0	0	1	0	106
8:00 AM	3	77	1	0	1	61	0	0	1	0	4	0	0	0	0	0	148
8:15 AM	0	101	0	0	0	70	0	1	1	0	7	0	0	0	0	0	180
8:30 AM	1	36	0	0	3	17	0	0	1	0	0	0	1	0	0	0	59
8:45 AM	1	19	2	0	1	13	0	1	1	0	0	0	0	0	1	0	39
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	402	3	0	9	284	0	2	4	0	13	0	1	0	2	0	727
APPROACH %'s :	1.70%	97.57%	0.73%	0.00%	3.05%	96.27%	0.00%	0.68%	23.53%	0.00%	76.47%	0.00%	33.33%	0.00%	66.67%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	286	1	0	2	211	0	1	2	0	12	0	0	0	1	0	521
PEAK HR FACTOR :	0.417	0.708	0.250	0.000	0.500	0.754	0.000	0.250	0.500	0.000	0.429	0.000	0.000	0.000	0.250	0.000	0.724
	0.723				0.754				0.438				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	27	4	0	7	28	0	0	0	0	3	0	5	0	2	0	76
4:15 PM	0	29	4	0	5	47	0	0	1	0	1	0	3	0	4	0	94
4:30 PM	0	48	3	0	6	37	0	0	0	0	0	0	3	0	1	0	98
4:45 PM	0	36	1	0	10	36	0	0	2	0	0	0	4	0	7	0	96
5:00 PM	1	27	6	0	10	48	2	0	1	0	0	0	3	0	5	0	103
5:15 PM	0	56	0	0	12	42	2	0	1	0	1	0	5	0	8	0	127
5:30 PM	2	34	4	0	9	36	2	0	3	0	1	0	7	0	8	0	106
5:45 PM	0	40	8	0	11	25	0	0	3	0	1	0	8	0	3	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	297	30	0	70	299	6	0	11	0	7	0	38	0	38	0	799
APPROACH %'s :	0.91%	90.00%	9.09%	0.00%	18.67%	79.73%	1.60%	0.00%	61.11%	0.00%	38.89%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	167	10	0	38	163	4	0	4	0	1	0	15	0	21	0	424
PEAK HR FACTOR :	0.250	0.746	0.417	0.000	0.792	0.849	0.500	0.000	0.500	0.000	0.250	0.000	0.750	0.000	0.656	0.000	0.835
	0.795				0.854				0.625				0.692				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/4/2025

Data - Cars

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	18	0	0	2	18	0	0	0	0	0	0	0	0	0	0	38
7:15 AM	0	40	0	0	1	24	0	0	0	0	1	0	0	0	0	0	66
7:30 AM	0	39	0	0	0	38	0	0	0	0	0	0	0	0	0	0	77
7:45 AM	2	57	0	0	1	41	0	0	0	0	1	0	0	0	0	0	102
8:00 AM	3	76	1	0	1	58	0	0	1	0	4	0	0	0	0	0	144
8:15 AM	0	97	0	0	0	66	0	1	1	0	7	0	0	0	0	0	172
8:30 AM	1	35	0	0	3	17	0	0	1	0	0	0	1	0	0	0	58
8:45 AM	1	18	2	0	1	13	0	1	1	0	0	0	0	0	1	0	38
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	380	3	0	9	275	0	2	4	0	13	0	1	0	1	0	695
APPROACH %'s :	1.79%	97.44%	0.77%	0.00%	3.15%	96.15%	0.00%	0.70%	23.53%	0.00%	76.47%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	269	1	0	2	203	0	1	2	0	12	0	0	0	0	0	495
PEAK HR FACTOR :	0.417	0.693	0.250	0.000	0.500	0.769	0.000	0.250	0.500	0.000	0.429	0.000	0.000	0.000	0.000	0.000	0.719
	0.709				0.769				0.438								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	27	4	0	7	28	0	0	0	0	2	0	5	0	2	0	75
4:15 PM	0	29	4	0	5	47	0	0	1	0	1	0	3	0	4	0	94
4:30 PM	0	48	3	0	6	37	0	0	0	0	0	0	3	0	1	0	98
4:45 PM	0	34	1	0	10	36	0	0	2	0	0	0	4	0	7	0	94
5:00 PM	1	27	6	0	10	48	2	0	1	0	0	0	3	0	5	0	103
5:15 PM	0	56	0	0	12	42	2	0	1	0	1	0	5	0	8	0	127
5:30 PM	2	33	4	0	9	36	2	0	3	0	1	0	7	0	8	0	105
5:45 PM	0	40	8	0	11	25	0	0	3	0	1	0	8	0	3	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	294	30	0	70	299	6	0	11	0	6	0	38	0	38	0	795
APPROACH %'s :	0.92%	89.91%	9.17%	0.00%	18.67%	79.73%	1.60%	0.00%	64.71%	0.00%	35.29%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	165	10	0	38	163	4	0	4	0	1	0	15	0	21	0	422
PEAK HR FACTOR :	0.250	0.737	0.417	0.000	0.792	0.849	0.500	0.000	0.500	0.000	0.250	0.000	0.750	0.000	0.656	0.000	0.831
	0.786				0.854				0.625				0.692				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/4/2025

Data - HT

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4
8:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	22	0	0	0	9	0	0	0	0	0	0	0	0	1	0	32
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	17	0	0	0	8	0	0	0	0	0	0	0	0	1	0	26
PEAK HR FACTOR :	0.000	0.472	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.650
	0.472				0.500								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/4/2025

Data - Bikes

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange In **Project ID:** 25-780042-004
City: Downers Grove **Date:** 12/4/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Saratoga Ave		Saratoga Ave		Alley/ProDental/AAA Jewelry & Diamond		Alley/ProDental/AAA Jewelry & Diamond		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	0	0	2	0	0	4
8:00 AM	0	0	1	0	0	10	0	1	12
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	14	0	2	19
APPROACH %'s :			100.00%	0.00%	0.00%	100.00%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	3	0	0	13	0	1	17
PEAK HR FACTOR :			0.375			0.325		0.250	0.354
			0.375		0.325		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	3	0	0	4
4:15 PM	0	0	0	0	3	1	0	0	4
4:30 PM	0	0	0	0	1	0	1	0	2
4:45 PM	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	1	3	0	0	4
5:15 PM	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	7	8	1	0	16
APPROACH %'s :					46.67%	53.33%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	3	4	1	0	8
PEAK HR FACTOR :					0.750	0.333	0.250		0.500
					0.438		0.250		

Prepared by National Data & Surveying Services

Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy

Peak Hour Turning Movement Count

ID: 25-780042-004
City: Downers Grove

Day: Thursday
Date: 12/4/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Saratoga Ave)

	L	T	R	U	Total	
AM	0	211	2	1	290	AM
NOON	0	0	0	0	0	NOON
PM	4	163	38	0	192	PM

EASTBOUND (Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy)

	L	T	R	U	
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	1	0	0	PM

AM	NOON	PM	
5	0	5	
0	0	0	0
2	0	4	0
0	0	0	1
12	0	1	0
AM	NOON	PM	

CONTROL

2-Way Stop(EB/WB)

TEV	521 AM	0 NOON	424 PM
PHF	0.72		0.83

WESTBOUND (Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy)

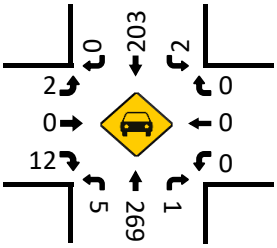
	L	T	R	U	
AM	0	0	1	0	AM
NOON	0	0	0	0	NOON
PM	179	0	1	167	10	PM

PM	NOON	AM	
21	0	1	0
0	0	0	1
15	0	0	0
0	0	0	0
48	0	3	
PM	NOON	AM	

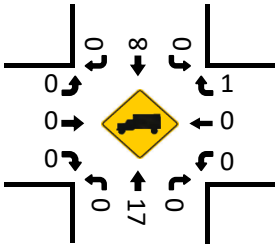
NORTHBOUND (Saratoga Ave)

	L	T	R	U	Total	
PM	179	0	1	167	10	PM
NOON	0	0	0	0	0	NOON
AM	223	0	5	286	1	AM

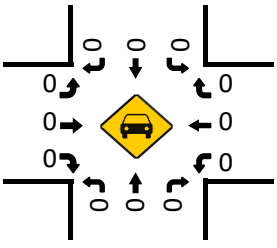
Cars (AM)



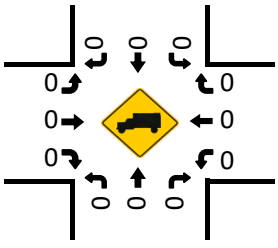
HT (AM)



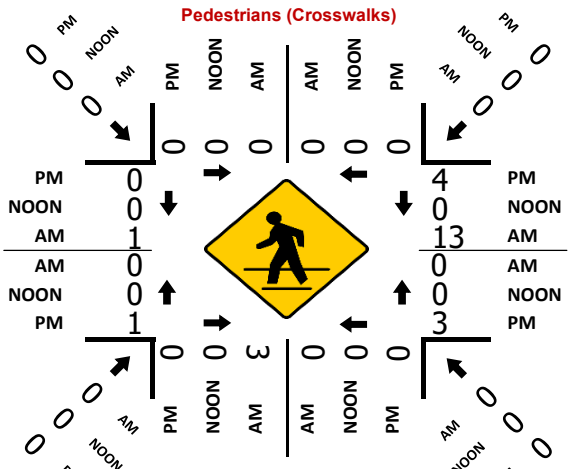
Cars (NOON)



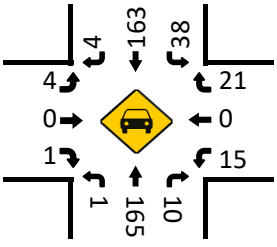
HT (NOON)



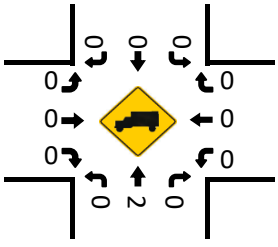
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-004
Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove

Day: Thursday
Date: 12/4/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Saratoga Ave Northbound						Saratoga Ave Southbound						AA Jewelry & Diamond Exchange Inc/Chipotle Eastbound						AAA Jewelry & Diamond Exchange Inc/Chipotle Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	19	0	0	0	19	2	18	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	39
7:15 AM	0	42	0	0	0	42	1	25	0	0	0	26	0	0	1	0	1	1	0	0	0	0	0	0	69
7:30 AM	0	48	0	0	0	48	0	39	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	87
7:45 AM	2	60	0	0	2	62	1	41	0	0	0	42	0	0	1	0	0	1	0	0	1	0	2	1	106
Total	2	169	0	0	2	171	4	123	0	0	0	127	0	0	2	0	1	2	0	0	1	0	2	1	301
8:00 AM	3	77	1	0	1	81	1	61	0	0	0	62	1	0	4	0	1	5	0	0	0	0	10	0	148
8:15 AM	0	101	0	0	0	101	0	70	0	1	0	71	1	0	7	0	0	8	0	0	0	0	1	0	180
8:30 AM	1	36	0	0	0	37	3	17	0	0	0	20	1	0	0	0	0	1	1	0	0	0	0	1	59
8:45 AM	1	19	2	0	0	22	1	13	0	1	0	15	1	0	0	0	0	1	0	0	1	0	1	1	39
Total	5	233	3	0	1	241	5	161	0	2	0	168	4	0	11	0	1	15	1	0	1	0	12	2	426
BREAK																									
4:00 PM	0	27	4	0	0	31	7	28	0	0	0	35	0	0	3	0	0	3	5	0	2	0	4	7	76
4:15 PM	0	29	4	0	0	33	5	47	0	0	0	52	1	0	1	0	0	2	3	0	4	0	4	7	94
4:30 PM	0	48	3	0	0	51	6	37	0	0	0	43	0	0	0	0	1	0	3	0	1	0	1	4	98
4:45 PM	0	36	1	0	0	37	10	36	0	0	0	46	2	0	0	0	0	2	4	0	7	0	1	11	96
Total	0	140	12	0	0	152	28	148	0	0	0	176	3	0	4	0	1	7	15	0	14	0	10	29	364
5:00 PM	1	27	6	0	0	34	10	48	2	0	0	60	1	0	0	0	0	1	3	0	5	0	4	8	103
5:15 PM	0	56	0	0	0	56	12	42	2	0	0	56	1	0	1	0	0	2	5	0	8	0	1	13	127
5:30 PM	2	34	4	0	0	40	9	36	2	0	0	47	3	0	1	0	0	4	7	0	8	0	0	15	106
5:45 PM	0	40	8	0	0	48	11	25	0	0	0	36	3	0	1	0	0	4	8	0	3	0	0	11	99
Total	3	157	18	0	0	178	42	151	6	0	0	199	8	0	3	0	0	11	23	0	24	0	5	47	435
Grand Total	10	699	33	0	3	742	79	583	6	2	0	670	15	0	20	0	3	35	39	0	40	0	29	79	1526
Apprch %	1.3	94.2	4.4	0.0	0.4		11.8	87.0	0.9	0.3	0.0		42.9	0.0	57.1	0.0	8.6		49.4	0.0	50.6	0.0	36.7		
Total %	0.7	45.8	2.2	0.0	0.2	48.6	5.2	38.2	0.4	0.1	0.0	43.9	1.0	0.0	1.3	0.0	0.2	2.3	2.6	0.0	2.6	0.0	1.9	5.2	
Cars, PU, Vans	10	674	33	0		717	79	574	6	2		661	15	0	19	0		34	39	0	39	0		78	1490
% Cars, PU, Vans	100.0	96.4	100.0	0.0		96.6	100.0	98.5	100.0	100.0		98.7	100.0	0.0	95.0	0.0		97.1	100.0	0.0	97.5	0.0		98.7	97.6
Heavy trucks	0	25	0	0		25	0	9	0	0		9	0	0	1	0		1	0	0	1	0		1	36
%Heavy trucks	0.0	3.6	0.0	0.0		3.4	0.0	1.5	0.0	0.0		1.3	0.0	0.0	5.0	0.0		2.9	0.0	0.0	2.5	0.0		1.3	2.4

Project ID: 25-780042-004
Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diai
City: Downers Grove

PEAK HOURS

Day: Thursday
Date: 12/4/2025

AM

	Saratoga Ave Northbound					Saratoga Ave Southbound					ewelry & Diamond Exchange Inc/Chip Eastbound					ewelry & Diamond Exchange Inc/Chip Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	48	0	0	48	0	39	0	0	39	0	0	0	0	0	0	0	0	0	0	87
7:45 AM	2	60	0	0	62	1	41	0	0	42	0	0	1	0	1	0	0	1	0	1	106
8:00 AM	3	77	1	0	81	1	61	0	0	62	1	0	4	0	5	0	0	0	0	0	148
8:15 AM	0	101	0	0	101	0	70	0	1	71	1	0	7	0	8	0	0	0	0	0	180
Total Volume	5	286	1	0	292	2	211	0	1	214	2	0	12	0	14	0	0	1	0	1	521
% App. Total	1.7	97.9	0.3	0.0	100	0.9	98.6	0.0	0.5	100	14.3	0.0	85.7	0.0	100	0.0	0.0	100.0	0.0	100	
PHF					0.723					0.754					0.438					0.250	0.724
Cars, PU, Vans	5	269	1	0	275	2	203	0	1	206	2	0	12	0	14	0	0	0	0	0	495
% Cars, PU, Vans	100.0	94.1	100.0	0.0	94.2	100.0	96.2	0.0	100.0	96.3	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95.0
Heavy trucks	0	17	0	0	17	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	26
%Heavy trucks	0.0	5.9	0.0	0.0	5.8	0.0	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	5.0

PM

	Saratoga Ave Northbound					Saratoga Ave Southbound					ewelry & Diamond Exchange Inc/Chip Eastbound					ewelry & Diamond Exchange Inc/Chip Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	48	3	0	51	6	37	0	0	43	0	0	0	0	0	3	0	1	0	4	98
4:45 PM	0	36	1	0	37	10	36	0	0	46	2	0	0	0	2	4	0	7	0	11	96
5:00 PM	1	27	6	0	34	10	48	2	0	60	1	0	0	0	1	3	0	5	0	8	103
5:15 PM	0	56	0	0	56	12	42	2	0	56	1	0	1	0	2	5	0	8	0	13	127
Total Volume	1	167	10	0	178	38	163	4	0	205	4	0	1	0	5	15	0	21	0	36	424
% App. Total	0.6	93.8	5.6	0.0	100	18.5	79.5	2.0	0.0	100	80.0	0.0	20.0	0.0	100	41.7	0.0	58.3	0.0	100	
PHF					0.795					0.854					0.625					0.692	0.835
Cars, PU, Vans	1	166	10	0	177	38	163	4	0	205	4	0	1	0	5	15	0	21	0	36	423
% Cars, PU, Vans	100.0	99.4	100.0	0.0	99.4	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.8
Heavy trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
%Heavy trucks	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/6/2025

Data - Total

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	1	15	0	0	3	26	1	0	2	0	1	0	0	0	0	0	49
11:15 AM	0	45	4	0	7	24	0	0	1	0	0	0	1	0	5	0	87
11:30 AM	0	36	1	0	7	25	1	0	1	0	0	0	1	0	5	0	77
11:45 AM	0	30	1	0	7	33	2	0	0	0	0	0	0	0	4	0	77
12:00 PM	0	23	3	0	10	21	2	0	2	1	1	0	3	0	4	0	70
12:15 PM	1	24	3	0	8	26	1	1	2	0	0	0	4	0	7	0	77
12:30 PM	1	34	0	0	6	16	2	1	1	0	1	0	5	0	1	0	68
12:45 PM	0	33	4	0	5	25	1	0	1	0	0	0	2	0	2	0	73
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	240	16	0	53	196	10	2	10	1	3	0	16	0	28	0	578
APPROACH %'s :	1.16%	92.66%	6.18%	0.00%	20.31%	75.10%	3.83%	0.77%	71.43%	7.14%	21.43%	0.00%	36.36%	0.00%	63.64%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	2	114	10	0	29	88	6	2	6	1	2	0	14	0	14	0	288
PEAK HR FACTOR :	0.500	0.838	0.625	0.000	0.725	0.846	0.750	0.500	0.750	0.250	0.500	0.000	0.700	0.000	0.500	0.000	0.935
	0.851				0.868				0.563				0.636				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/6/2025

Data - Cars

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	1	15	0	0	3	26	1	0	2	0	1	0	0	0	0	0	49
11:15 AM	0	45	4	0	7	23	0	0	1	0	0	0	1	0	5	0	86
11:30 AM	0	36	1	0	7	25	1	0	1	0	0	0	1	0	5	0	77
11:45 AM	0	30	1	0	7	33	2	0	0	0	0	0	0	0	4	0	77
12:00 PM	0	23	3	0	10	21	2	0	2	1	1	0	3	0	4	0	70
12:15 PM	1	24	3	0	8	26	1	1	2	0	0	0	4	0	7	0	77
12:30 PM	1	33	0	0	6	16	2	1	1	0	1	0	5	0	1	0	67
12:45 PM	0	33	4	0	5	25	1	0	1	0	0	0	2	0	2	0	73
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	239	16	0	53	195	10	2	10	1	3	0	16	0	28	0	576
APPROACH %'s :	1.16%	92.64%	6.20%	0.00%	20.38%	75.00%	3.85%	0.77%	71.43%	7.14%	21.43%	0.00%	36.36%	0.00%	63.64%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	2	113	10	0	29	88	6	2	6	1	2	0	14	0	14	0	287
PEAK HR FACTOR :	0.500	0.856	0.625	0.000	0.725	0.846	0.750	0.500	0.750	0.250	0.500	0.000	0.700	0.000	0.500	0.000	0.932
		0.845				0.868				0.563				0.636			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/6/2025

Data - HT

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250															

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/6/2025

Data - Bikes

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Ir **Project ID:** 25-780042-004
City: Downers Grove **Date:** 12/6/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Saratoga Ave		Saratoga Ave		Alley/ProDental/AAA Jewelry & Diamond		Alley/ProDental/AAA Jewelry & Diamond		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	1	0	0	1
11:15 AM	0	0	2	0	0	0	0	2	4
11:30 AM	0	0	0	0	0	1	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	2	0	2
12:15 PM	0	0	0	0	1	0	1	0	2
12:30 PM	0	0	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	1	1	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	0	2	3	4	3	14
APPROACH %'s :			100.00%	0.00%	40.00%	60.00%	57.14%	42.86%	
PEAK HR :	**12:00 PM - 01:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	2	1	4	0	7
PEAK HR FACTOR :					0.500	0.250	0.500		0.875
					0.750		0.500		

Prepared by National Data & Surveying Services

Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy

Peak Hour Turning Movement Count

ID: 25-780042-004
City: Downers Grove

Day: Saturday
Date: 12/6/2025

PEAK HOURS		COUNT PERIODS
AM	NONE	AM
NOON	12:00 PM - 01:00 PM	NOON
PM	NONE	PM

CONTROL			
2-Way Stop(EB/WB)			
TEV	0 AM	288 NOON	0 PM
PHF		0.94	

SOUTHBOUND (Saratoga Ave)

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	AM
NOON	6	88	29	2	NOON
PM	0	0	0	0	PM

EASTBOUND (Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy)

	AM	NOON	PM
Left	0	8	0
Thru	0	6	0
Right	0	1	0
U-Turn	0	2	0

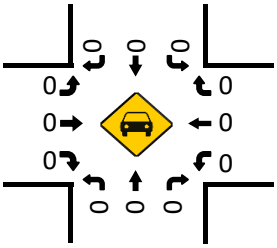
WESTBOUND (Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy)

	PM	NOON	AM
Left	0	14	0
Thru	0	0	0
Right	0	14	0
U-Turn	0	0	0
	0	40	0

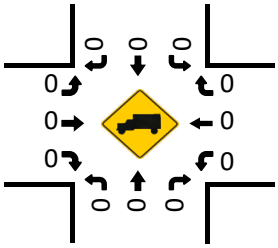
NORTHBOUND (Saratoga Ave)

	Left	Thru	Right	U-Turn	
PM	0	0	0	0	PM
NOON	104	0	2	114	10 NOON
AM	0	0	0	0	AM

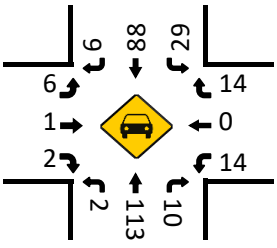
Cars (AM)



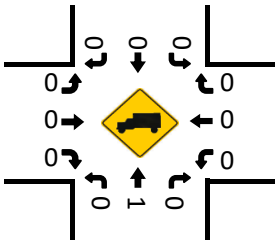
HT (AM)



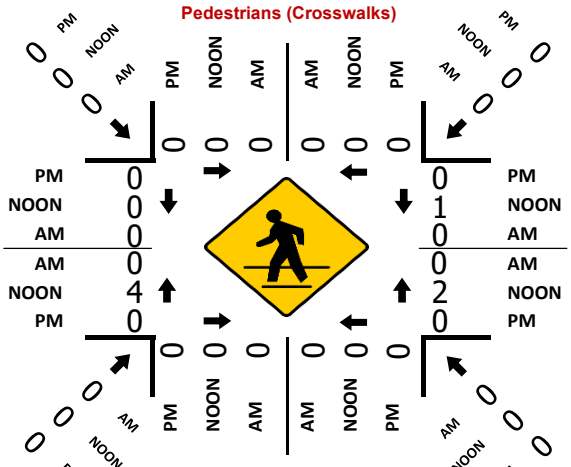
Cars (NOON)



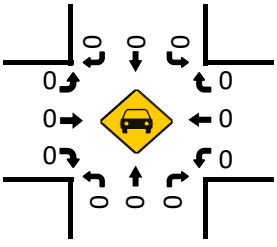
HT (NOON)



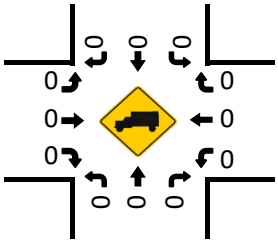
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-004
Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove

Day: Saturday
Date: 12/6/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Saratoga Ave Northbound						Saratoga Ave Southbound						A Jewelry & Diamond Exchange Inc/Chipotle Eastbound						AA Jewelry & Diamond Exchange Inc/Chipotle Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	1	15	0	0	0	16	3	26	1	0	0	30	2	0	1	0	0	3	0	0	0	0	1	0	49
11:15 AM	0	45	4	0	2	49	7	24	0	0	0	31	1	0	0	0	2	1	1	0	5	0	0	6	87
11:30 AM	0	36	1	0	0	37	7	25	1	0	0	33	1	0	0	0	1	1	1	0	5	0	1	6	77
11:45 AM	0	30	1	0	0	31	7	33	2	0	0	42	0	0	0	0	0	0	0	0	4	0	0	4	77
Total	1	126	6	0	2	133	24	108	4	0	0	136	4	0	1	0	3	5	2	0	14	0	2	16	290
12:00 PM	0	23	3	0	0	26	10	21	2	0	0	33	2	1	1	0	2	4	3	0	4	0	0	7	70
12:15 PM	1	24	3	0	0	28	8	26	1	1	0	36	2	0	0	0	1	2	4	0	7	0	1	11	77
12:30 PM	1	34	0	0	0	35	6	16	2	1	0	25	1	0	1	0	0	2	5	0	1	0	1	6	68
12:45 PM	0	33	4	0	0	37	5	25	1	0	0	31	1	0	0	0	1	1	2	0	2	0	1	4	73
Total	2	114	10	0	0	126	29	88	6	2	0	125	6	1	2	0	4	9	14	0	14	0	3	28	288
BREAK																									
Grand Total	3	240	16	0	2	259	53	196	10	2	0	261	10	1	3	0	7	14	16	0	28	0	5	44	578
Apprch %	1.2	92.7	6.2	0.0	0.8		20.3	75.1	3.8	0.8	0.0		71.4	7.1	21.4	0.0	50.0		36.4	0.0	63.6	0.0	11.4		
Total %	0.5	41.5	2.8	0.0	0.3	44.8	9.2	33.9	1.7	0.3	0.0	45.2	1.7	0.2	0.5	0.0	1.2	2.4	2.8	0.0	4.8	0.0	0.9	7.6	
Cars, PU, Vans	3	239	16	0		258	53	195	10	2		260	10	1	3	0		14	16	0	28	0		44	576
% Cars, PU, Vans	100.0	99.6	100.0	0.0		99.6	100.0	99.5	100.0	100.0		99.6	100.0	100.0	100.0	0.0		100.0	100.0	0.0	100.0	0.0		100.0	99.7
Heavy Trucks	0	1	0	0		1	0	1	0	0		1	0	0	0	0		0	0	0	0	0		0	2
%Heavy Trucks	0.0	0.4	0.0	0.0		0.4	0.0	0.5	0.0	0.0		0.4	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.3

Project ID: 25-780042-004
Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Dia
City: Downers Grove

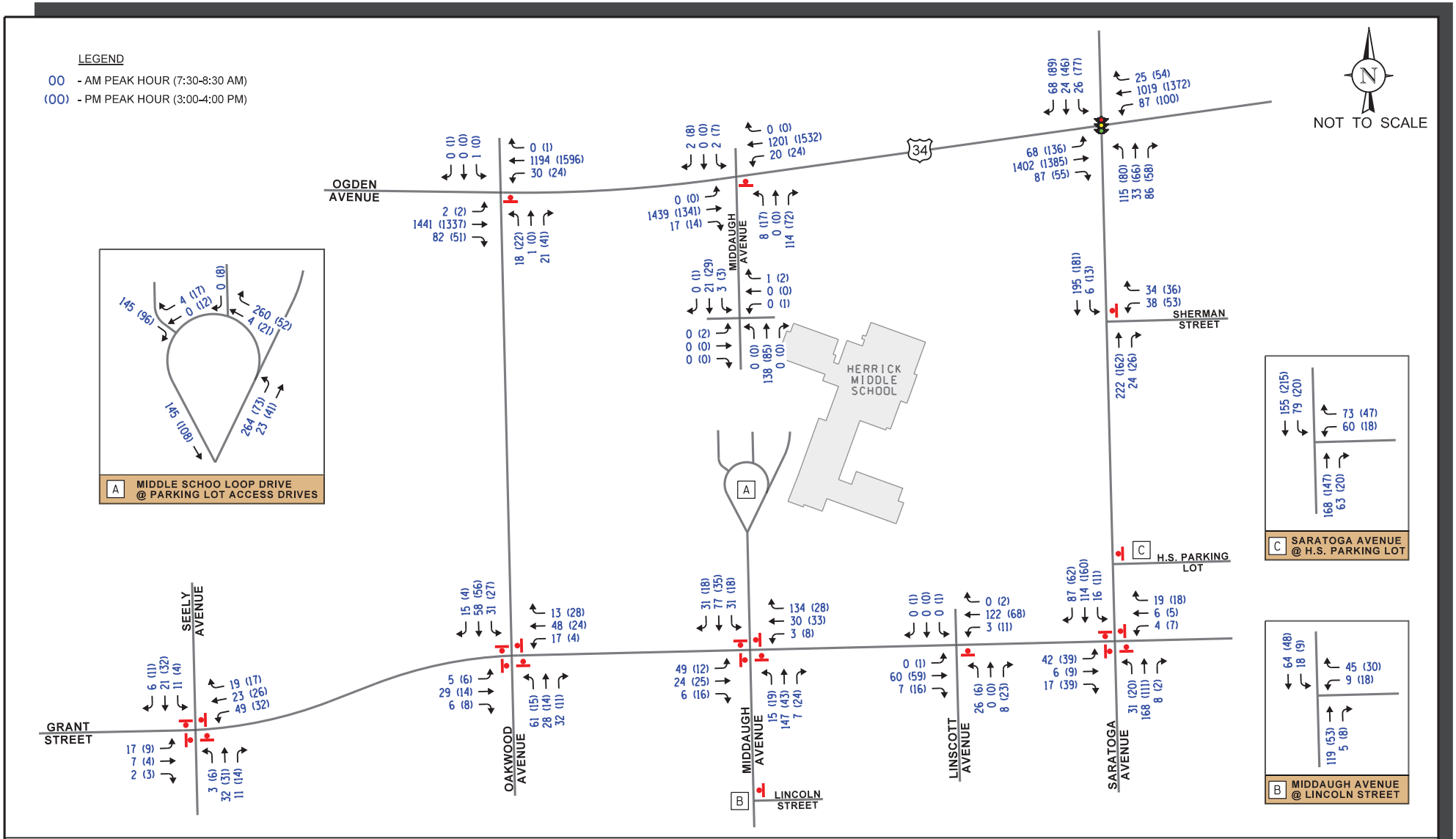
PEAK HOURS

Day: Saturday
Date: 12/6/2025

NOON

	Saratoga Ave Northbound					Saratoga Ave Southbound					ewelry & Diamond Exchange Inc/Chip Eastbound					ewelry & Diamond Exchange Inc/Chip Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	23	3	0	26	10	21	2	0	33	2	1	1	0	4	3	0	4	0	7	70
12:15 PM	1	24	3	0	28	8	26	1	1	36	2	0	0	0	2	4	0	7	0	11	77
12:30 PM	1	34	0	0	35	6	16	2	1	25	1	0	1	0	2	5	0	1	0	6	68
12:45 PM	0	33	4	0	37	5	25	1	0	31	1	0	0	0	1	2	0	2	0	4	73
Total Volume	2	114	10	0	126	29	88	6	2	125	6	1	2	0	9	14	0	14	0	28	288
% App. Total	1.6	90.5	7.9	0.0	100	23.2	70.4	4.8	1.6	100	66.7	11.1	22.2	0.0	100	50.0	0.0	50.0	0.0	100	
PHF					0.851					0.868					0.563					0.636	0.935
Cars, PU, Vans	2	114	10	0	126	29	87	6	2	124	6	1	2	0	9	14	0	14	0	28	287
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	98.9	100.0	100.0	99.2	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.7
Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

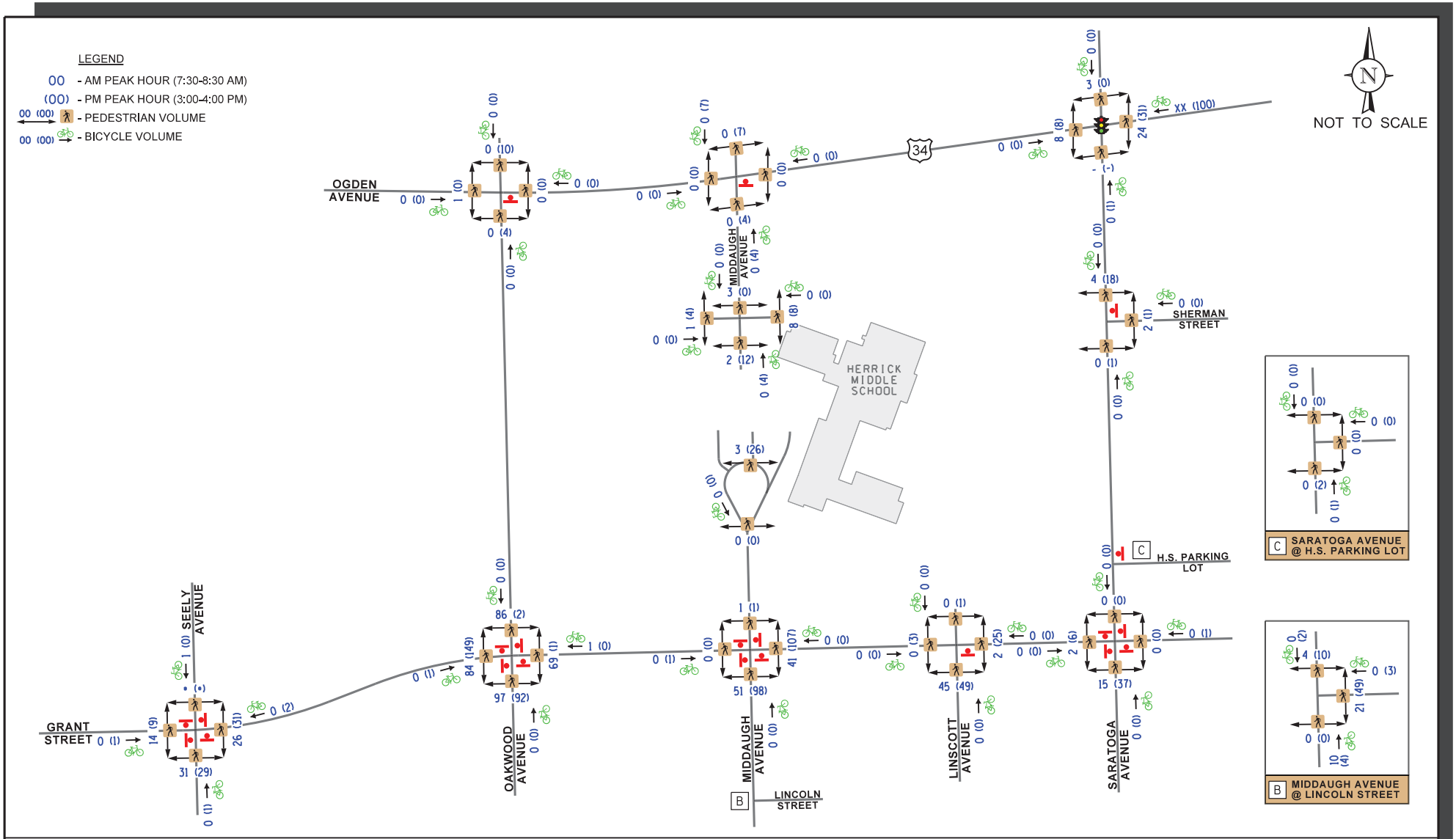
TRAFFIC COUNT DATA AND PROJECTED TRAFFIC VOLUMES FROM *TRAFFIC IMPACT STUDY – EXPANSION OF HERRICK MIDDLE SCHOOL* (BY KLOA, DATED AUGUST 22, 2023)



HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING TRAFFIC VOLUMES

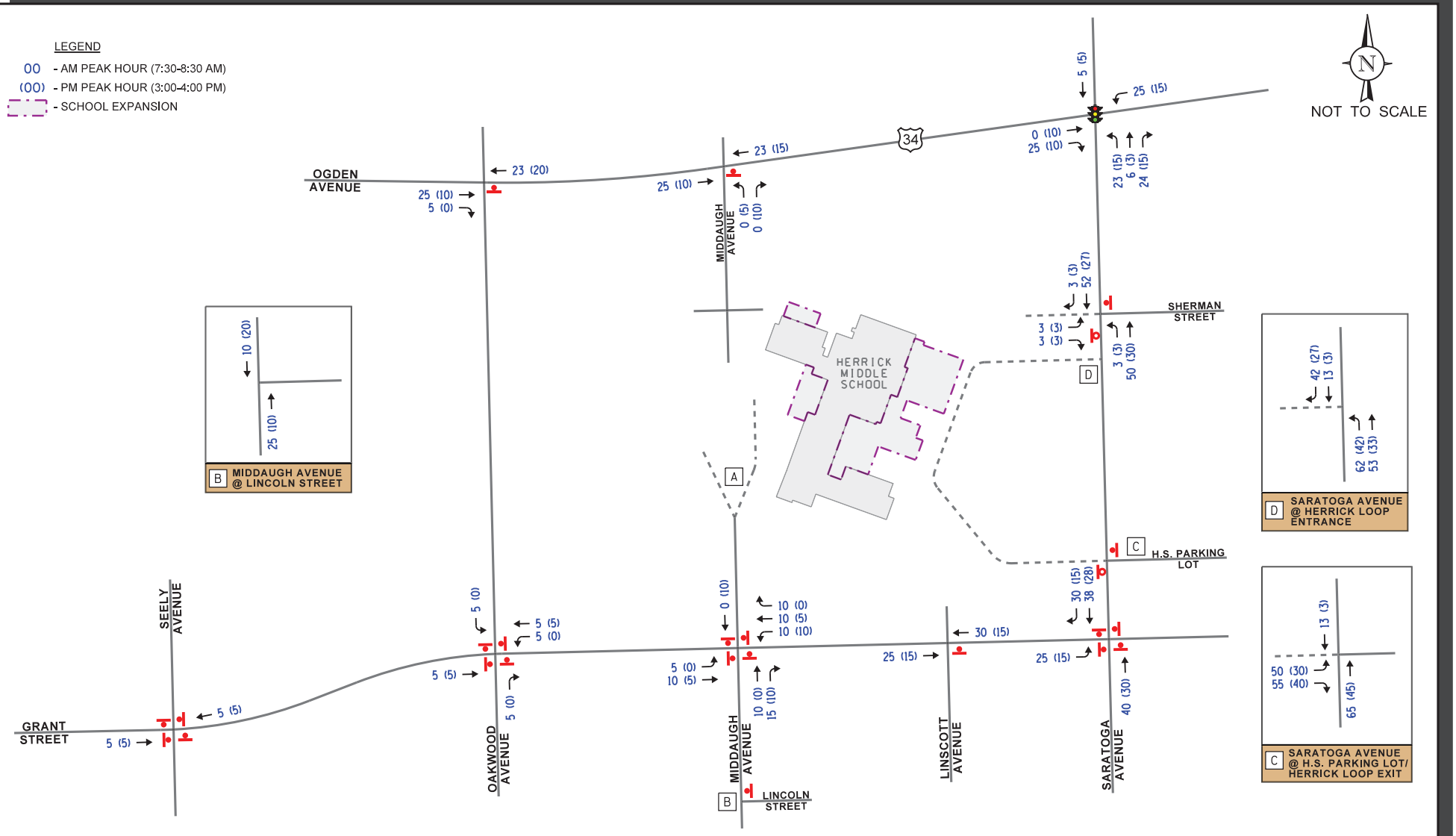
KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 23-034 Figure: 4



HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

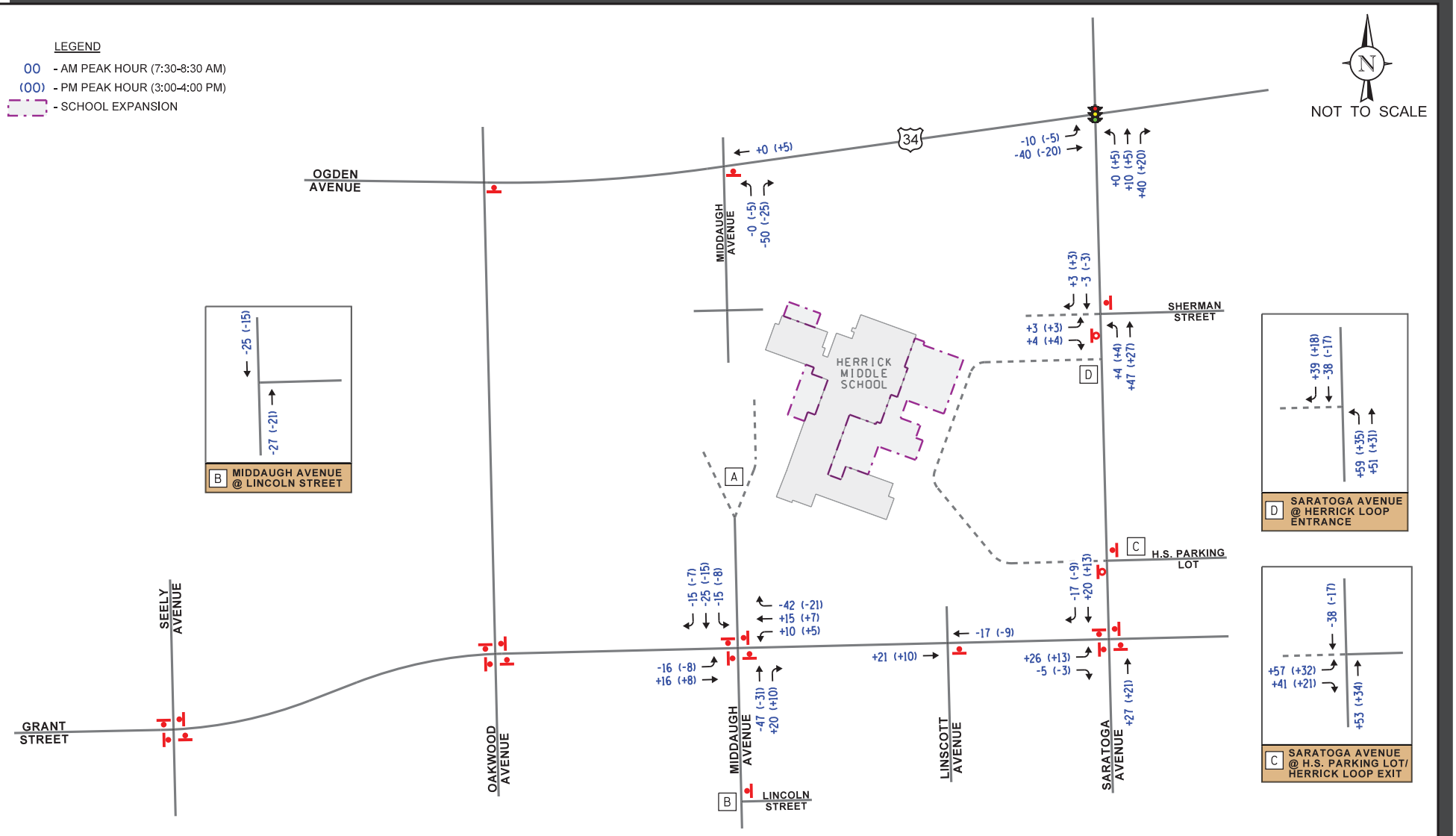
KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 23-034 Figure: 5



HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXPANSION-GENERATED TRAFFIC VOLUMES

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 23-034 Figure: 6



HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

REASSIGNMENT OF EXISTING TRAFFIC VOLUMES

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 23-034 Figure: 7

IDOT SIGNAL TIMINGS

US 34 (OGDEN) @ IL 83 WEST RAMP US 34 (OGDEN) & SARATOGA AVE 12/5/2025 9:42

↑ master cnt. ↑ LOCAL INTRSCTN

By-Phase Timing Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Direction												
Minimum Green	3	15	0	7	3	15	0	7	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0
Ped Clearance	0	10	0	19	0	13	0	18	0	7	0	7
Veh Extension	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	15	60	20	30	15	60	20	30	0	0	0	0
Max 2	15	60	20	30	15	60	20	30	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0
Det. Fail Max	9	30	0	20	9	30	0	20	0	0	0	0
Yellow Change	3.5	4.5	3.0	4.5	3.5	4.5	3.0	4.5	3.0	3.0	3.0	3.0
Red Clearance	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	30	0	0	0	30	0	0	0	0	0	0
Time B4 Reduction	0	25	0	0	0	25	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	15	0	0	0	15	0	0	0	0	0	0
Minimum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0

US 34 (OGDEN) @ IL 83 WEST RAMP US 34 (OGDEN) & SARATOGA AVE 12/5/2025 9:42

↑master ↑LOCAL

Coordination Patterns

Pattern 1

Cycle Length . . 130 COS 111
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 60 3- 0 4- 25
Phase 5- 15 6- 60 7- 0 8- 25
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 2

Cycle Length . . 130 COS 211
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 13 2- 61 3- 0 4- 26
Phase 5- 13 6- 61 7- 0 8- 26
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 3

Cycle Length . . 140 COS 311
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 13 2- 60 3- 0 4- 27
Phase 5- 13 6- 60 7- 0 8- 27
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Splits in % of Cycle Length and Include Yellow or Yellow + All Red

US 34 (OGDEN) @ IL 83 WEST RAMP US 34 (OGDEN) & SARATOGA AVE 12/5/2025 9:42

↑master cont. ↑LOCAL INT.

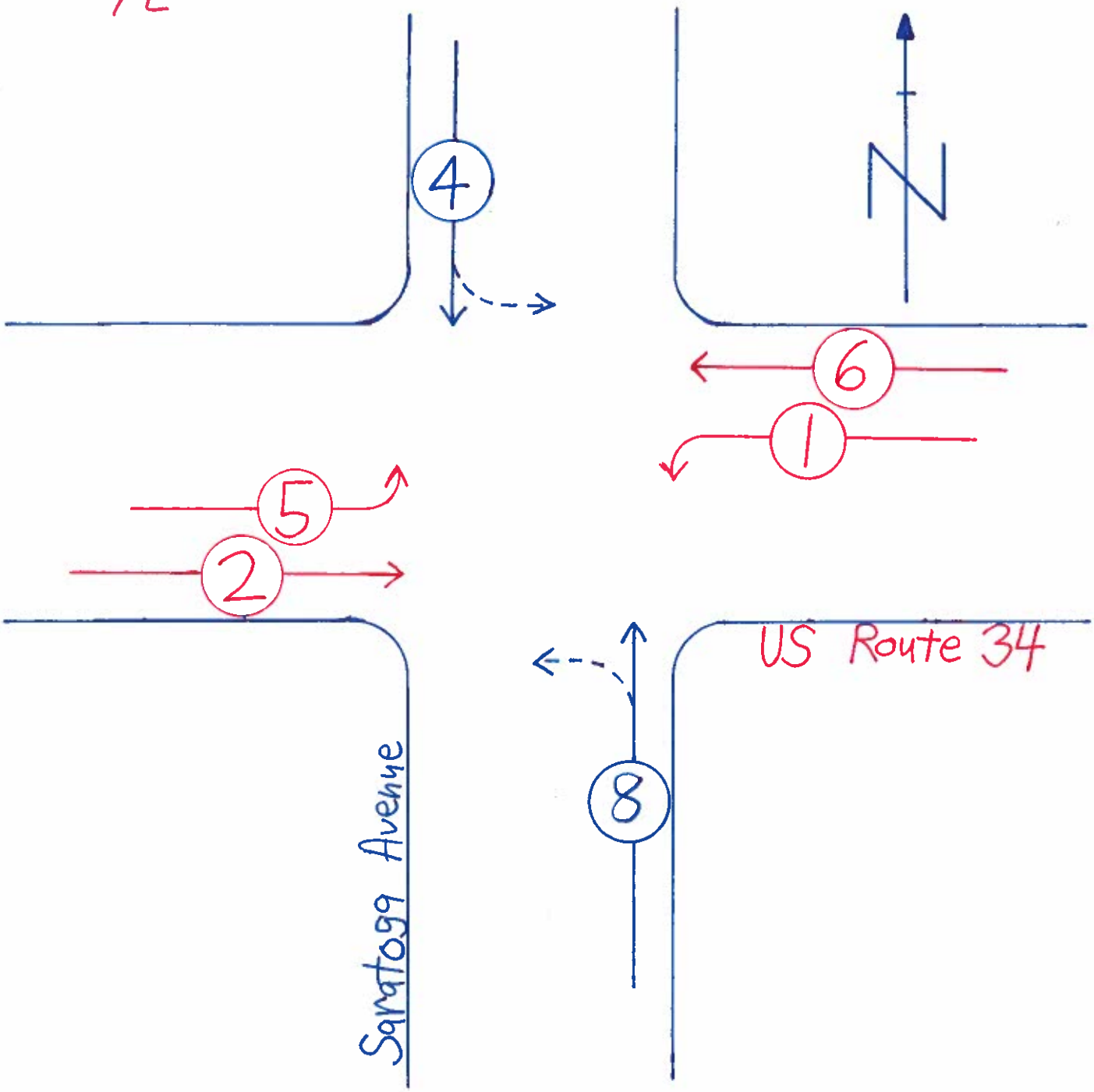
NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0600	2	NO
2	1	0900	1	NO
3	1	1500	3	NO
4	1	1900	1	NO
5	1	2200	4	NO
6	2	0700	1	NO
7	2	2200	4	NO
8	3	0900	1	NO
9	3	2100	4	NO

Monday-Friday

Saturday

Sunday



US 34 (OGDEN) @ IL 83 WEST RAMP US 34 (OGDEN) & SARATOGA AVE 12/5/2025 9:42

↑master controller ↑LOCAL INT.

TOD Weekly/Yearly

Weekly Program Numbers

	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	3	1	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Tuesday. . .	1	1	1	1	1	1	1	1	1	1	Program No.
Wednesday. .	1	1	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Saturday . .	2	1	1	1	1	1	1	1	1	1	Program No.

Week of Year

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

7 BREW COFFEE DRIVE THROUGH DATA

Kimley»Horn

7 Brew – Naperville, IL

Location: _____

Date: 6/9/26

Weather Condition: Cloudy

DRIVE-THRU STACKING OBSERVATIONS

	TIME	MAX QUEUE - Lane 1	MAX QUEUE - Lane 2	SERVICE TIME 1	SERVICE TIME 2	TIME	MAX QUEUE - Lane 1	MAX QUEUE - Lane 2	SERVICE TIME 1	SERVICE TIME 2	
1	7:00 AM			0:00	2:19	2:00 PM			0:17	5:37	2
1	7:05 AM			0:00	1:53	2:05 PM			—	—	
1	7:10 AM			0:30	2:48	2:10 PM			1:38	2:23	1
2	7:15 AM			0:00	2:44	2:15 PM			1:23	2:06	1
1	7:20 AM			0:00	2:09	2:20 PM			1:19	3:14	
2	7:25 AM			0:17	4:28	2:25 PM			0:56	5:22	2
2	7:30 AM			0:22	5:18	2:30 PM			—	—	
	7:35 AM			—	—	2:35 PM			3:43	9:57	2
2	7:40 AM			1:27	3:48	2:40 PM			—	—	
	7:45 AM			—	—	2:45 PM			1:19	5:57	1
1	7:50 AM			0:00	2:56	2:50 PM			—	—	
2	7:55 AM			0:00	2:41	2:55 PM			0:15	3:12	2
1	8:00 AM			0:27	3:18	3:00 PM			2:01	2:50	1
1	8:05 AM			0:00	1:55	3:05 PM			0:14	5:21	1
1	8:10 AM			0:43	8:58	3:10 PM			—	—	
	8:15 AM			—	—	3:15 PM			0:21	8:55	2
2	8:20 AM			0:46	4:05	3:20 PM			—	—	
	8:25 AM			—	—	3:25 PM			0:23	10:11	1
1	8:30 AM			0:15	3:21	3:30 PM			—	—	
1	8:35 AM			0:15	2:20	3:35 PM			—	—	
2	8:40 AM			0:50	4:46	3:40 PM			1:03	8:26	1
1	8:45 AM			0:34	1:21	3:45 PM			—	—	
2	8:50 AM			1:06	2:14	3:50 PM			0:44	5:17	1
1	8:55 AM			0:00	1:19	3:55 PM			—	—	

Kimley»Horn

7 Brew – Naperville, IL

Date:_____

Location:_____

Weather Condition:_____

DRIVE-THRU STACKING OBSERVATIONS

TIME	MAX QUEUE - Lane 1	MAX QUEUE - Lane 2	SERVICE TIME 1	SERVICE TIME 2	TIME	MAX QUEUE - Lane 1	MAX QUEUE - Lane 2	SERVICE TIME 1	SERVICE TIME 2
7:00 AM	1	0			2:00 PM	4	7		
7:05 AM	1	1			2:05 PM	4	7		
7:10 AM	2	0			2:10 PM	6	4		
7:15 AM	2	1			2:15 PM	6	5		
7:20 AM	2	1			2:20 PM	6	6		
7:25 AM	3	2			2:25 PM	5	5		
7:30 AM	3	4			2:30 PM	9	8		
7:35 AM	4	1			2:35 PM	10	13		
7:40 AM	6	1			2:40 PM	10	13		
7:45 AM	4	1			2:45 PM	10	13		
7:50 AM	1	0			2:50 PM	10	11		
7:55 AM	3	0			2:55 PM	6	9		
8:00 AM	1	0			3:00 PM	5	5		
8:05 AM	2	2			3:05 PM	6	5		
8:10 AM	3	4			3:10 PM	6	5		
8:15 AM	5	8			3:15 PM	6	6		
8:20 AM	7	8			3:20 PM	3	7		
8:25 AM	6	8			3:25 PM	7	8		
8:30 AM	5	3			3:30 PM	7	6		
8:35 AM	4	4			3:35 PM	6	7		
8:40 AM	2	1			3:40 PM	6	5		
8:45 AM	3	5			3:45 PM	6	9		
8:50 AM	2	3			3:50 PM	7	6		
8:55 AM	3	0			3:55 PM	7	7		
9:00 AM	2	0			4:00 PM	4	6		

→ see next sheet

X backed up to entrance → makes single line @ X

Kimley»Horn

7:00-7:15 Entering: 21
7:15-7:30 Entering: 18
7:30-7:45 Entering: 18
7:45-8:00 Entering: 8
7-8AM Total Entering: 65
8:00-8:15 Entering: 24
8:15-8:30 Entering: 20
8:30-8:45 Entering: 24
8:45-9:00 Entering: 14
8-9AM Total Entering: 82

2:00-2:15 Entering: 29
2:15-2:30 Entering: 34
2:30-2:45 Entering: 42
2:45-3:00 Entering: 26
2-3PM Total Entering: 131
3:00-3:15 Entering: 26
3:15-3:30 Entering: 28
3:30-3:45 Entering: 25
3:45-4:00 Entering: 24
3-4PM Total Entering:

Max Queue: Maximum queue observed during the 5-minute period

Service Time 1: How long does it take the car from arriving at the queue to ordering (so if there is no queue, this should be 0)

Service Time 2: Order window to receiving order and leaving

DUTCH BROS DRIVE THROUGH DATA

2510 Laporte Ave,
Valparaiso, IN 46383

IN0701	Avg. Guest
4:00 AM	3
5:00 AM	18
6:00 AM	36
7:00 AM	59
8:00 AM	71
9:00 AM	85
10:00 AM	94
11:00 AM	89
12:00 PM	86
1:00 PM	86
2:00 PM	83
3:00 PM	84
4:00 PM	77
5:00 PM	65
6:00 PM	58
7:00 PM	48
8:00 PM	36
9:00 PM	23
10:00 PM	12
11:00 PM	-
12:00 AM	-

671 E 109th Place,
Crown Point, IN 46307

	Avg. Guest
4:00 AM	3
5:00 AM	26
6:00 AM	52
7:00 AM	68
8:00 AM	80
9:00 AM	85
10:00 AM	88
11:00 AM	87
12:00 PM	85
1:00 PM	85
2:00 PM	85
3:00 PM	81
4:00 PM	75
5:00 PM	71
6:00 PM	63
7:00 PM	58
8:00 PM	49
9:00 PM	33
10:00 PM	18
11:00 PM	1
12:00 AM	-

502 IAA Dr, Bloomington, IL 61701

IL1301	Avg. Guest
4:00 AM	2
5:00 AM	25
6:00 AM	53
7:00 AM	80
8:00 AM	95
9:00 AM	93
10:00 AM	104
11:00 AM	101
12:00 PM	103
1:00 PM	98
2:00 PM	102
3:00 PM	97
4:00 PM	95
5:00 PM	80
6:00 PM	72
7:00 PM	66
8:00 PM	54
9:00 PM	35
10:00 PM	14
11:00 PM	-
12:00 AM	-

809 W Green St, Urbana, IL 61801

IL0301	Avg. Guest
4:00 AM	1
5:00 AM	7
6:00 AM	19
7:00 AM	33
8:00 AM	46
9:00 AM	54
10:00 AM	61
11:00 AM	63
12:00 PM	67
1:00 PM	64
2:00 PM	62
3:00 PM	62
4:00 PM	53
5:00 PM	43
6:00 PM	34
7:00 PM	27
8:00 PM	22
9:00 PM	18
10:00 PM	10
11:00 PM	3
12:00 AM	-

1 Sunset Dr, Mt Vernon, IL 62864

IL0201	Avg. Guest
4:00 AM	1
5:00 AM	7
6:00 AM	15
7:00 AM	33
8:00 AM	36
9:00 AM	34
10:00 AM	36
11:00 AM	33
12:00 PM	33
1:00 PM	32
2:00 PM	31
3:00 PM	33
4:00 PM	30
5:00 PM	25
6:00 PM	20
7:00 PM	16
8:00 PM	12
9:00 PM	8
10:00 PM	5
11:00 PM	1
12:00 AM	-

OPENING DAY TRAFFIC MITIGATION PLAN

ENTRANCE CLOSED

EXIT ONLY

DUTCH BROS
1,244± SF
FFE = 741.50'

DB CREW PARKING

TRAFFIC CONES

DBTC1

4' TALL ALUMINUM FENCE MOUNTED IN CURB

24' WIDE DEPRESSED CURB & GUTTER

RETAINING WALL

ASPHALT

CONCRETE

RAMP

ENTRANCE

NG

GI-1 GI-2 GI-3

DMH-1 DMH-2 DMH-3

T1 T2 T3 T4

L1

R=2.0' R=20.0' R=27.0' R=12.0' R=8.5' R=20.5' R=10.0'

FFE:742.75'

FFE:741.34'

FFE:742.3'

C/L

N

GV

EM

V

10' 5' 0 10'

30.00'

30.11'

30.00'

30.00'

30.00'

OH-ELEC

AR

T

G

E

D

DATE

1 2 3 4 5 6

EXHIBIT 2

1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
FAX: (630) 271-0774
Website: www.ecivil.com

MEI BETTER INFRASTRUCTURE BETTER ENVIRONMENTS BETTER LIFE!

FIELD CREW: PW
DRAWN BY: CJS
CHECKED BY: AS
APPROVED BY: AR
DATE: 6/09/2026
SCALE: HORIZ 1"=10'
VERT –

SHEET
E2
OF 10 SHEETS

PROJ # 26-PR-1004

6/23/2026 2:53:54 PM
H:\26-PR\1004 - 1205 Ogden, Downers Grove\Engineering\Rev-00\26-PR-1004_SITE_2026-06-19-EXHIBIT2.dwg

EXISTING CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	70	1120	70	110	985	20	135	50	110	30
Future Volume (veh/h)	70	1120	70	110	985	20	135	50	110	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.96	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870
Adj Flow Rate, veh/h	74	1179	74	116	1037	21	142	53	116	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2
Cap, veh/h	384	2318	145	328	2450	50	234	98	216	174
Arrive On Green	0.03	0.65	0.65	0.04	0.66	0.66	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1767	3574	224	1739	3720	75	1234	508	1112	1189
Grp Volume(v), veh/h	74	616	637	116	517	541	142	0	169	32
Grp Sat Flow(s),veh/h/ln	1767	1870	1928	1739	1856	1939	1234	0	1620	1189
Q Serve(g_s), s	1.8	22.5	22.5	2.9	17.1	17.1	14.5	0.0	12.2	3.2
Cycle Q Clear(g_c), s	1.8	22.5	22.5	2.9	17.1	17.1	20.9	0.0	12.2	15.4
Prop In Lane	1.00		0.12	1.00		0.04	1.00		0.69	1.00
Lane Grp Cap(c), veh/h	384	1213	1250	328	1222	1278	234	0	314	174
V/C Ratio(X)	0.19	0.51	0.51	0.35	0.42	0.42	0.61	0.00	0.54	0.18
Avail Cap(c_a), veh/h	518	1213	1250	442	1222	1278	260	0	349	200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	12.0	12.0	9.5	10.5	10.5	53.8	0.0	47.2	54.1
Incr Delay (d2), s/veh	0.2	1.5	1.5	0.6	1.1	1.0	5.9	0.0	3.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	14.3	14.7	1.9	11.3	11.7	8.6	0.0	9.0	1.9
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	8.5	13.5	13.5	10.1	11.6	11.5	59.7	0.0	50.2	55.2
LnGrp LOS	A	B	B	B	B	B	E		D	E
Approach Vol, veh/h		1327			1174			311		
Approach Delay, s/veh		13.2			11.4			54.5		
Approach LOS		B			B			D		

Timer - Assigned Phs	1	2		4	5	6		8		
Phs Duration (G+Y+Rc), s	8.5	90.3		31.2	7.2	91.6		31.2		
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0		
Max Green Setting (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0		
Max Q Clear Time (g_c+I1), s	4.9	24.5		22.9	3.8	19.1		17.4		
Green Ext Time (p_c), s	0.2	34.9		1.2	0.1	30.8		0.7		

Intersection Summary			
HCM 7th Control Delay, s/veh		18.4	
HCM 7th LOS		B	



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	35	55
Future Volume (veh/h)	35	55
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		0.96
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	37	58
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	124	195
Arrive On Green	0.19	0.19
Sat Flow, veh/h	640	1004
Grp Volume(v), veh/h	0	95
Grp Sat Flow(s),veh/h/ln	0	1644
Q Serve(g_s), s	0.0	6.4
Cycle Q Clear(g_c), s	0.0	6.4
Prop In Lane		0.61
Lane Grp Cap(c), veh/h	0	319
V/C Ratio(X)	0.00	0.30
Avail Cap(c_a), veh/h	0	354
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	44.8
Incr Delay (d2), s/veh	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	45.9
LnGrp LOS		D
Approach Vol, veh/h	127	
Approach Delay, s/veh	48.3	
Approach LOS	D	
Timer - Assigned Phs		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	70	1120	70	110	985	20	135	50	110	30
Future Volume (veh/h)	70	1120	70	110	985	20	135	50	110	30
Number	5	2	12	1	6	16	7	4	14	3
Initial Q, veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.97		0.96	0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Lanes Open During Work Zone										
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870
Adj Flow Rate, veh/h	74	1179	74	116	1037	21	142	53	116	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes
Cap, veh/h	384	2318	145	328	2450	50	234	98	216	174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.65	0.65	0.04	0.66	0.66	0.19	0.19	0.19	0.19
Unsig. Movement Delay										
Ln Grp Delay, s/veh	8.5	13.5	13.5	10.1	11.6	11.5	59.7	0.0	50.2	55.2
Ln Grp LOS	A	B	B	B	B	B	E		D	E
Approach Vol, veh/h		1327			1174			311		
Approach Delay, s/veh		13.2			11.4			54.5		
Approach LOS		B			B			D		

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	8.5	90.3		31.2	7.2	91.6		31.2
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0
Max Allow Headway (MAH), s	3.8	9.1		7.0	3.8	9.1		7.3
Max Q Clear (g_c+I1), s	4.9	24.5		22.9	3.8	19.1		17.4
Green Ext Time (g_e), s	0.2	34.9		1.2	0.1	30.8		0.7
Prob of Phs Call (p_c)	0.98	1.00		1.00	0.93	1.00		1.00
Prob of Max Out (p_x)	0.01	0.64		1.00	0.00	0.42		0.27

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1739			1234	1767			1189

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3574		508		3720		640

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		224		1112		75		1004

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	35	55
Future Volume (veh/h)	35	55
Number	8	18
Initial Q, veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj (A_pbT)		0.96
Parking Bus Adj	1.00	1.00
Work Zone On Approach	No	
Lanes Open During Work Zone		
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	37	58
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Opposing Right Turn Influence		
Cap, veh/h	124	195
HCM Platoon Ratio	1.00	1.00
Prop Arrive On Green	0.19	0.19
Unsig. Movement Delay		
Ln Grp Delay, s/veh	0.0	45.9
Ln Grp LOS		D
Approach Vol, veh/h	127	
Approach Delay, s/veh	48.3	
Approach LOS	D	
Timer:		

Lane Assignment	L (Pr/Pm)			ℾL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	116	0	0	142	74	0	0	32
Grp Sat Flow (s), veh/h/ln	1739	0	0	1234	1767	0	0	1189
Q Serve Time (g_s), s	2.9	0.0	0.0	14.5	1.8	0.0	0.0	3.2
Cycle Q Clear Time (g_c), s	2.9	0.0	0.0	20.9	1.8	0.0	0.0	15.4
Perm LT Sat Flow (s_l), veh/h/ln	433	0	0	1234	529	0	0	1189
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	84.3	0.0	0.0	25.2	84.3	0.0	0.0	25.2
Perm LT Serve Time (g_u), s	61.8	0.0	0.0	18.8	68.5	0.0	0.0	13.0
Perm LT Q Serve Time (g_ps), s	8.2	0.0	0.0	14.5	2.6	0.0	0.0	3.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	328	0	0	234	384	0	0	174
V/C Ratio (X)	0.35	0.00	0.00	0.61	0.19	0.00	0.00	0.18
Avail Cap (c_a), veh/h	442	0	0	260	518	0	0	200
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	9.5	0.0	0.0	53.8	8.2	0.0	0.0	54.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	5.9	0.2	0.0	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.1	0.0	0.0	59.7	8.5	0.0	0.0	55.2
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	4.5	0.7	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.74	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.9	0.0	0.0	8.6	1.2	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	2.47	0.16	0.00	0.00	0.63
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	616	0	0	0	517	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1856	0	0
Q Serve Time (g_s), s	0.0	22.5	0.0	0.0	0.0	17.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.5	0.0	0.0	0.0	17.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1213	0	0	0	1222	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1213	0	0	0	1222	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.0	0.0	0.0	0.0	10.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.5	0.0	0.0	0.0	11.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.8	0.0	0.0	0.0	6.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.00	0.00	1.62	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	14.3	0.0	0.0	0.0	11.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.40	0.00	0.00	0.00	0.51	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	637	0	169	0	541	0	95
Grp Sat Flow (s), veh/h/ln	0	1928	0	1620	0	1939	0	1644
Q Serve Time (g_s), s	0.0	22.5	0.0	12.2	0.0	17.1	0.0	6.4
Cycle Q Clear Time (g_c), s	0.0	22.5	0.0	12.2	0.0	17.1	0.0	6.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.12	0.00	0.69	0.00	0.04	0.00	0.61
Lane Grp Cap (c), veh/h	0	1250	0	314	0	1278	0	319
V/C Ratio (X)	0.00	0.51	0.00	0.54	0.00	0.42	0.00	0.30
Avail Cap (c_a), veh/h	0	1250	0	349	0	1278	0	354
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.0	0.0	47.2	0.0	10.5	0.0	44.8
Incr Delay (d2), s/veh	0.0	1.5	0.0	3.0	0.0	1.0	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.5	0.0	50.2	0.0	11.5	0.0	45.9
1st-Term Q (Q1), veh/ln	0.0	9.1	0.0	5.0	0.0	6.9	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.53	0.00	1.72	0.00	1.61	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	14.7	0.0	9.0	0.0	11.7	0.0	5.0
%ile Storage Ratio (RQ%)	0.00	1.44	0.00	1.73	0.00	0.52	0.00	0.35
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1285	10	0	1170	0	1
Future Vol, veh/h	1285	10	0	1170	0	1
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	3	2	2
Mvmt Flow	1353	11	0	1232	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	682
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	393
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	393
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	393	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	14.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	5	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	25	6	24	23	4	6	0	0	6	0	0
Stage 1	16	16	-	6	6	-	-	-	-	-	-	-
Stage 2	4	8	-	18	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	869	1077	987	871	1080	1615	-	-	1615	-	-
Stage 1	1003	882	-	1016	891	-	-	-	-	-	-	-
Stage 2	1019	889	-	1001	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	987	865	1077	976	867	1080	1615	-	-	1615	-	-
Mov Cap-2 Maneuver	987	865	-	976	867	-	-	-	-	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-	-	-	-	-
Stage 2	1016	888	-	990	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9	8.73	1.03	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	220	-	-	907	972	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.008	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	10	1	1	1	5	290	1	1	215	1
Future Vol, veh/h	5	1	10	1	1	1	5	290	1	1	215	1
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	13	13	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	100	2	6	2	2	4	2
Mvmt Flow	5	1	11	1	1	1	5	305	1	1	226	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	546	560	231	561	560	319	228	0	0	319	0	0
Stage 1	230	230	-	329	329	-	-	-	-	-	-	-
Stage 2	316	330	-	232	230	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	7.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	4.2	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	448	437	808	438	437	543	1340	-	-	1241	-	-
Stage 1	773	714	-	684	646	-	-	-	-	-	-	-
Stage 2	695	646	-	771	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	443	430	806	423	430	537	1339	-	-	1227	-	-
Mov Cap-2 Maneuver	443	430	-	423	430	-	-	-	-	-	-	-
Stage 1	771	713	-	673	636	-	-	-	-	-	-	-
Stage 2	689	636	-	757	712	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.02	12.92	0.13	0.04
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	30	-	-	615	458	8	-	-
HCM Lane V/C Ratio	0.004	-	-	0.027	0.007	0.001	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	11	12.9	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Existing (2026) Traffic Volumes
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	130	1375	65	115	1370	55	100	75	95	75
Future Volume (veh/h)	130	1375	65	115	1370	55	100	75	95	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.95	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1447	68	121	1442	58	105	79	100	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	2406	113	269	2412	97	183	139	175	159
Arrive On Green	0.04	0.66	0.66	0.04	0.66	0.66	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3638	171	1781	3666	147	1204	728	921	1172
Grp Volume(v), veh/h	137	742	773	121	734	766	105	0	179	79
Grp Sat Flow(s),veh/h/ln	1781	1870	1938	1781	1870	1942	1204	0	1649	1172
Q Serve(g_s), s	3.5	31.2	31.4	3.1	30.9	31.1	11.9	0.0	13.8	9.2
Cycle Q Clear(g_c), s	3.5	31.2	31.4	3.1	30.9	31.1	23.3	0.0	13.8	23.0
Prop In Lane	1.00		0.09	1.00		0.08	1.00		0.56	1.00
Lane Grp Cap(c), veh/h	276	1237	1282	269	1231	1278	183	0	314	159
V/C Ratio(X)	0.50	0.60	0.60	0.45	0.60	0.60	0.57	0.00	0.57	0.50
Avail Cap(c_a), veh/h	388	1237	1282	387	1231	1278	229	0	377	204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	13.3	13.3	12.2	13.5	13.5	60.9	0.0	51.5	61.9
Incr Delay (d2), s/veh	1.4	2.2	2.1	1.2	2.1	2.1	6.0	0.0	3.5	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	19.1	19.8	2.2	19.0	19.7	7.2	0.0	10.1	5.4
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	13.9	15.5	15.5	13.4	15.6	15.6	66.8	0.0	54.9	66.9
LnGrp LOS	B	B	B	B	B	B	E		D	E
Approach Vol, veh/h		1652			1621			284		
Approach Delay, s/veh		15.3			15.4			59.3		
Approach LOS		B			B			E		

Timer - Assigned Phs	1	2		4	5	6		8		
Phs Duration (G+Y+Rc), s	8.7	98.6		32.7	9.2	98.1		32.7		
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0		
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0		
Max Q Clear Time (g_c+I1), s	5.1	33.4		25.3	5.5	33.1		25.0		
Green Ext Time (p_c), s	0.2	38.3		1.4	0.2	38.3		1.1		

Intersection Summary			
HCM 7th Control Delay, s/veh		21.2	
HCM 7th LOS		C	



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	50	90
Future Volume (veh/h)	50	90
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	53	95
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	111	198
Arrive On Green	0.19	0.19
Sat Flow, veh/h	580	1040
Grp Volume(v), veh/h	0	148
Grp Sat Flow(s),veh/h/ln	0	1620
Q Serve(g_s), s	0.0	11.4
Cycle Q Clear(g_c), s	0.0	11.4
Prop In Lane		0.64
Lane Grp Cap(c), veh/h	0	309
V/C Ratio(X)	0.00	0.48
Avail Cap(c_a), veh/h	0	370
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	50.5
Incr Delay (d2), s/veh	0.0	2.5
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	52.9
LnGrp LOS		D
Approach Vol, veh/h	227	
Approach Delay, s/veh	57.8	
Approach LOS	E	
Timer - Assigned Phs		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	130	1375	65	115	1370	55	100	75	95	75
Future Volume (veh/h)	130	1375	65	115	1370	55	100	75	95	75
Number	5	2	12	1	6	16	7	4	14	3
Initial Q, veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.97		0.95	0.97
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Lanes Open During Work Zone										
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1447	68	121	1442	58	105	79	100	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes
Cap, veh/h	276	2406	113	269	2412	97	183	139	175	159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.66	0.66	0.04	0.66	0.66	0.19	0.19	0.19	0.19
Unsig. Movement Delay										
Ln Grp Delay, s/veh	13.9	15.5	15.5	13.4	15.6	15.6	66.8	0.0	54.9	66.9
Ln Grp LOS	B	B	B	B	B	B	E		D	E
Approach Vol, veh/h		1652			1621			284		
Approach Delay, s/veh		15.3			15.4			59.3		
Approach LOS		B			B			E		

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	8.7	98.6		32.7	9.2	98.1		32.7
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		7.1	3.8	9.1		7.2
Max Q Clear (g_c+I1), s	5.1	33.4		25.3	5.5	33.1		25.0
Green Ext Time (g_e), s	0.2	38.3		1.4	0.2	38.3		1.1
Prob of Phs Call (p_c)	0.99	1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.83		1.00	0.01	0.82		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1204	1781			1172

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3638		728		3666		580

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		171		921		147		1040

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	50	90
Future Volume (veh/h)	50	90
Number	8	18
Initial Q, veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj (A_pbT)		0.95
Parking Bus Adj	1.00	1.00
Work Zone On Approach	No	
Lanes Open During Work Zone		
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	53	95
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Opposing Right Turn Influence		
Cap, veh/h	111	198
HCM Platoon Ratio	1.00	1.00
Prop Arrive On Green	0.19	0.19
Unsig. Movement Delay		
Ln Grp Delay, s/veh	0.0	52.9
Ln Grp LOS		D
Approach Vol, veh/h	227	
Approach Delay, s/veh	57.8	
Approach LOS	E	
Timer:		

Lane Assignment	L (Pr/Pm)			℔L (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	121	0	0	105	137	0	0	79
Grp Sat Flow (s), veh/h/ln	1781	0	0	1204	1781	0	0	1172
Q Serve Time (g_s), s	3.1	0.0	0.0	11.9	3.5	0.0	0.0	9.2
Cycle Q Clear Time (g_c), s	3.1	0.0	0.0	23.3	3.5	0.0	0.0	23.0
Perm LT Sat Flow (s_l), veh/h/ln	345	0	0	1204	350	0	0	1172
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	92.1	0.0	0.0	26.7	92.1	0.0	0.0	26.7
Perm LT Serve Time (g_u), s	61.2	0.0	0.0	15.3	61.0	0.0	0.0	12.9
Perm LT Q Serve Time (g_ps), s	16.7	0.0	0.0	11.9	20.0	0.0	0.0	9.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	269	0	0	183	276	0	0	159
V/C Ratio (X)	0.45	0.00	0.00	0.57	0.50	0.00	0.00	0.50
Avail Cap (c_a), veh/h	387	0	0	229	388	0	0	204
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	12.2	0.0	0.0	60.9	12.6	0.0	0.0	61.9
Incr Delay (d2), s/veh	1.2	0.0	0.0	6.0	1.4	0.0	0.0	5.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.4	0.0	0.0	66.8	13.9	0.0	0.0	66.9
1st-Term Q (Q1), veh/ln	1.1	0.0	0.0	3.7	1.3	0.0	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.3	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	2.2	0.0	0.0	7.2	2.5	0.0	0.0	5.4
%ile Storage Ratio (RQ%)	0.18	0.00	0.00	2.02	0.31	0.00	0.00	1.82
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	742	0	0	0	734	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	31.2	0.0	0.0	0.0	30.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	31.2	0.0	0.0	0.0	30.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1237	0	0	0	1231	0	0
V/C Ratio (X)	0.00	0.60	0.00	0.00	0.00	0.60	0.00	0.00
Avail Cap (c_a), veh/h	0	1237	0	0	0	1231	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.3	0.0	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.5	0.0	0.0	0.0	15.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.4	0.0	0.0	0.0	12.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.45	0.00	1.00	0.00	1.45	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	19.1	0.0	0.0	0.0	19.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.86	0.00	0.00	0.00	0.84	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	773	0	179	0	766	0	148
Grp Sat Flow (s), veh/h/ln	0	1938	0	1649	0	1942	0	1620
Q Serve Time (g_s), s	0.0	31.4	0.0	13.8	0.0	31.1	0.0	11.4
Cycle Q Clear Time (g_c), s	0.0	31.4	0.0	13.8	0.0	31.1	0.0	11.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.56	0.00	0.08	0.00	0.64
Lane Grp Cap (c), veh/h	0	1282	0	314	0	1278	0	309
V/C Ratio (X)	0.00	0.60	0.00	0.57	0.00	0.60	0.00	0.48
Avail Cap (c_a), veh/h	0	1282	0	377	0	1278	0	370
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.3	0.0	51.5	0.0	13.5	0.0	50.5
Incr Delay (d2), s/veh	0.0	2.1	0.0	3.5	0.0	2.1	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.5	0.0	54.9	0.0	15.6	0.0	52.9
1st-Term Q (Q1), veh/ln	0.0	12.9	0.0	5.8	0.0	12.9	0.0	4.7
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.3	0.0	0.7	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.44	0.00	1.66	0.00	1.44	0.00	1.74
%ile Back of Q (95%), veh/ln	0.0	19.8	0.0	10.1	0.0	19.7	0.0	8.5
%ile Storage Ratio (RQ%)	0.00	1.93	0.00	1.95	0.00	0.87	0.00	0.60
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.2
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1340	10	0	1540	0	5
Future Vol, veh/h	1340	10	0	1540	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1411	11	0	1621	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	711
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	376
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	376
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.72
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	376	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Ctrl Dly (s/v)	14.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Future Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	5	1	1	1	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	21	6	20	21	2	6	0	0	2	0	0
Stage 1	16	16	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	16	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	873	1077	993	873	1083	1615	-	-	1620	-	-
Stage 1	1003	882	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1003	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	983	870	1077	987	870	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	983	870	-	987	870	-	-	-	-	-	-	-
Stage 1	1000	879	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	892	-	998	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.73	8.51	2.41	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	969	1032	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.007	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	5	5	1	20	1	155	10	15	135	5
Future Vol, veh/h	5	5	5	5	1	20	1	155	10	15	135	5
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	7	7	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	5	5	1	21	1	163	11	16	142	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	343	360	146	354	357	175	148	0	0	181	0	0
Stage 1	177	177	-	178	178	-	-	-	-	-	-	-
Stage 2	166	183	-	176	180	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	611	567	901	601	569	868	1433	-	-	1395	-	-
Stage 1	824	752	-	824	752	-	-	-	-	-	-	-
Stage 2	836	748	-	825	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	587	556	901	581	557	863	1432	-	-	1387	-	-
Mov Cap-2 Maneuver	587	556	-	581	557	-	-	-	-	-	-	-
Stage 1	814	742	-	819	747	-	-	-	-	-	-	-
Stage 2	814	743	-	805	741	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.68	9.82	0.05	0.74
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	11	-	-	650	774	173	-	-
HCM Lane V/C Ratio	0.001	-	-	0.024	0.035	0.011	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.7	9.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	95	1085	55	75	1425	45	80	50	60	80
Future Volume (veh/h)	95	1085	55	75	1425	45	80	50	60	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.95	0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1142	58	79	1500	47	84	53	63	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	2449	124	346	2486	78	159	140	167	204
Arrive On Green	0.03	0.68	0.68	0.03	0.67	0.67	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3622	184	1781	3703	116	1178	755	898	1231
Grp Volume(v), veh/h	100	589	611	79	756	791	84	0	116	84
Grp Sat Flow(s),veh/h/ln	1781	1870	1936	1781	1870	1948	1178	0	1653	1231
Q Serve(g_s), s	2.5	20.9	20.9	2.0	31.2	31.4	9.8	0.0	8.6	9.0
Cycle Q Clear(g_c), s	2.5	20.9	20.9	2.0	31.2	31.4	23.0	0.0	8.6	17.6
Prop In Lane	1.00		0.09	1.00		0.06	1.00		0.54	1.00
Lane Grp Cap(c), veh/h	258	1265	1309	346	1256	1308	159	0	307	204
V/C Ratio(X)	0.39	0.47	0.47	0.23	0.60	0.60	0.53	0.00	0.38	0.41
Avail Cap(c_a), veh/h	385	1265	1309	482	1256	1308	209	0	378	257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	10.7	10.7	8.4	12.7	12.7	62.3	0.0	49.9	57.6
Incr Delay (d2), s/veh	0.9	1.2	1.2	0.3	2.1	2.1	5.8	0.0	1.6	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	13.4	13.8	1.3	18.9	19.7	5.8	0.0	6.8	5.4
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	12.5	12.0	11.9	8.7	14.8	14.8	68.0	0.0	51.6	60.5
LnGrp LOS	B	B	B	A	B	B	E		D	E
Approach Vol, veh/h		1300			1626			200		
Approach Delay, s/veh		12.0			14.5			58.5		
Approach LOS		B			B			E		

Timer - Assigned Phs	1	2		4	5	6		8		
Phs Duration (G+Y+Rc), s	7.4	100.7		32.0	8.0	100.0		32.0		
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0		
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0		
Max Q Clear Time (g_c+I1), s	4.0	22.9		25.0	4.5	33.4		19.6		
Green Ext Time (p_c), s	0.1	36.5		0.9	0.1	38.8		1.9		

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	80	85
Future Volume (veh/h)	80	85
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	84	89
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	150	159
Arrive On Green	0.19	0.19
Sat Flow, veh/h	808	856
Grp Volume(v), veh/h	0	173
Grp Sat Flow(s),veh/h/ln	0	1663
Q Serve(g_s), s	0.0	13.2
Cycle Q Clear(g_c), s	0.0	13.2
Prop In Lane		0.51
Lane Grp Cap(c), veh/h	0	309
V/C Ratio(X)	0.00	0.56
Avail Cap(c_a), veh/h	0	380
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	51.8
Incr Delay (d2), s/veh	0.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	9.9
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	55.2
LnGrp LOS		E
Approach Vol, veh/h	257	
Approach Delay, s/veh	56.9	
Approach LOS	E	
Timer - Assigned Phs		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	95	1085	55	75	1425	45	80	50	60	80
Future Volume (veh/h)	95	1085	55	75	1425	45	80	50	60	80
Number	5	2	12	1	6	16	7	4	14	3
Initial Q, veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.97		0.95	0.96
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Lanes Open During Work Zone										
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1142	58	79	1500	47	84	53	63	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes
Cap, veh/h	258	2449	124	346	2486	78	159	140	167	204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.68	0.68	0.03	0.67	0.67	0.19	0.19	0.19	0.19
Unsig. Movement Delay										
Ln Grp Delay, s/veh	12.5	12.0	11.9	8.7	14.8	14.8	68.0	0.0	51.6	60.5
Ln Grp LOS	B	B	B	A	B	B	E		D	E
Approach Vol, veh/h		1300			1626			200		
Approach Delay, s/veh		12.0			14.5			58.5		
Approach LOS		B			B			E		

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	7.4	100.7		32.0	8.0	100.0		32.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		7.1	3.8	9.1		7.2
Max Q Clear (g_c+I1), s	4.0	22.9		25.0	4.5	33.4		19.6
Green Ext Time (g_e), s	0.1	36.5		0.9	0.1	38.8		1.9
Prob of Phs Call (p_c)	0.95	1.00		1.00	0.98	1.00		1.00
Prob of Max Out (p_x)	0.00	0.55		1.00	0.00	0.85		0.25

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1178	1781			1231

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3622		755		3703		808

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		184		898		116		856

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	80	85
Future Volume (veh/h)	80	85
Number	8	18
Initial Q, veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj (A_pbT)		0.95
Parking Bus Adj	1.00	1.00
Work Zone On Approach	No	
Lanes Open During Work Zone		
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	84	89
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Opposing Right Turn Influence		
Cap, veh/h	150	159
HCM Platoon Ratio	1.00	1.00
Prop Arrive On Green	0.19	0.19
Unsig. Movement Delay		
Ln Grp Delay, s/veh	0.0	55.2
Ln Grp LOS		E
Approach Vol, veh/h	257	
Approach Delay, s/veh	56.9	
Approach LOS	E	
Timer:		

Lane Assignment	L (Pr/Pm)			℔L (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	79	0	0	84	100	0	0	84
Grp Sat Flow (s), veh/h/ln	1781	0	0	1178	1781	0	0	1231
Q Serve Time (g_s), s	2.0	0.0	0.0	9.8	2.5	0.0	0.0	9.0
Cycle Q Clear Time (g_c), s	2.0	0.0	0.0	23.0	2.5	0.0	0.0	17.6
Perm LT Sat Flow (s_l), veh/h/ln	466	0	0	1178	334	0	0	1231
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	94.0	0.0	0.0	26.0	94.0	0.0	0.0	26.0
Perm LT Serve Time (g_u), s	73.8	0.0	0.0	12.7	62.6	0.0	0.0	17.4
Perm LT Q Serve Time (g_ps), s	4.1	0.0	0.0	9.8	13.4	0.0	0.0	9.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	346	0	0	159	258	0	0	204
V/C Ratio (X)	0.23	0.00	0.00	0.53	0.39	0.00	0.00	0.41
Avail Cap (c_a), veh/h	482	0	0	209	385	0	0	257
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.4	0.0	0.0	62.3	11.5	0.0	0.0	57.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	5.8	0.9	0.0	0.0	2.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.7	0.0	0.0	68.0	12.5	0.0	0.0	60.5
1st-Term Q (Q1), veh/ln	0.7	0.0	0.0	3.0	0.9	0.0	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.3	0.0	0.0	5.8	1.7	0.0	0.0	5.4
%ile Storage Ratio (RQ%)	0.11	0.00	0.00	1.63	0.22	0.00	0.00	1.82
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	589	0	0	0	756	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	20.9	0.0	0.0	0.0	31.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.9	0.0	0.0	0.0	31.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1265	0	0	0	1256	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.60	0.00	0.00
Avail Cap (c_a), veh/h	0	1265	0	0	0	1256	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.7	0.0	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.0	0.0	0.0	0.0	14.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.2	0.0	0.0	0.0	12.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.56	0.00	1.00	0.00	1.45	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	13.4	0.0	0.0	0.0	18.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.31	0.00	0.00	0.00	0.84	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	611	0	116	0	791	0	173
Grp Sat Flow (s), veh/h/ln	0	1936	0	1653	0	1948	0	1663
Q Serve Time (g_s), s	0.0	20.9	0.0	8.6	0.0	31.4	0.0	13.2
Cycle Q Clear Time (g_c), s	0.0	20.9	0.0	8.6	0.0	31.4	0.0	13.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.54	0.00	0.06	0.00	0.51
Lane Grp Cap (c), veh/h	0	1309	0	307	0	1308	0	309
V/C Ratio (X)	0.00	0.47	0.00	0.38	0.00	0.60	0.00	0.56
Avail Cap (c_a), veh/h	0	1309	0	378	0	1308	0	380
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.7	0.0	49.9	0.0	12.7	0.0	51.8
Incr Delay (d2), s/veh	0.0	1.2	0.0	1.6	0.0	2.1	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.9	0.0	51.6	0.0	14.8	0.0	55.2
1st-Term Q (Q1), veh/ln	0.0	8.5	0.0	3.6	0.0	12.8	0.0	5.6
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.8	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.55	0.00	1.80	0.00	1.44	0.00	1.68
%ile Back of Q (95%), veh/ln	0.0	13.8	0.0	6.8	0.0	19.7	0.0	9.9
%ile Storage Ratio (RQ%)	0.00	1.35	0.00	1.30	0.00	0.87	0.00	0.70
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1235	5	0	1635	0	1
Future Vol, veh/h	1235	5	0	1635	0	1
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	1300	5	0	1721	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	653
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	410
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	410
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	410	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	13.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	1	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	12	12	6	14	12	2	6	0	0	2	0	0
Stage 1	8	8	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1006	882	1077	1003	882	1083	1615	-	-	1620	-	-
Stage 1	1014	889	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1002	881	1077	994	881	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	1002	881	-	994	881	-	-	-	-	-	-	-
Stage 1	1013	889	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	892	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	8.67	2.41	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	921	988	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.007	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	5	1	1	15	1	20	1	165	10	40	165	5
Future Vol, veh/h	5	1	1	15	1	20	1	165	10	40	165	5
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	7	7	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	1	16	1	21	1	174	11	42	174	5

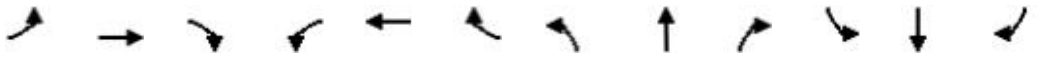
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	438	455	177	446	452	186	180	0	0	191	0	0
Stage 1	262	262	-	188	188	-	-	-	-	-	-	-
Stage 2	176	193	-	258	264	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	529	501	866	522	503	856	1396	-	-	1382	-	-
Stage 1	743	692	-	814	744	-	-	-	-	-	-	-
Stage 2	825	741	-	746	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	497	481	865	499	482	851	1394	-	-	1374	-	-
Mov Cap-2 Maneuver	497	481	-	499	482	-	-	-	-	-	-	-
Stage 1	718	668	-	808	739	-	-	-	-	-	-	-
Stage 2	803	736	-	719	666	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.94	10.91	0.04	1.47
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	526	647	341	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.059	0.031	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11.9	10.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
SAT Peak Hour



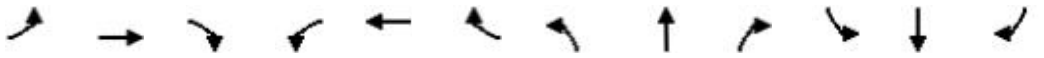
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1015	40	40	1105	45	60	45	30	110	45	95
Future Volume (veh/h)	125	1015	40	40	1105	45	60	45	30	110	45	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1068	42	42	1163	47	63	47	32	116	47	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	2610	103	388	2534	102	141	157	107	202	81	172
Arrive On Green	0.04	0.71	0.71	0.02	0.69	0.69	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3669	144	1781	3664	148	1241	1037	706	1320	533	1134
Grp Volume(v), veh/h	132	544	566	42	593	617	63	0	79	116	0	147
Grp Sat Flow(s),veh/h/ln	1781	1870	1943	1781	1870	1942	1241	0	1743	1320	0	1666
Q Serve(g_s), s	2.7	15.4	15.4	0.9	18.6	18.7	6.5	0.0	5.2	11.1	0.0	10.7
Cycle Q Clear(g_c), s	2.7	15.4	15.4	0.9	18.6	18.7	17.1	0.0	5.2	16.4	0.0	10.7
Prop In Lane	1.00		0.07	1.00		0.08	1.00		0.41	1.00		0.68
Lane Grp Cap(c), veh/h	376	1330	1382	388	1293	1343	141	0	264	202	0	252
V/C Ratio(X)	0.35	0.41	0.41	0.11	0.46	0.46	0.45	0.00	0.30	0.57	0.00	0.58
Avail Cap(c_a), veh/h	535	1330	1382	582	1293	1343	202	0	349	266	0	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	7.6	7.6	6.3	9.1	9.1	59.3	0.0	49.0	56.3	0.0	51.3
Incr Delay (d2), s/veh	0.6	0.9	0.9	0.1	1.2	1.1	4.6	0.0	1.3	5.4	0.0	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	10.0	10.3	0.6	11.9	12.2	4.0	0.0	4.3	7.3	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	8.6	8.5	6.4	10.2	10.2	64.0	0.0	50.4	61.7	0.0	55.8
LnGrp LOS	A	A	A	A	B	B	E		D	E		E
Approach Vol, veh/h		1242			1252			142			263	
Approach Delay, s/veh		8.4			10.1			56.4			58.4	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	98.5		25.7	8.4	95.9		25.7				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0				
Max Q Clear Time (g_c+I1), s	2.9	17.4		19.1	4.7	20.7		18.4				
Green Ext Time (p_c), s	0.0	33.0		0.5	0.2	35.1		1.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.0	
HCM 7th LOS		B	

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
SAT Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1015	40	40	1105	45	60	45	30	110	45	95
Future Volume (veh/h)	125	1015	40	40	1105	45	60	45	30	110	45	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1068	42	42	1163	47	63	47	32	116	47	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	376	2610	103	388	2534	102	141	157	107	202	81	172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.71	0.71	0.02	0.69	0.69	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.5	8.6	8.5	6.4	10.2	10.2	64.0	0.0	50.4	61.7	0.0	55.8
Ln Grp LOS	A	A	A	A	B	B	E		D	E		E
Approach Vol, veh/h		1242			1252			142			263	
Approach Delay, s/veh		8.4			10.1			56.4			58.4	
Approach LOS		A			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	5.8	98.5		25.7	8.4	95.9		25.7
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0
Max Allow Headway (MAH), s	3.8	9.1		6.9	3.8	9.1		6.9
Max Q Clear (g_c+I1), s	2.9	17.4		19.1	4.7	20.7		18.4
Green Ext Time (g_e), s	0.0	33.0		0.5	0.2	35.1		1.3
Prob of Phs Call (p_c)	0.78	1.00		1.00	0.99	1.00		1.00
Prob of Max Out (p_x)	0.00	0.46		1.00	0.00	0.58		0.82

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1241	1781			1320

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3669		1037		3664		533

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		144		706		148		1134

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	42	0	0	63	132	0	0	116
Grp Sat Flow (s), veh/h/ln	1781	0	0	1241	1781	0	0	1320
Q Serve Time (g_s), s	0.9	0.0	0.0	6.5	2.7	0.0	0.0	11.1
Cycle Q Clear Time (g_c), s	0.9	0.0	0.0	17.1	2.7	0.0	0.0	16.4
Perm LT Sat Flow (s_l), veh/h/ln	508	0	0	1241	462	0	0	1320
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.9	0.0	0.0	19.7	91.0	0.0	0.0	19.7
Perm LT Serve Time (g_u), s	77.1	0.0	0.0	9.0	71.2	0.0	0.0	14.4
Perm LT Q Serve Time (g_ps), s	1.2	0.0	0.0	6.5	7.9	0.0	0.0	11.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	388	0	0	141	376	0	0	202
V/C Ratio (X)	0.11	0.00	0.00	0.45	0.35	0.00	0.00	0.57
Avail Cap (c_a), veh/h	582	0	0	202	535	0	0	266
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	6.3	0.0	0.0	59.3	6.9	0.0	0.0	56.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	4.6	0.6	0.0	0.0	5.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.4	0.0	0.0	64.0	7.5	0.0	0.0	61.7
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	2.1	0.9	0.0	0.0	3.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.6	0.0	0.0	4.0	1.7	0.0	0.0	7.3
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	1.14	0.22	0.00	0.00	2.47
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	544	0	0	0	593	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	15.4	0.0	0.0	0.0	18.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.4	0.0	0.0	0.0	18.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1330	0	0	0	1293	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1330	0	0	0	1293	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.6	0.0	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.6	0.0	0.0	0.0	10.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.6	0.0	0.0	0.0	7.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.67	0.00	1.00	0.00	1.60	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.0	0.0	0.0	0.0	11.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.97	0.00	0.00	0.00	0.53	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	566	0	79	0	617	0	147
Grp Sat Flow (s), veh/h/ln	0	1943	0	1743	0	1942	0	1666
Q Serve Time (g_s), s	0.0	15.4	0.0	5.2	0.0	18.7	0.0	10.7
Cycle Q Clear Time (g_c), s	0.0	15.4	0.0	5.2	0.0	18.7	0.0	10.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	0.41	0.00	0.08	0.00	0.68
Lane Grp Cap (c), veh/h	0	1382	0	264	0	1343	0	252
V/C Ratio (X)	0.00	0.41	0.00	0.30	0.00	0.46	0.00	0.58
Avail Cap (c_a), veh/h	0	1382	0	349	0	1343	0	333
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.6	0.0	49.0	0.0	9.1	0.0	51.3
Incr Delay (d2), s/veh	0.0	0.9	0.0	1.3	0.0	1.1	0.0	4.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.5	0.0	50.4	0.0	10.2	0.0	55.8
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	2.3	0.0	7.3	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.4	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.66	0.00	1.80	0.00	1.59	0.00	1.75
%ile Back of Q (95%), veh/ln	0.0	10.3	0.0	4.3	0.0	12.2	0.0	8.4
%ile Storage Ratio (RQ%)	0.00	1.00	0.00	0.84	0.00	0.54	0.00	0.59
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1205	5	0	1280	0	5
Future Vol, veh/h	1205	5	0	1280	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1268	5	0	1347	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	637
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	420
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	420
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	13.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	420	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s/veh)	13.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Future Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	5	1	1	5	5	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	21	6	20	18	8	6	0	0	11	0	0
Stage 1	8	8	-	10	10	-	-	-	-	-	-	-
Stage 2	10	13	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	873	1077	993	876	1074	1615	-	-	1609	-	-
Stage 1	1014	889	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	885	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	988	872	1077	985	874	1074	1615	-	-	1609	-	-
Mov Cap-2 Maneuver	988	872	-	985	874	-	-	-	-	-	-	-
Stage 1	1013	889	-	1010	887	-	-	-	-	-	-	-
Stage 2	1003	884	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.98	8.89	0.66	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	149	-	-	912	938	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.012	0.001	-	-
HCM Control Delay (s/veh)	7.2	0	-	9	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	5	1	5	15	1	15	5	115	10	30	90	5
Future Vol, veh/h	5	1	5	15	1	15	5	115	10	30	90	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	16	1	16	5	121	11	32	95	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	293	303	97	295	300	126	100	0	0	132	0	0
Stage 1	161	161	-	137	137	-	-	-	-	-	-	-
Stage 2	132	142	-	158	163	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	660	610	959	657	612	924	1493	-	-	1454	-	-
Stage 1	842	765	-	866	783	-	-	-	-	-	-	-
Stage 2	871	779	-	844	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	630	594	959	635	596	924	1493	-	-	1454	-	-
Mov Cap-2 Maneuver	630	594	-	635	596	-	-	-	-	-	-	-
Stage 1	822	747	-	863	780	-	-	-	-	-	-	-
Stage 2	852	776	-	819	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.93	10.04	0.29	1.81
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	68	-	-	741	746	428	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.044	0.022	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.9	10	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

DATA FROM ITE TRIP GENERATION MANUAL, 12TH EDITION

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, its GLA is the same as the gross floor area of the building.

The 40,000-square-foot GLA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Delaware, Florida, New Jersey, Ontario (CAN), Pennsylvania, South Dakota, Vermont, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not contain retail that would generate significant trips during this period (for example, a coffee/donut shop).

Source Numbers

358, 428, 437, 507, 728, 936, 960, 961, 1009, 1219

Strip Retail Plaza (<40k)
(822)

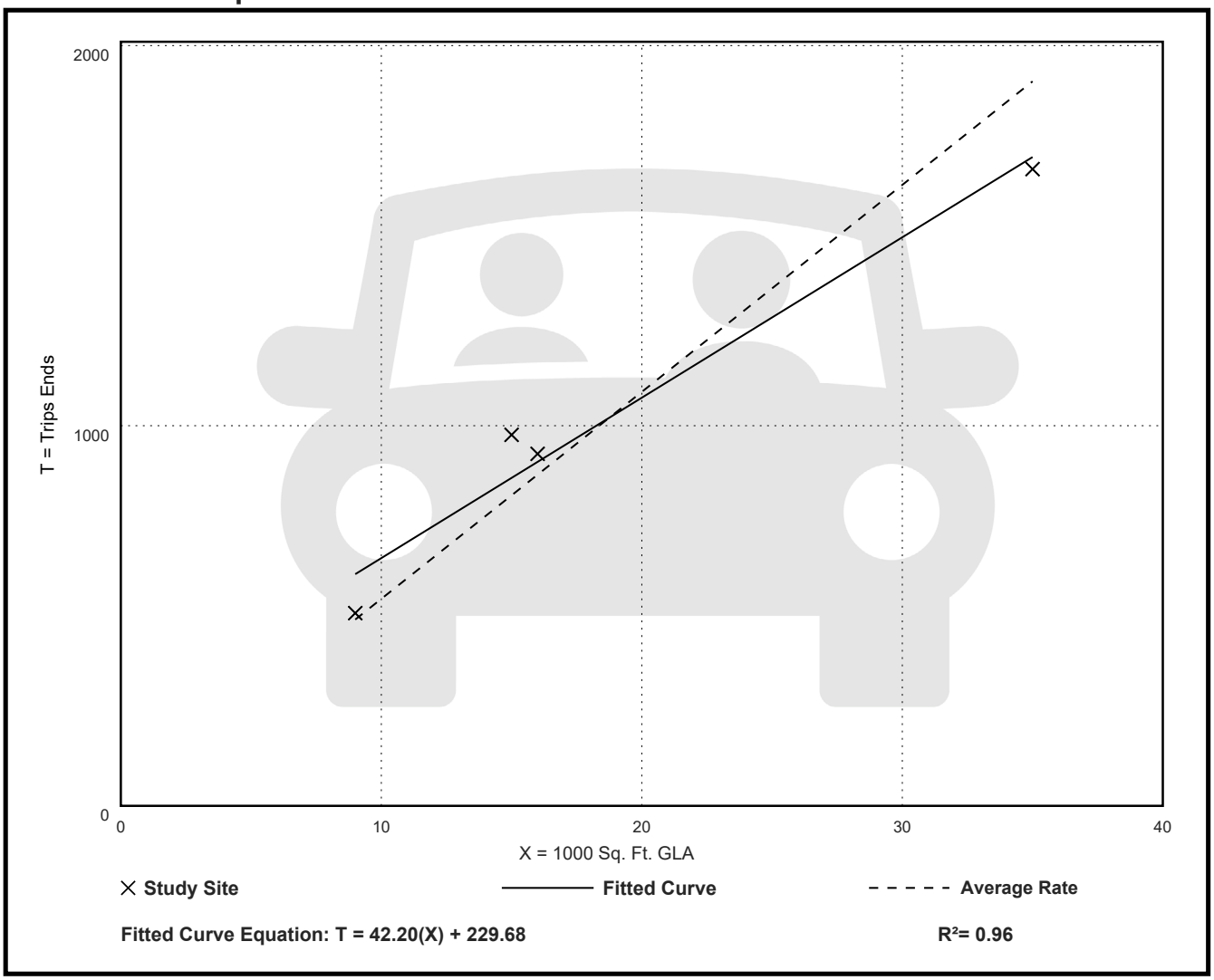
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

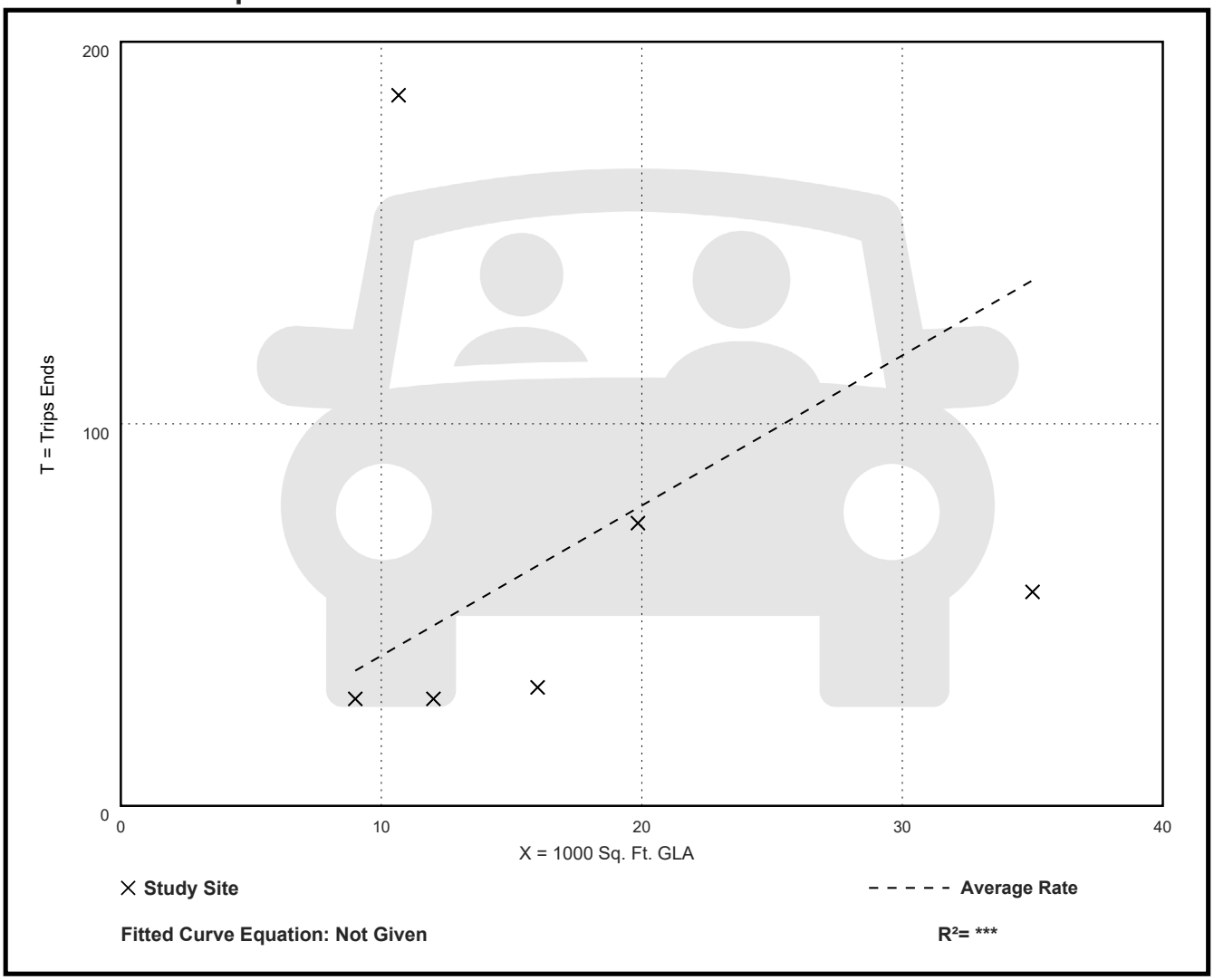
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 17
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



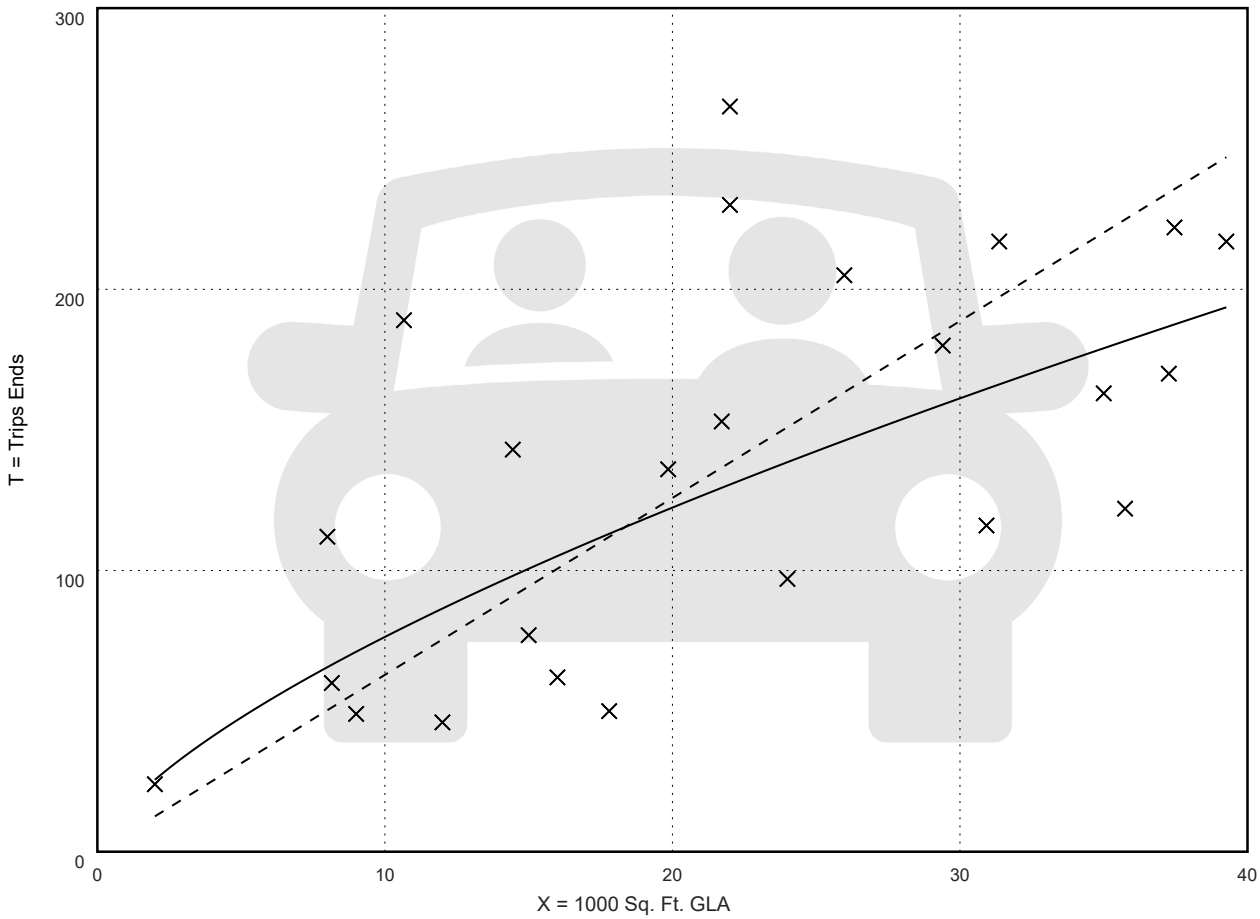
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 24
Avg. 1000 Sq. Ft. GLA: 22
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 2.77

R^2= 0.54

Strip Retail Plaza (<40k)
(822)

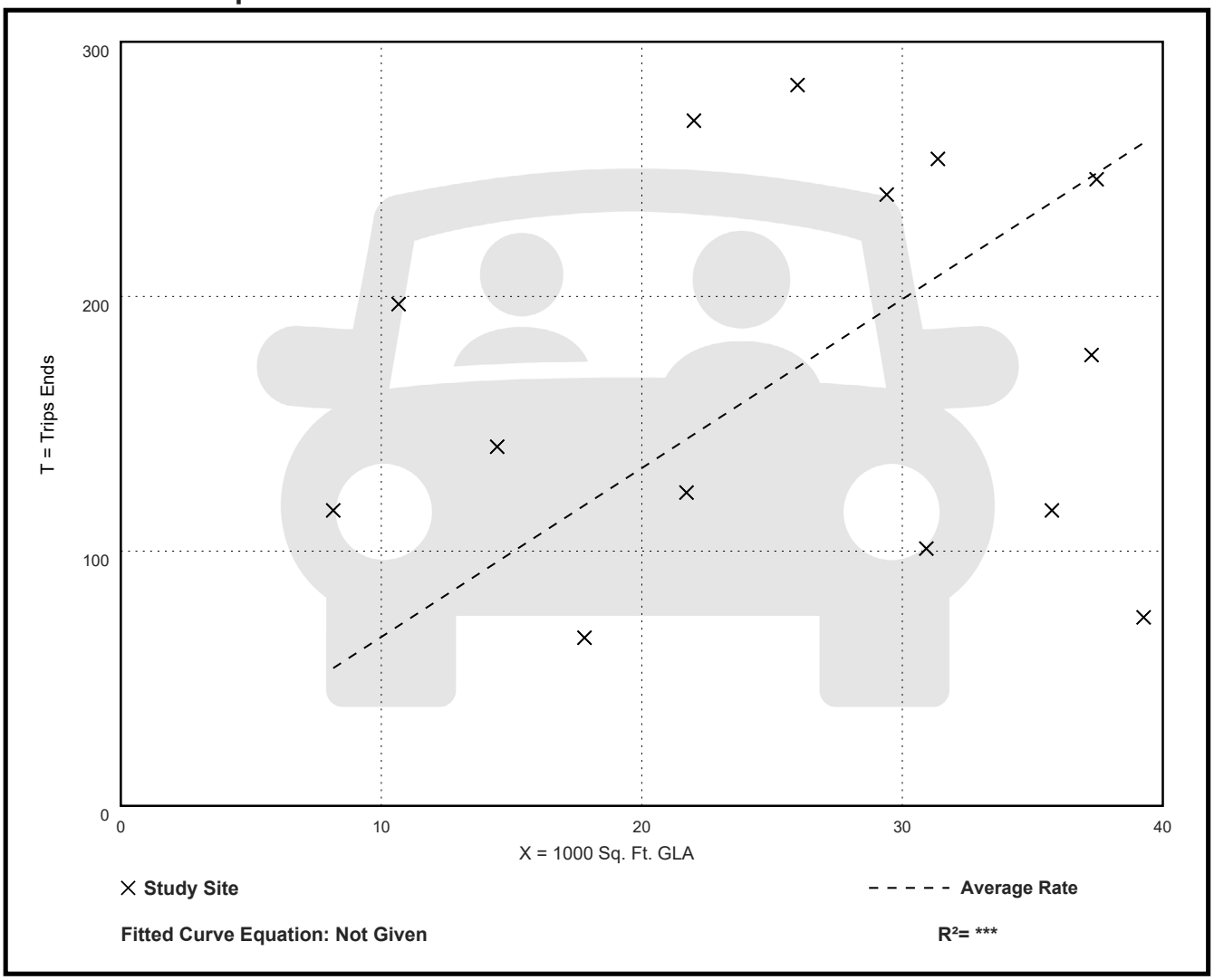
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GLA: 26
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.63	1.88 - 18.48	3.99

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Land Use: 938
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating

Description

This land use includes any coffee and donut restaurant that has only drive-through window service. A patron cannot walk into the shop and purchase items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). The coffee/donut shops contained in this land use typically maintain long store hours (more than 15 hours) with an early morning opening.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Arizona, California, Oregon, and Washington.

Source Numbers

514, 635, 644, 755, 1028, 1259

Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

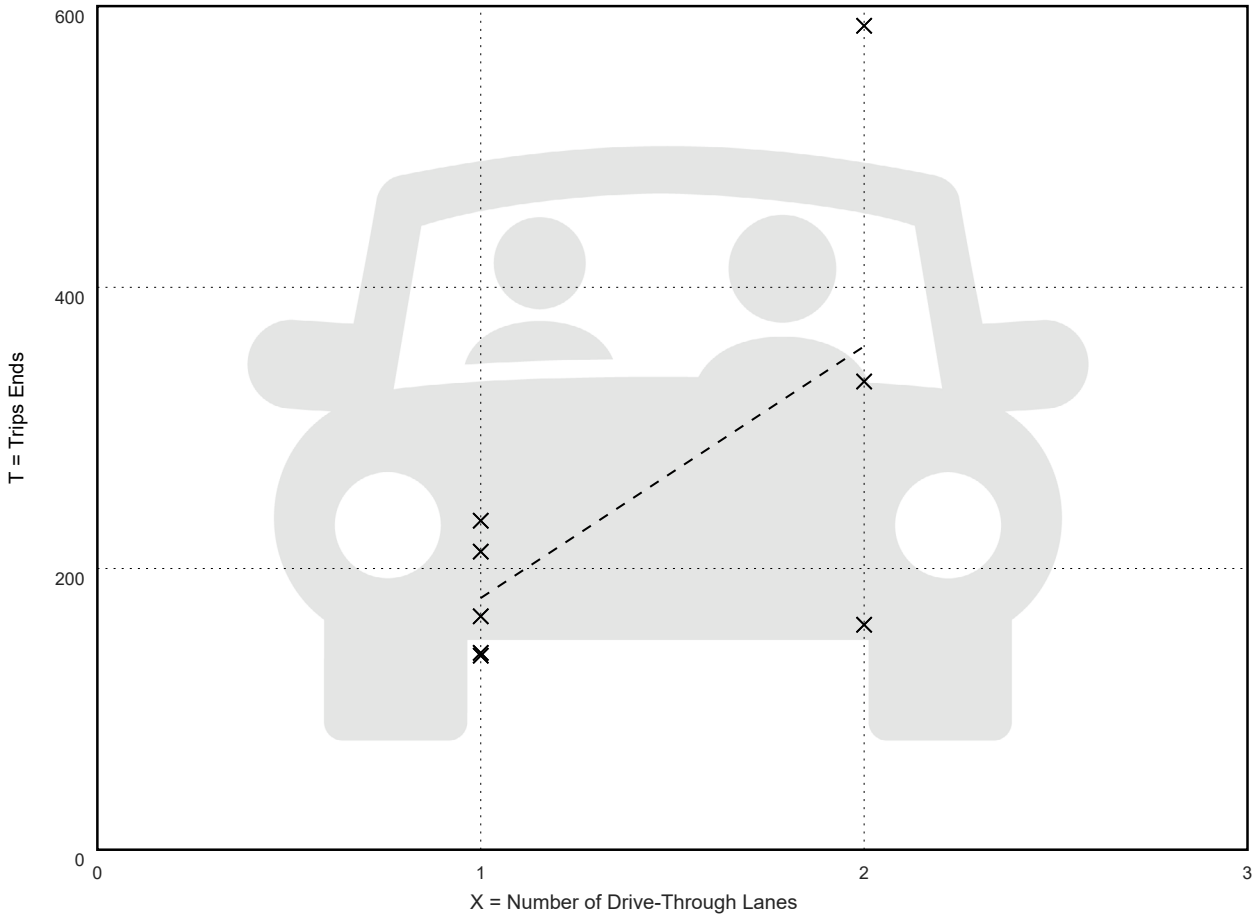
Vehicle Trip Ends vs: **Drive-Through Lanes**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. Num. of Drive-Through Lanes: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
179.00	80.00 - 293.00	74.48

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

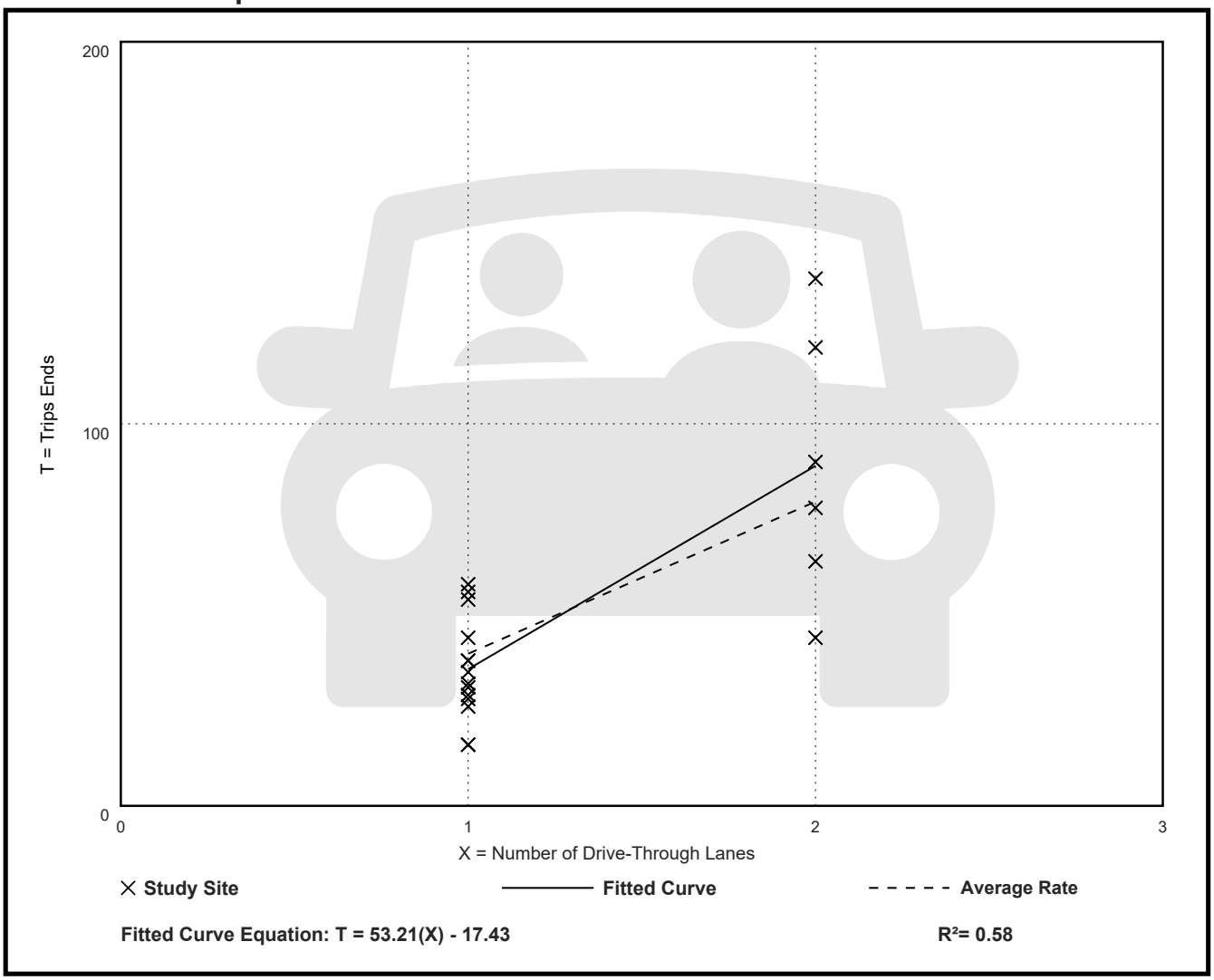
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs:	**Drive-Through Lanes**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	20
Avg. Num. of Drive-Through Lanes:	1
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
39.81	16.00 - 69.00	15.44

Data Plot and Equation



Fitted Curve Equation: T = 53.21(X) - 17.43

R^2= 0.58

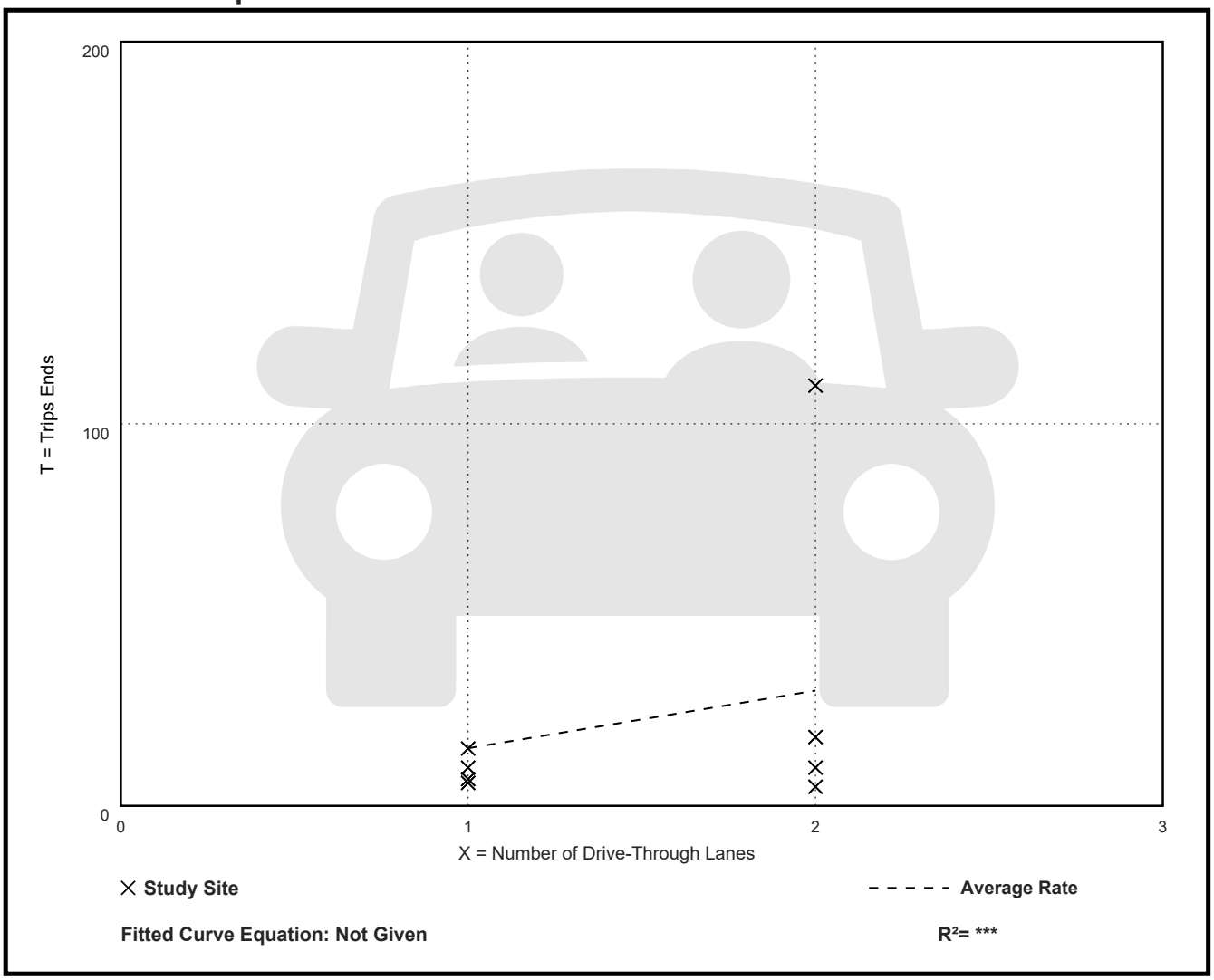
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs:	**Drive-Through Lanes**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	8
Avg. Num. of Drive-Through Lanes:	2
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
15.08	2.50 - 55.00	19.41

Data Plot and Equation



CMAP YEAR 2050 TRAFFIC PROJECTIONS

Chicago Metropolitan Agency for Planning

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

November 24, 2025

Galena Fessler
Planning Analyst
Kimley-Horn
4201 Winfield Road
Suite 600
Warrenville, IL 60555

Subject: Ogden Avenue (US 34) @ Main Street
IDOT

Dear Ms. Fessler:

In response to a request made on your behalf and dated November 24, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Ogden Ave (US 34) east of Main St	27,100	30,300
Ogden Ave (US 34) west of Main St	30,000	34,100
Main St north of Ogden Ave (US 34)	20,000	22,400
Main St south of Ogden Ave (US 34)	12,900	14,400
Vernard Rd north of Ogden Ave (US 34)	1,450	1,650
Oakwood Rd south of Ogden Ave (US 34)	950	1,080

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 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

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

cc: Rios (IDOT)
\2025_trafficForecasts\DownersGrove\du-57-25\du-57-25.docx

TRAFFIC FORECAST RECORD

Record Number: du-57-25
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization Requestion Forecast: Kimley-Horn
Contact: Galena Fessler
Email or Phone: Galena.Fessler@kimley-horn.com
Sponsor: IDOT
Date request was received: 11/24/2025
Date that response was emailed: 11/24/2025
Facility Location: Ogden Avenue (US 34) @ Main Street
Municipality: Downers Grove

FUTURE (2032) NO-BUILD CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	60	1115	95	140	1015	20	165	65	180	30
Future Volume (veh/h)	60	1115	95	140	1015	20	165	65	180	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.96		0.95	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870
Adj Flow Rate, veh/h	63	1174	100	147	1068	21	174	68	189	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2
Cap, veh/h	359	2177	185	320	2400	47	249	88	245	119
Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1767	3488	297	1739	3722	73	1218	420	1168	1102
Grp Volume(v), veh/h	63	629	645	147	532	557	174	0	257	32
Grp Sat Flow(s),veh/h/ln	1767	1870	1914	1739	1856	1940	1218	0	1588	1102
Q Serve(g_s), s	1.7	24.7	24.8	3.8	18.6	18.6	18.2	0.0	19.8	3.7
Cycle Q Clear(g_c), s	1.7	24.7	24.8	3.8	18.6	18.6	24.9	0.0	19.8	23.5
Prop In Lane	1.00		0.15	1.00		0.04	1.00		0.74	1.00
Lane Grp Cap(c), veh/h	359	1168	1195	320	1196	1250	249	0	334	119
V/C Ratio(X)	0.18	0.54	0.54	0.46	0.45	0.45	0.70	0.00	0.77	0.27
Avail Cap(c_a), veh/h	497	1168	1195	420	1196	1250	255	0	342	125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	13.8	13.8	11.3	11.5	11.5	53.6	0.0	48.4	59.4
Incr Delay (d2), s/veh	0.2	1.8	1.8	1.0	1.2	1.1	10.3	0.0	11.9	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	15.8	16.1	2.6	12.2	12.6	10.5	0.0	14.0	2.0
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	9.6	15.6	15.6	12.3	12.7	12.7	63.9	0.0	60.3	62.0
LnGrp LOS	A	B	B	B	B	B	E		E	E
Approach Vol, veh/h		1337			1236			431		
Approach Delay, s/veh		15.3			12.6			61.7		
Approach LOS		B			B			E		

Timer - Assigned Phs	1	2		4	5	6		8		
Phs Duration (G+Y+Rc), s	9.5	87.2		33.3	6.9	89.8		33.3		
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0		
Max Green Setting (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0		
Max Q Clear Time (g_c+I1), s	5.8	26.8		26.9	3.7	20.6		25.5		
Green Ext Time (p_c), s	0.2	34.3		0.4	0.1	31.4		0.2		

Intersection Summary			
HCM 7th Control Delay, s/veh		22.0	
HCM 7th LOS		C	



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	40	55
Future Volume (veh/h)	40	55
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	42	58
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	145	200
Arrive On Green	0.21	0.21
Sat Flow, veh/h	689	951
Grp Volume(v), veh/h	0	100
Grp Sat Flow(s),veh/h/ln	0	1640
Q Serve(g_s), s	0.0	6.7
Cycle Q Clear(g_c), s	0.0	6.7
Prop In Lane		0.58
Lane Grp Cap(c), veh/h	0	345
V/C Ratio(X)	0.00	0.29
Avail Cap(c_a), veh/h	0	353
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	43.2
Incr Delay (d2), s/veh	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	44.2
LnGrp LOS		D
Approach Vol, veh/h	132	
Approach Delay, s/veh	48.5	
Approach LOS	D	
Timer - Assigned Phs		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	60	1115	95	140	1015	20	165	65	180	30
Future Volume (veh/h)	60	1115	95	140	1015	20	165	65	180	30
Number	5	2	12	1	6	16	7	4	14	3
Initial Q, veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.96		0.95	0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Lanes Open During Work Zone										
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870
Adj Flow Rate, veh/h	63	1174	100	147	1068	21	174	68	189	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes
Cap, veh/h	359	2177	185	320	2400	47	249	88	245	119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.21	0.21	0.21	0.21
Unsig. Movement Delay										
Ln Grp Delay, s/veh	9.6	15.6	15.6	12.3	12.7	12.7	63.9	0.0	60.3	62.0
Ln Grp LOS	A	B	B	B	B	B	E		E	E
Approach Vol, veh/h		1337			1236			431		
Approach Delay, s/veh		15.3			12.6			61.7		
Approach LOS		B			B			E		

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	9.5	87.2		33.3	6.9	89.8		33.3
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0
Max Allow Headway (MAH), s	3.8	9.1		7.1	3.8	9.1		7.4
Max Q Clear (g_c+I1), s	5.8	26.8		26.9	3.7	20.6		25.5
Green Ext Time (g_e), s	0.2	34.3		0.4	0.1	31.4		0.2
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.90	1.00		1.00
Prob of Max Out (p_x)	0.03	0.67		1.00	0.00	0.46		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1739			1218	1767			1102

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3488		420		3722		689

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		297		1168		73		951

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	40	55
Future Volume (veh/h)	40	55
Number	8	18
Initial Q, veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj (A_pbT)		0.95
Parking Bus Adj	1.00	1.00
Work Zone On Approach	No	
Lanes Open During Work Zone		
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	42	58
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Opposing Right Turn Influence		
Cap, veh/h	145	200
HCM Platoon Ratio	1.00	1.00
Prop Arrive On Green	0.21	0.21
Unsig. Movement Delay		
Ln Grp Delay, s/veh	0.0	44.2
Ln Grp LOS		D
Approach Vol, veh/h	132	
Approach Delay, s/veh	48.5	
Approach LOS	D	
Timer:		

Lane Assignment	L (Pr/Pm)			L (Pr/Pm)	L			L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	147	0	0	174	63	0	0	32
Grp Sat Flow (s), veh/h/ln	1739	0	0	1218	1767	0	0	1102
Q Serve Time (g_s), s	3.8	0.0	0.0	18.2	1.7	0.0	0.0	3.7
Cycle Q Clear Time (g_c), s	3.8	0.0	0.0	24.9	1.7	0.0	0.0	23.5
Perm LT Sat Flow (s_l), veh/h/ln	424	0	0	1218	514	0	0	1102
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	82.3	0.0	0.0	27.3	81.2	0.0	0.0	27.3
Perm LT Serve Time (g_u), s	56.3	0.0	0.0	20.7	65.2	0.0	0.0	7.5
Perm LT Q Serve Time (g_ps), s	13.8	0.0	0.0	18.2	2.2	0.0	0.0	3.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	320	0	0	249	359	0	0	119
V/C Ratio (X)	0.46	0.00	0.00	0.70	0.18	0.00	0.00	0.27
Avail Cap (c_a), veh/h	420	0	0	255	497	0	0	125
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	11.3	0.0	0.0	53.6	9.4	0.0	0.0	59.4
Incr Delay (d2), s/veh	1.0	0.0	0.0	10.3	0.2	0.0	0.0	2.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.3	0.0	0.0	63.9	9.6	0.0	0.0	62.0
1st-Term Q (Q1), veh/ln	1.3	0.0	0.0	5.6	0.6	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.7	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.65	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	2.6	0.0	0.0	10.5	1.2	0.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.21	0.00	0.00	3.02	0.15	0.00	0.00	0.68
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	629	0	0	0	532	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1856	0	0
Q Serve Time (g_s), s	0.0	24.7	0.0	0.0	0.0	18.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.7	0.0	0.0	0.0	18.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1168	0	0	0	1196	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.45	0.00	0.00
Avail Cap (c_a), veh/h	0	1168	0	0	0	1196	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.8	0.0	0.0	0.0	11.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.6	0.0	0.0	0.0	12.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.9	0.0	0.0	0.0	7.2	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.51	0.00	1.00	0.00	1.59	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	15.8	0.0	0.0	0.0	12.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.54	0.00	0.00	0.00	0.55	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	645	0	257	0	557	0	100
Grp Sat Flow (s), veh/h/ln	0	1914	0	1588	0	1940	0	1640
Q Serve Time (g_s), s	0.0	24.8	0.0	19.8	0.0	18.6	0.0	6.7
Cycle Q Clear Time (g_c), s	0.0	24.8	0.0	19.8	0.0	18.6	0.0	6.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.74	0.00	0.04	0.00	0.58
Lane Grp Cap (c), veh/h	0	1195	0	334	0	1250	0	345
V/C Ratio (X)	0.00	0.54	0.00	0.77	0.00	0.45	0.00	0.29
Avail Cap (c_a), veh/h	0	1195	0	342	0	1250	0	353
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.8	0.0	48.4	0.0	11.5	0.0	43.2
Incr Delay (d2), s/veh	0.0	1.8	0.0	11.9	0.0	1.1	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.6	0.0	60.3	0.0	12.7	0.0	44.2
1st-Term Q (Q1), veh/ln	0.0	10.2	0.0	7.9	0.0	7.6	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	1.1	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.50	0.00	1.55	0.00	1.58	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	16.1	0.0	14.0	0.0	12.6	0.0	5.1
%ile Storage Ratio (RQ%)	0.00	1.58	0.00	2.68	0.00	0.56	0.00	0.36
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1325	10	0	1205	0	1
Future Vol, veh/h	1325	10	0	1205	0	1
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	3	2	2
Mvmt Flow	1395	11	0	1268	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	703
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	380
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	380
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.49
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	380	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	14.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	5	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	25	6	24	23	4	6	0	0	6	0	0
Stage 1	16	16	-	6	6	-	-	-	-	-	-	-
Stage 2	4	8	-	18	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	869	1077	987	871	1080	1615	-	-	1615	-	-
Stage 1	1003	882	-	1016	891	-	-	-	-	-	-	-
Stage 2	1019	889	-	1001	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	987	865	1077	976	867	1080	1615	-	-	1615	-	-
Mov Cap-2 Maneuver	987	865	-	976	867	-	-	-	-	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-	-	-	-	-
Stage 2	1016	888	-	990	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9	8.73	1.03	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	220	-	-	907	972	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.008	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	10	1	1	1	5	300	1	1	220	1
Future Vol, veh/h	5	1	10	1	1	1	5	300	1	1	220	1
Conflicting Peds, #/hr	0	0	5	5	0	0	2	0	20	20	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	100	2	6	2	2	4	2
Mvmt Flow	5	1	11	1	1	1	5	316	1	1	232	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	563	584	239	586	584	336	235	0	0	337	0	0
Stage 1	236	236	-	347	347	-	-	-	-	-	-	-
Stage 2	327	347	-	239	237	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	7.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	4.2	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	437	424	800	422	424	529	1333	-	-	1222	-	-
Stage 1	767	710	-	669	635	-	-	-	-	-	-	-
Stage 2	686	635	-	764	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	432	414	795	404	414	520	1330	-	-	1202	-	-
Mov Cap-2 Maneuver	432	414	-	404	414	-	-	-	-	-	-	-
Stage 1	765	708	-	655	621	-	-	-	-	-	-	-
Stage 2	680	621	-	749	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.15	13.24	0.13	0.04
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	29	-	-	602	440	8	-	-
HCM Lane V/C Ratio	0.004	-	-	0.028	0.007	0.001	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	11.2	13.2	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	135	1430	70	120	1425	55	105	80	100	80
Future Volume (veh/h)	135	1430	70	120	1425	55	105	80	100	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.96		0.93	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	1505	74	126	1500	58	111	84	105	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	2362	116	252	2378	92	187	144	180	160
Arrive On Green	0.04	0.65	0.65	0.04	0.65	0.65	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	3629	178	1781	3672	142	1187	724	905	1153
Grp Volume(v), veh/h	142	773	806	126	762	796	111	0	189	84
Grp Sat Flow(s),veh/h/ln	1781	1870	1937	1781	1870	1943	1187	0	1630	1153
Q Serve(g_s), s	3.8	34.5	34.8	3.3	34.0	34.2	12.8	0.0	14.7	10.0
Cycle Q Clear(g_c), s	3.8	34.5	34.8	3.3	34.0	34.2	24.7	0.0	14.7	24.7
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.56	1.00
Lane Grp Cap(c), veh/h	260	1217	1260	252	1211	1258	187	0	325	160
V/C Ratio(X)	0.55	0.64	0.64	0.50	0.63	0.63	0.59	0.00	0.58	0.52
Avail Cap(c_a), veh/h	369	1217	1260	366	1211	1258	222	0	373	194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	14.6	14.6	14.3	14.7	14.7	60.6	0.0	50.8	61.9
Incr Delay (d2), s/veh	1.8	2.5	2.5	1.5	2.5	2.4	6.3	0.0	3.6	5.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	20.9	21.7	2.6	20.7	21.5	7.6	0.0	10.6	5.8
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	16.4	17.1	17.1	15.8	17.2	17.2	66.9	0.0	54.3	67.5
LnGrp LOS	B	B	B	B	B	B	E		D	E
Approach Vol, veh/h		1721			1684			300		
Approach Delay, s/veh		17.0			17.1			59.0		
Approach LOS		B			B			E		

Timer - Assigned Phs	1	2		4	5	6		8		
Phs Duration (G+Y+Rc), s	9.0	97.1		33.9	9.4	96.6		33.9		
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0		
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0		
Max Q Clear Time (g_c+I1), s	5.3	36.8		26.7	5.8	36.2		26.7		
Green Ext Time (p_c), s	0.2	36.6		1.2	0.2	36.8		0.9		

Intersection Summary										
HCM 7th Control Delay, s/veh			22.7							
HCM 7th LOS			C							



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	50	95
Future Volume (veh/h)	50	95
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		0.93
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	53	100
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	110	208
Arrive On Green	0.20	0.20
Sat Flow, veh/h	552	1042
Grp Volume(v), veh/h	0	153
Grp Sat Flow(s),veh/h/ln	0	1594
Q Serve(g_s), s	0.0	11.9
Cycle Q Clear(g_c), s	0.0	11.9
Prop In Lane		0.65
Lane Grp Cap(c), veh/h	0	318
V/C Ratio(X)	0.00	0.48
Avail Cap(c_a), veh/h	0	364
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	49.6
Incr Delay (d2), s/veh	0.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	52.1
LnGrp LOS		D
Approach Vol, veh/h	237	
Approach Delay, s/veh	57.5	
Approach LOS	E	
Timer - Assigned Phs		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	135	1430	70	120	1425	55	105	80	100	80
Future Volume (veh/h)	135	1430	70	120	1425	55	105	80	100	80
Number	5	2	12	1	6	16	7	4	14	3
Initial Q, veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.96		0.93	0.97
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Lanes Open During Work Zone										
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	1505	74	126	1500	58	111	84	105	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes
Cap, veh/h	260	2362	116	252	2378	92	187	144	180	160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.65	0.65	0.04	0.65	0.65	0.20	0.20	0.20	0.20
Unsig. Movement Delay										
Ln Grp Delay, s/veh	16.4	17.1	17.1	15.8	17.2	17.2	66.9	0.0	54.3	67.5
Ln Grp LOS	B	B	B	B	B	B	E		D	E
Approach Vol, veh/h		1721			1684			300		
Approach Delay, s/veh		17.0			17.1			59.0		
Approach LOS		B			B			E		

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	9.0	97.1		33.9	9.4	96.6		33.9
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		7.2	3.8	9.1		7.2
Max Q Clear (g_c+I1), s	5.3	36.8		26.7	5.8	36.2		26.7
Green Ext Time (g_e), s	0.2	36.6		1.2	0.2	36.8		0.9
Prob of Phs Call (p_c)	0.99	1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.01	0.87		1.00	0.01	0.86		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1187	1781			1153

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3629		724		3672		552

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		178		905		142		1042

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	50	95
Future Volume (veh/h)	50	95
Number	8	18
Initial Q, veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj (A_pbT)		0.93
Parking Bus Adj	1.00	1.00
Work Zone On Approach	No	
Lanes Open During Work Zone		
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	53	100
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Opposing Right Turn Influence		
Cap, veh/h	110	208
HCM Platoon Ratio	1.00	1.00
Prop Arrive On Green	0.20	0.20
Unsig. Movement Delay		
Ln Grp Delay, s/veh	0.0	52.1
Ln Grp LOS		D
Approach Vol, veh/h	237	
Approach Delay, s/veh	57.5	
Approach LOS	E	
Timer:		

Lane Assignment	L (Pr/Pm)			ℒL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	126	0	0	111	142	0	0	84
Grp Sat Flow (s), veh/h/ln	1781	0	0	1187	1781	0	0	1153
Q Serve Time (g_s), s	3.3	0.0	0.0	12.8	3.8	0.0	0.0	10.0
Cycle Q Clear Time (g_c), s	3.3	0.0	0.0	24.7	3.8	0.0	0.0	24.7
Perm LT Sat Flow (s_l), veh/h/ln	324	0	0	1187	331	0	0	1153
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	90.6	0.0	0.0	27.9	90.6	0.0	0.0	27.9
Perm LT Serve Time (g_u), s	56.3	0.0	0.0	16.0	56.4	0.0	0.0	13.2
Perm LT Q Serve Time (g_ps), s	21.8	0.0	0.0	12.8	25.7	0.0	0.0	10.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	252	0	0	187	260	0	0	160
V/C Ratio (X)	0.50	0.00	0.00	0.59	0.55	0.00	0.00	0.52
Avail Cap (c_a), veh/h	366	0	0	222	369	0	0	194
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	14.3	0.0	0.0	60.6	14.6	0.0	0.0	61.9
Incr Delay (d2), s/veh	1.5	0.0	0.0	6.3	1.8	0.0	0.0	5.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.8	0.0	0.0	66.9	16.4	0.0	0.0	67.5
1st-Term Q (Q1), veh/ln	1.3	0.0	0.0	3.9	1.6	0.0	0.0	3.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.3	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	2.6	0.0	0.0	7.6	3.1	0.0	0.0	5.8
%ile Storage Ratio (RQ%)	0.21	0.00	0.00	2.14	0.39	0.00	0.00	1.95
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	773	0	0	0	762	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	34.5	0.0	0.0	0.0	34.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	34.5	0.0	0.0	0.0	34.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1217	0	0	0	1211	0	0
V/C Ratio (X)	0.00	0.64	0.00	0.00	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	1217	0	0	0	1211	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.6	0.0	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.1	0.0	0.0	0.0	17.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	13.8	0.0	0.0	0.0	13.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.43	0.00	1.00	0.00	1.43	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	20.9	0.0	0.0	0.0	20.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.04	0.00	0.00	0.00	0.92	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	806	0	189	0	796	0	153
Grp Sat Flow (s), veh/h/ln	0	1937	0	1630	0	1943	0	1594
Q Serve Time (g_s), s	0.0	34.8	0.0	14.7	0.0	34.2	0.0	11.9
Cycle Q Clear Time (g_c), s	0.0	34.8	0.0	14.7	0.0	34.2	0.0	11.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.56	0.00	0.07	0.00	0.65
Lane Grp Cap (c), veh/h	0	1260	0	325	0	1258	0	318
V/C Ratio (X)	0.00	0.64	0.00	0.58	0.00	0.63	0.00	0.48
Avail Cap (c_a), veh/h	0	1260	0	373	0	1258	0	364
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.6	0.0	50.8	0.0	14.7	0.0	49.6
Incr Delay (d2), s/veh	0.0	2.5	0.0	3.6	0.0	2.4	0.0	2.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.1	0.0	54.3	0.0	17.2	0.0	52.1
1st-Term Q (Q1), veh/ln	0.0	14.4	0.0	6.1	0.0	14.3	0.0	4.8
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.3	0.0	0.8	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.42	0.00	1.65	0.00	1.42	0.00	1.73
%ile Back of Q (95%), veh/ln	0.0	21.7	0.0	10.6	0.0	21.5	0.0	8.7
%ile Storage Ratio (RQ%)	0.00	2.12	0.00	2.03	0.00	0.95	0.00	0.61
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	10	0	1580	0	5
Future Vol, veh/h	1375	10	0	1580	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1447	11	0	1663	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	729
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	365
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	365
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	365	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Ctrl Dly (s/v)	15	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Future Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	5	1	1	1	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	21	6	20	21	2	6	0	0	2	0	0
Stage 1	16	16	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	16	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	873	1077	993	873	1083	1615	-	-	1620	-	-
Stage 1	1003	882	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1003	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	983	870	1077	987	870	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	983	870	-	987	870	-	-	-	-	-	-	-
Stage 1	1000	879	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	892	-	998	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.73	8.51	2.41	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	969	1032	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.007	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	5	5	1	20	1	160	10	15	140	5
Future Vol, veh/h	5	5	5	5	1	20	1	160	10	15	140	5
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	11	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	5	5	1	21	1	168	11	16	147	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	355	376	152	368	373	185	155	0	0	190	0	0
Stage 1	184	184	-	187	187	-	-	-	-	-	-	-
Stage 2	171	192	-	182	186	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	600	556	894	588	557	858	1426	-	-	1384	-	-
Stage 1	818	748	-	815	745	-	-	-	-	-	-	-
Stage 2	831	742	-	820	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	576	542	893	566	544	850	1423	-	-	1371	-	-
Mov Cap-2 Maneuver	576	542	-	566	544	-	-	-	-	-	-	-
Stage 1	807	737	-	807	738	-	-	-	-	-	-	-
Stage 2	808	734	-	799	735	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.79	9.91	0.04	0.72
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	638	760	168	-	-
HCM Lane V/C Ratio	0.001	-	-	0.025	0.036	0.012	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.8	9.9	7.7	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	100	1120	55	75	1470	45	80	55	60	80
Future Volume (veh/h)	100	1120	55	75	1470	45	80	55	60	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.95	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1179	58	79	1547	47	84	58	63	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	2432	120	331	2463	75	157	152	165	208
Arrive On Green	0.03	0.67	0.67	0.03	0.66	0.66	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3629	178	1781	3707	112	1170	797	866	1228
Grp Volume(v), veh/h	105	607	630	79	779	815	84	0	121	84
Grp Sat Flow(s),veh/h/ln	1781	1870	1937	1781	1870	1949	1170	0	1662	1228
Q Serve(g_s), s	2.6	22.2	22.2	2.0	33.5	33.8	9.8	0.0	8.9	9.0
Cycle Q Clear(g_c), s	2.6	22.2	22.2	2.0	33.5	33.8	23.9	0.0	8.9	17.9
Prop In Lane	1.00		0.09	1.00		0.06	1.00		0.52	1.00
Lane Grp Cap(c), veh/h	247	1254	1298	331	1243	1295	157	0	318	208
V/C Ratio(X)	0.43	0.48	0.49	0.24	0.63	0.63	0.53	0.00	0.38	0.40
Avail Cap(c_a), veh/h	371	1254	1298	466	1243	1295	201	0	380	254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	11.3	11.3	8.9	13.5	13.5	62.4	0.0	49.4	57.2
Incr Delay (d2), s/veh	1.2	1.3	1.3	0.4	2.4	2.3	5.9	0.0	1.6	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	14.2	14.6	1.4	20.2	21.1	5.8	0.0	7.0	5.4
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	14.0	12.6	12.6	9.3	15.9	15.9	68.3	0.0	51.0	59.9
LnGrp LOS	B	B	B	A	B	B	E		D	E
Approach Vol, veh/h		1342			1673			205		
Approach Delay, s/veh		12.7			15.6			58.1		
Approach LOS		B			B			E		

Timer - Assigned Phs	1	2		4	5	6		8		
Phs Duration (G+Y+Rc), s	7.4	99.8		32.8	8.2	99.0		32.8		
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0		
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0		
Max Q Clear Time (g_c+I1), s	4.0	24.2		25.9	4.6	35.8		19.9		
Green Ext Time (p_c), s	0.1	37.1		0.8	0.2	37.7		2.0		

Intersection Summary		
HCM 7th Control Delay, s/veh	20.1	
HCM 7th LOS	C	



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	85	90
Future Volume (veh/h)	85	90
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	89	95
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	154	164
Arrive On Green	0.19	0.19
Sat Flow, veh/h	805	859
Grp Volume(v), veh/h	0	184
Grp Sat Flow(s),veh/h/ln	0	1664
Q Serve(g_s), s	0.0	14.1
Cycle Q Clear(g_c), s	0.0	14.1
Prop In Lane		0.52
Lane Grp Cap(c), veh/h	0	318
V/C Ratio(X)	0.00	0.58
Avail Cap(c_a), veh/h	0	380
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	51.5
Incr Delay (d2), s/veh	0.0	3.5
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.4
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	55.0
LnGrp LOS		E
Approach Vol, veh/h	268	
Approach Delay, s/veh	56.5	
Approach LOS	E	
Timer - Assigned Phs		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	100	1120	55	75	1470	45	80	55	60	80
Future Volume (veh/h)	100	1120	55	75	1470	45	80	55	60	80
Number	5	2	12	1	6	16	7	4	14	3
Initial Q, veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.98		0.95	0.97
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Lanes Open During Work Zone										
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1179	58	79	1547	47	84	58	63	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes
Cap, veh/h	247	2432	120	331	2463	75	157	152	165	208
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.67	0.67	0.03	0.66	0.66	0.19	0.19	0.19	0.19
Unsig. Movement Delay										
Ln Grp Delay, s/veh	14.0	12.6	12.6	9.3	15.9	15.9	68.3	0.0	51.0	59.9
Ln Grp LOS	B	B	B	A	B	B	E		D	E
Approach Vol, veh/h		1342			1673			205		
Approach Delay, s/veh		12.7			15.6			58.1		
Approach LOS		B			B			E		

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	7.4	99.8		32.8	8.2	99.0		32.8
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		7.1	3.8	9.1		7.2
Max Q Clear (g_c+I1), s	4.0	24.2		25.9	4.6	35.8		19.9
Green Ext Time (g_e), s	0.1	37.1		0.8	0.2	37.7		2.0
Prob of Phs Call (p_c)	0.95	1.00		1.00	0.98	1.00		1.00
Prob of Max Out (p_x)	0.00	0.59		1.00	0.00	0.87		0.29

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1170	1781			1228

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3629		797		3707		805

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		178		866		112		859

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	85	90
Future Volume (veh/h)	85	90
Number	8	18
Initial Q, veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj (A_pbT)		0.95
Parking Bus Adj	1.00	1.00
Work Zone On Approach	No	
Lanes Open During Work Zone		
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	89	95
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Opposing Right Turn Influence		
Cap, veh/h	154	164
HCM Platoon Ratio	1.00	1.00
Prop Arrive On Green	0.19	0.19
Unsig. Movement Delay		
Ln Grp Delay, s/veh	0.0	55.0
Ln Grp LOS		E
Approach Vol, veh/h	268	
Approach Delay, s/veh	56.5	
Approach LOS	E	
Timer:		

Lane Assignment	L (Pr/Pm)			ℒL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	79	0	0	84	105	0	0	84
Grp Sat Flow (s), veh/h/ln	1781	0	0	1170	1781	0	0	1228
Q Serve Time (g_s), s	2.0	0.0	0.0	9.8	2.6	0.0	0.0	9.0
Cycle Q Clear Time (g_c), s	2.0	0.0	0.0	23.9	2.6	0.0	0.0	17.9
Perm LT Sat Flow (s_l), veh/h/ln	450	0	0	1170	320	0	0	1228
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	93.0	0.0	0.0	26.8	93.0	0.0	0.0	26.8
Perm LT Serve Time (g_u), s	71.6	0.0	0.0	12.7	59.3	0.0	0.0	17.9
Perm LT Q Serve Time (g_ps), s	4.6	0.0	0.0	9.8	16.5	0.0	0.0	9.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	331	0	0	157	247	0	0	208
V/C Ratio (X)	0.24	0.00	0.00	0.53	0.43	0.00	0.00	0.40
Avail Cap (c_a), veh/h	466	0	0	201	371	0	0	254
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.9	0.0	0.0	62.4	12.8	0.0	0.0	57.2
Incr Delay (d2), s/veh	0.4	0.0	0.0	5.9	1.2	0.0	0.0	2.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.3	0.0	0.0	68.3	14.0	0.0	0.0	59.9
1st-Term Q (Q1), veh/ln	0.7	0.0	0.0	3.0	1.0	0.0	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.4	0.0	0.0	5.8	1.9	0.0	0.0	5.4
%ile Storage Ratio (RQ%)	0.11	0.00	0.00	1.63	0.24	0.00	0.00	1.81
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	607	0	0	0	779	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	22.2	0.0	0.0	0.0	33.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.2	0.0	0.0	0.0	33.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1254	0	0	0	1243	0	0
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	1254	0	0	0	1243	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.3	0.0	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	2.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	0.0	0.0	15.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	0.0	0.0	13.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.00	0.00	1.44	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	14.2	0.0	0.0	0.0	20.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.39	0.00	0.00	0.00	0.90	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	630	0	121	0	815	0	184
Grp Sat Flow (s), veh/h/ln	0	1937	0	1662	0	1949	0	1664
Q Serve Time (g_s), s	0.0	22.2	0.0	8.9	0.0	33.8	0.0	14.1
Cycle Q Clear Time (g_c), s	0.0	22.2	0.0	8.9	0.0	33.8	0.0	14.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.52	0.00	0.06	0.00	0.52
Lane Grp Cap (c), veh/h	0	1298	0	318	0	1295	0	318
V/C Ratio (X)	0.00	0.49	0.00	0.38	0.00	0.63	0.00	0.58
Avail Cap (c_a), veh/h	0	1298	0	380	0	1295	0	380
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.3	0.0	49.4	0.0	13.5	0.0	51.5
Incr Delay (d2), s/veh	0.0	1.3	0.0	1.6	0.0	2.3	0.0	3.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	51.0	0.0	15.9	0.0	55.0
1st-Term Q (Q1), veh/ln	0.0	9.1	0.0	3.8	0.0	13.9	0.0	6.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.1	0.0	0.8	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.53	0.00	1.80	0.00	1.43	0.00	1.66
%ile Back of Q (95%), veh/ln	0.0	14.6	0.0	7.0	0.0	21.1	0.0	10.4
%ile Storage Ratio (RQ%)	0.00	1.43	0.00	1.35	0.00	0.94	0.00	0.73
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1275	5	0	1685	0	1
Future Vol, veh/h	1275	5	0	1685	0	1
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	1342	5	0	1774	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	674
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	397
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	397
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	397	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	14.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	1	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	12	12	6	14	12	2	6	0	0	2	0	0
Stage 1	8	8	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1006	882	1077	1003	882	1083	1615	-	-	1620	-	-
Stage 1	1014	889	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1002	881	1077	994	881	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	1002	881	-	994	881	-	-	-	-	-	-	-
Stage 1	1013	889	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	892	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	8.67	2.41	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	921	988	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.007	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	5	1	1	15	1	20	1	170	10	40	170	5
Future Vol, veh/h	5	1	1	15	1	20	1	170	10	40	170	5
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	11	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	1	16	1	21	1	179	11	42	179	5

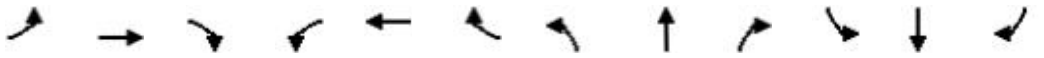
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	449	470	184	461	468	195	186	0	0	200	0	0
Stage 1	268	268	-	197	197	-	-	-	-	-	-	-
Stage 2	182	203	-	264	270	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	520	491	859	511	493	846	1388	-	-	1372	-	-
Stage 1	738	687	-	805	738	-	-	-	-	-	-	-
Stage 2	820	734	-	741	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	487	469	857	487	470	838	1386	-	-	1359	-	-
Mov Cap-2 Maneuver	487	469	-	487	470	-	-	-	-	-	-	-
Stage 1	711	663	-	796	730	-	-	-	-	-	-	-
Stage 2	798	726	-	714	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.08	11.04	0.04	1.44
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	516	634	333	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.06	0.031	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	12.1	11	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
SAT Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1045	40	40	1140	45	60	50	30	115	50	100
Future Volume (veh/h)	130	1045	40	40	1140	45	60	50	30	115	50	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1100	42	42	1200	47	63	53	32	121	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	2589	99	372	2508	98	141	173	104	206	89	175
Arrive On Green	0.04	0.70	0.70	0.02	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3674	140	1781	3670	144	1228	1092	659	1313	560	1110
Grp Volume(v), veh/h	137	560	582	42	611	636	63	0	85	121	0	158
Grp Sat Flow(s),veh/h/ln	1781	1870	1944	1781	1870	1943	1228	0	1752	1313	0	1671
Q Serve(g_s), s	2.9	16.4	16.4	0.9	20.0	20.0	6.5	0.0	5.6	11.7	0.0	11.4
Cycle Q Clear(g_c), s	2.9	16.4	16.4	0.9	20.0	20.0	18.0	0.0	5.6	17.3	0.0	11.4
Prop In Lane	1.00		0.07	1.00		0.07	1.00		0.38	1.00		0.66
Lane Grp Cap(c), veh/h	361	1318	1370	372	1278	1328	141	0	277	206	0	264
V/C Ratio(X)	0.38	0.42	0.42	0.11	0.48	0.48	0.45	0.00	0.31	0.59	0.00	0.60
Avail Cap(c_a), veh/h	518	1318	1370	566	1278	1328	193	0	350	262	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	8.1	8.1	6.7	9.7	9.7	59.3	0.0	48.4	56.1	0.0	50.9
Incr Delay (d2), s/veh	0.7	1.0	1.0	0.1	1.3	1.2	4.6	0.0	1.3	5.6	0.0	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	10.6	10.9	0.6	12.7	13.0	4.0	0.0	4.6	7.6	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.2	9.1	9.1	6.8	11.0	10.9	63.9	0.0	49.8	61.6	0.0	55.5
LnGrp LOS	A	A	A	A	B	B	E		D	E		E
Approach Vol, veh/h		1279			1289			148			279	
Approach Delay, s/veh		9.0			10.8			55.8			58.2	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	97.6		26.5	8.6	94.9		26.5				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0				
Max Q Clear Time (g_c+I1), s	2.9	18.4		20.0	4.9	22.0		19.3				
Green Ext Time (p_c), s	0.0	33.8		0.5	0.2	35.5		1.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.7	
HCM 7th LOS		B	

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
SAT Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1045	40	40	1140	45	60	50	30	115	50	100
Future Volume (veh/h)	130	1045	40	40	1140	45	60	50	30	115	50	100
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1100	42	42	1200	47	63	53	32	121	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	361	2589	99	372	2508	98	141	173	104	206	89	175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.70	0.70	0.02	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	8.2	9.1	9.1	6.8	11.0	10.9	63.9	0.0	49.8	61.6	0.0	55.5
Ln Grp LOS	A	A	A	A	B	B	E		D	E		E
Approach Vol, veh/h		1279			1289			148			279	
Approach Delay, s/veh		9.0			10.8			55.8			58.2	
Approach LOS		A			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	5.8	97.6		26.5	8.6	94.9		26.5
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0
Max Allow Headway (MAH), s	3.8	9.1		6.9	3.8	9.1		6.9
Max Q Clear (g_c+I1), s	2.9	18.4		20.0	4.9	22.0		19.3
Green Ext Time (g_e), s	0.0	33.8		0.5	0.2	35.5		1.3
Prob of Phs Call (p_c)	0.78	1.00		1.00	0.99	1.00		1.00
Prob of Max Out (p_x)	0.00	0.50		1.00	0.00	0.62		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1228	1781			1313

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3674		1092		3670		560

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		659		144		1110

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	42	0	0	63	137	0	0	121
Grp Sat Flow (s), veh/h/ln	1781	0	0	1228	1781	0	0	1313
Q Serve Time (g_s), s	0.9	0.0	0.0	6.5	2.9	0.0	0.0	11.7
Cycle Q Clear Time (g_c), s	0.9	0.0	0.0	18.0	2.9	0.0	0.0	17.3
Perm LT Sat Flow (s_l), veh/h/ln	493	0	0	1228	446	0	0	1313
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	88.9	0.0	0.0	20.5	90.1	0.0	0.0	20.5
Perm LT Serve Time (g_u), s	75.2	0.0	0.0	9.1	68.9	0.0	0.0	15.0
Perm LT Q Serve Time (g_ps), s	1.3	0.0	0.0	6.5	9.4	0.0	0.0	11.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	372	0	0	141	361	0	0	206
V/C Ratio (X)	0.11	0.00	0.00	0.45	0.38	0.00	0.00	0.59
Avail Cap (c_a), veh/h	566	0	0	193	518	0	0	262
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	6.7	0.0	0.0	59.3	7.5	0.0	0.0	56.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	4.6	0.7	0.0	0.0	5.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.8	0.0	0.0	63.9	8.2	0.0	0.0	61.6
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	2.1	1.0	0.0	0.0	3.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.6	0.0	0.0	4.0	1.9	0.0	0.0	7.6
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	1.14	0.24	0.00	0.00	2.57
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	560	0	0	0	611	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	16.4	0.0	0.0	0.0	20.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.4	0.0	0.0	0.0	20.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1318	0	0	0	1278	0	0
V/C Ratio (X)	0.00	0.42	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	1318	0	0	0	1278	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	9.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.1	0.0	0.0	0.0	11.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.0	0.0	0.0	0.0	7.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.65	0.00	1.00	0.00	1.58	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.6	0.0	0.0	0.0	12.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.03	0.00	0.00	0.00	0.56	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	582	0	85	0	636	0	158
Grp Sat Flow (s), veh/h/ln	0	1944	0	1752	0	1943	0	1671
Q Serve Time (g_s), s	0.0	16.4	0.0	5.6	0.0	20.0	0.0	11.4
Cycle Q Clear Time (g_c), s	0.0	16.4	0.0	5.6	0.0	20.0	0.0	11.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	0.38	0.00	0.07	0.00	0.66
Lane Grp Cap (c), veh/h	0	1370	0	277	0	1328	0	264
V/C Ratio (X)	0.00	0.42	0.00	0.31	0.00	0.48	0.00	0.60
Avail Cap (c_a), veh/h	0	1370	0	350	0	1328	0	334
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.1	0.0	48.4	0.0	9.7	0.0	50.9
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.3	0.0	1.2	0.0	4.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.1	0.0	49.8	0.0	10.9	0.0	55.5
1st-Term Q (Q1), veh/ln	0.0	6.3	0.0	2.5	0.0	7.9	0.0	4.8
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.5	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.64	0.00	1.80	0.00	1.57	0.00	1.72
%ile Back of Q (95%), veh/ln	0.0	10.9	0.0	4.6	0.0	13.0	0.0	8.9
%ile Storage Ratio (RQ%)	0.00	1.06	0.00	0.89	0.00	0.58	0.00	0.63
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1245	5	0	1320	0	5
Future Vol, veh/h	1245	5	0	1320	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1311	5	0	1389	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	658
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	407
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	407
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	13.96
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	407	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s/veh)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Future Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	5	1	1	5	5	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	21	6	20	18	8	6	0	0	11	0	0
Stage 1	8	8	-	10	10	-	-	-	-	-	-	-
Stage 2	10	13	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	873	1077	993	876	1074	1615	-	-	1609	-	-
Stage 1	1014	889	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	885	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	988	872	1077	985	874	1074	1615	-	-	1609	-	-
Mov Cap-2 Maneuver	988	872	-	985	874	-	-	-	-	-	-	-
Stage 1	1013	889	-	1010	887	-	-	-	-	-	-	-
Stage 2	1003	884	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.98	8.89	0.66	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	149	-	-	912	938	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.012	0.001	-	-
HCM Control Delay (s/veh)	7.2	0	-	9	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	15	1	15	5	120	10	30	95	5
Future Vol, veh/h	5	1	5	15	1	15	5	120	10	30	95	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	16	1	16	5	126	11	32	100	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	303	313	103	306	311	132	105	0	0	137	0	0
Stage 1	166	166	-	142	142	-	-	-	-	-	-	-
Stage 2	137	147	-	164	168	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	649	602	952	647	604	918	1486	-	-	1447	-	-
Stage 1	836	761	-	861	779	-	-	-	-	-	-	-
Stage 2	866	775	-	838	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	620	586	952	625	588	918	1486	-	-	1447	-	-
Mov Cap-2 Maneuver	620	586	-	625	588	-	-	-	-	-	-	-
Stage 1	817	743	-	857	776	-	-	-	-	-	-	-
Stage 2	846	772	-	813	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10	10.11	0.28	1.74
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	732	737	411	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.044	0.022	-	-
HCM Control Delay (s/veh)	7.4	0	-	10	10.1	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

FUTURE (2032) BUILD CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Build (2032) Traffic Projections
AM Peak Hour

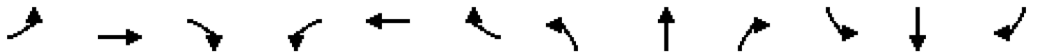
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1125	95	185	980	20	200	65	180	30	40	55
Future Volume (veh/h)	60	1125	95	185	980	20	200	65	180	30	40	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.96		0.95	0.98		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870	1870	1870
Adj Flow Rate, veh/h	63	1184	100	195	1032	21	211	68	189	32	42	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2	2	2
Cap, veh/h	368	2121	179	326	2376	48	256	91	252	126	148	205
Arrive On Green	0.03	0.61	0.61	0.06	0.64	0.64	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1767	3490	294	1739	3719	76	1219	421	1169	1103	689	952
Grp Volume(v), veh/h	63	634	650	195	515	538	211	0	257	32	0	100
Grp Sat Flow(s),veh/h/ln	1767	1870	1914	1739	1856	1939	1219	0	1589	1103	0	1641
Q Serve(g_s), s	1.8	26.1	26.2	5.2	18.0	18.0	21.4	0.0	19.7	3.6	0.0	6.6
Cycle Q Clear(g_c), s	1.8	26.1	26.2	5.2	18.0	18.0	28.0	0.0	19.7	23.3	0.0	6.6
Prop In Lane	1.00		0.15	1.00		0.04	1.00		0.74	1.00		0.58
Lane Grp Cap(c), veh/h	368	1137	1163	326	1186	1239	256	0	342	126	0	354
V/C Ratio(X)	0.17	0.56	0.56	0.60	0.43	0.43	0.82	0.00	0.75	0.25	0.00	0.28
Avail Cap(c_a), veh/h	505	1137	1163	406	1186	1239	256	0	342	126	0	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	15.1	15.2	13.2	11.7	11.7	54.8	0.0	47.7	58.6	0.0	42.6
Incr Delay (d2), s/veh	0.2	2.0	1.9	1.8	1.2	1.1	21.1	0.0	10.6	2.2	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	16.7	17.1	3.6	11.9	12.4	13.3	0.0	13.8	2.0	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	17.1	17.1	14.9	12.9	12.8	76.0	0.0	58.3	60.9	0.0	43.5
LnGrp LOS	B	B	B	B	B	B	E		E	E		D
Approach Vol, veh/h		1347			1248			468			132	
Approach Delay, s/veh		16.8			13.2			66.3			47.7	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	85.0		34.0	6.9	89.1		34.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0				
Max Q Clear Time (g_c+I1), s	7.2	28.2		30.0	3.8	20.0		25.3				
Green Ext Time (p_c), s	0.3	33.7		0.0	0.1	30.3		0.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		23.9	
HCM 7th LOS		C	

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

Build (2032) Traffic Projections
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1125	95	185	980	20	200	65	180	30	40	55
Future Volume (veh/h)	60	1125	95	185	980	20	200	65	180	30	40	55
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.96		0.95	0.98		0.95
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870	1870	1870
Adj Flow Rate, veh/h	63	1184	100	195	1032	21	211	68	189	32	42	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	368	2121	179	326	2376	48	256	91	252	126	148	205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.61	0.61	0.06	0.64	0.64	0.22	0.22	0.22	0.22	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.1	17.1	17.1	14.9	12.9	12.8	76.0	0.0	58.3	60.9	0.0	43.5
Ln Grp LOS	B	B	B	B	B	B	E		E	E		D
Approach Vol, veh/h		1347			1248			468			132	
Approach Delay, s/veh		16.8			13.2			66.3			47.7	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	11.0	85.0		34.0	6.9	89.1		34.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0
Max Allow Headway (MAH), s	3.8	9.1		7.0	3.8	9.1		7.4
Max Q Clear (g_c+I1), s	7.2	28.2		30.0	3.8	20.0		25.3
Green Ext Time (g_e), s	0.3	33.7		0.0	0.1	30.3		0.2
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.90	1.00		1.00
Prob of Max Out (p_x)	0.14	0.69		1.00	0.00	0.42		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1739			1219	1767			1103

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3490		421		3719		689

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		294		1169		76		952

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	195	0	0	211	63	0	0	32
Grp Sat Flow (s), veh/h/ln	1739	0	0	1219	1767	0	0	1103
Q Serve Time (g_s), s	5.2	0.0	0.0	21.4	1.8	0.0	0.0	3.6
Cycle Q Clear Time (g_c), s	5.2	0.0	0.0	28.0	1.8	0.0	0.0	23.3
Perm LT Sat Flow (s_l), veh/h/ln	420	0	0	1219	531	0	0	1103
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	81.0	0.0	0.0	28.0	79.0	0.0	0.0	28.0
Perm LT Serve Time (g_u), s	52.8	0.0	0.0	21.4	65.0	0.0	0.0	8.3
Perm LT Q Serve Time (g_ps), s	24.5	0.0	0.0	21.4	1.9	0.0	0.0	3.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	326	0	0	256	368	0	0	126
V/C Ratio (X)	0.60	0.00	0.00	0.82	0.17	0.00	0.00	0.25
Avail Cap (c_a), veh/h	406	0	0	256	505	0	0	126
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	13.2	0.0	0.0	54.8	9.9	0.0	0.0	58.6
Incr Delay (d2), s/veh	1.8	0.0	0.0	21.1	0.2	0.0	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.9	0.0	0.0	76.0	10.1	0.0	0.0	60.9
1st-Term Q (Q1), veh/ln	1.8	0.0	0.0	7.0	0.7	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	1.5	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.56	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	3.6	0.0	0.0	13.3	1.2	0.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.30	0.00	0.00	3.85	0.25	0.00	0.00	0.67
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	634	0	0	0	515	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1856	0	0
Q Serve Time (g_s), s	0.0	26.1	0.0	0.0	0.0	18.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.1	0.0	0.0	0.0	18.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1137	0	0	0	1186	0	0
V/C Ratio (X)	0.00	0.56	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	0	1137	0	0	0	1186	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.1	0.0	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.1	0.0	0.0	0.0	12.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.6	0.0	0.0	0.0	7.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.49	0.00	1.00	0.00	1.60	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	16.7	0.0	0.0	0.0	11.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.43	0.00	0.00	0.00	0.53	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	650	0	257	0	538	0	100
Grp Sat Flow (s), veh/h/ln	0	1914	0	1589	0	1939	0	1641
Q Serve Time (g_s), s	0.0	26.2	0.0	19.7	0.0	18.0	0.0	6.6
Cycle Q Clear Time (g_c), s	0.0	26.2	0.0	19.7	0.0	18.0	0.0	6.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.74	0.00	0.04	0.00	0.58
Lane Grp Cap (c), veh/h	0	1163	0	342	0	1239	0	354
V/C Ratio (X)	0.00	0.56	0.00	0.75	0.00	0.43	0.00	0.28
Avail Cap (c_a), veh/h	0	1163	0	342	0	1239	0	354
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.2	0.0	47.7	0.0	11.7	0.0	42.6
Incr Delay (d2), s/veh	0.0	1.9	0.0	10.6	0.0	1.1	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.1	0.0	58.3	0.0	12.8	0.0	43.5
1st-Term Q (Q1), veh/ln	0.0	10.9	0.0	7.9	0.0	7.4	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	1.0	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.48	0.00	1.55	0.00	1.59	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	17.1	0.0	13.8	0.0	12.4	0.0	5.1
%ile Storage Ratio (RQ%)	0.00	3.50	0.00	2.67	0.00	0.55	0.00	0.36
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1335	10	0	1205	0	1
Future Vol, veh/h	1335	10	0	1205	0	1
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	3	2	2
Mvmt Flow	1405	11	0	1268	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	708
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	377
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	377	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	14.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	5	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	25	6	24	23	4	6	0	0	6	0	0
Stage 1	16	16	-	6	6	-	-	-	-	-	-	-
Stage 2	4	8	-	18	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	869	1077	987	871	1080	1615	-	-	1615	-	-
Stage 1	1003	882	-	1016	891	-	-	-	-	-	-	-
Stage 2	1019	889	-	1001	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	987	865	1077	976	867	1080	1615	-	-	1615	-	-
Mov Cap-2 Maneuver	987	865	-	976	867	-	-	-	-	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-	-	-	-	-
Stage 2	1016	888	-	990	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9	8.73	1.03	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	220	-	-	907	972	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.008	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	1	10	1	1	1	5	300	1	1	220	45
Future Vol, veh/h	40	1	10	1	1	1	5	300	1	1	220	45
Conflicting Peds, #/hr	0	0	5	5	0	0	2	0	20	20	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	100	2	6	2	2	4	2
Mvmt Flow	42	1	11	1	1	1	5	316	1	1	232	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	586	607	262	586	630	336	281	0	0	337	0	0
Stage 1	259	259	-	347	347	-	-	-	-	-	-	-
Stage 2	327	347	-	239	283	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	7.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	4.2	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	422	411	776	422	399	529	1282	-	-	1222	-	-
Stage 1	745	693	-	669	635	-	-	-	-	-	-	-
Stage 2	686	635	-	764	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	401	772	404	389	520	1279	-	-	1202	-	-
Mov Cap-2 Maneuver	416	401	-	404	389	-	-	-	-	-	-	-
Stage 1	743	691	-	655	621	-	-	-	-	-	-	-
Stage 2	680	621	-	749	675	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.91	13.43	0.13	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	29	-	-	457	430	7	-	-
HCM Lane V/C Ratio	0.004	-	-	0.117	0.007	0.001	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	13.9	13.4	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1285	50	0	1205	0	50
Future Vol, veh/h	1285	50	0	1205	0	50
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	1353	53	0	1268	0	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	703
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	380
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	380
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.98
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	380	-	-	-
HCM Lane V/C Ratio	0.138	-	-	-
HCM Ctrl Dly (s/v)	16	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	5	45	35	1
Future Vol, veh/h	1	15	5	45	35	1
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	1	16	5	47	37	1

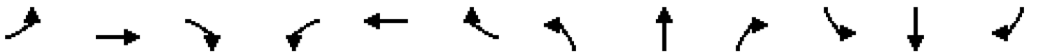
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	53	0	-	0	47	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1553	-	-	-	963	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	962	1046
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.46	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	964
HCM Lane V/C Ratio	0.001	-	-	-	0.039
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Build (2032) Traffic Projections
PM Peak Hour



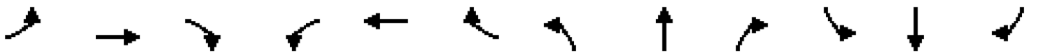
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1440	70	185	1365	55	165	80	100	80	50	95
Future Volume (veh/h)	135	1440	70	185	1365	55	165	80	100	80	50	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.94	0.97		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	1516	74	195	1437	58	174	84	105	84	53	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	2189	106	256	2253	91	227	167	208	200	127	240
Arrive On Green	0.05	0.60	0.60	0.06	0.61	0.61	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3631	177	1781	3665	148	1196	728	911	1162	556	1048
Grp Volume(v), veh/h	142	778	812	195	732	763	174	0	189	84	0	153
Grp Sat Flow(s),veh/h/ln	1781	1870	1937	1781	1870	1942	1196	0	1639	1162	0	1604
Q Serve(g_s), s	4.3	39.6	40.1	5.8	34.7	34.9	20.3	0.0	14.1	9.5	0.0	11.4
Cycle Q Clear(g_c), s	4.3	39.6	40.1	5.8	34.7	34.9	31.7	0.0	14.1	23.6	0.0	11.4
Prop In Lane	1.00		0.09	1.00		0.08	1.00		0.56	1.00		0.65
Lane Grp Cap(c), veh/h	262	1128	1168	256	1150	1194	227	0	375	200	0	367
V/C Ratio(X)	0.54	0.69	0.69	0.76	0.64	0.64	0.76	0.00	0.50	0.42	0.00	0.42
Avail Cap(c_a), veh/h	364	1128	1168	337	1150	1194	227	0	375	200	0	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	18.9	19.0	23.0	17.1	17.1	59.6	0.0	47.1	57.4	0.0	46.0
Incr Delay (d2), s/veh	1.7	3.5	3.4	7.1	2.7	2.6	16.6	0.0	2.3	3.0	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	24.4	25.4	8.0	21.5	22.3	11.7	0.0	10.1	5.4	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	22.4	22.4	30.1	19.8	19.7	76.2	0.0	49.4	60.3	0.0	47.7
LnGrp LOS	B	C	C	C	B	B	E		D	E		D
Approach Vol, veh/h		1732			1690			363			237	
Approach Delay, s/veh		22.0			20.9			62.2			52.2	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	90.4		38.0	9.9	92.1		38.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0				
Max Q Clear Time (g_c+I1), s	7.8	42.1		33.7	6.3	36.9		25.6				
Green Ext Time (p_c), s	0.3	32.5		0.0	0.2	35.4		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			27.0									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

Build (2032) Traffic Projections
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1440	70	185	1365	55	165	80	100	80	50	95
Future Volume (veh/h)	135	1440	70	185	1365	55	165	80	100	80	50	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.97		0.94	0.97		0.94
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	1516	74	195	1437	58	174	84	105	84	53	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	262	2189	106	256	2253	91	227	167	208	200	127	240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.60	0.60	0.06	0.61	0.61	0.23	0.23	0.23	0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	17.7	22.4	22.4	30.1	19.8	19.7	76.2	0.0	49.4	60.3	0.0	47.7
Ln Grp LOS	B	C	C	C	B	B	E		D	E		D
Approach Vol, veh/h		1732			1690			363			237	
Approach Delay, s/veh		22.0			20.9			62.2			52.2	
Approach LOS		C			C			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	11.6	90.4		38.0	9.9	92.1		38.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		7.0	3.8	9.1		7.2
Max Q Clear (g_c+I1), s	7.8	42.1		33.7	6.3	36.9		25.6
Green Ext Time (g_e), s	0.3	32.5		0.0	0.2	35.4		1.1
Prob of Phs Call (p_c)	1.00	1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.10	0.90		1.00	0.02	0.84		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1196	1781			1162

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3631		728		3665		556

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		177		911		148		1048

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	195	0	0	174	142	0	0	84
Grp Sat Flow (s), veh/h/ln	1781	0	0	1196	1781	0	0	1162
Q Serve Time (g_s), s	5.8	0.0	0.0	20.3	4.3	0.0	0.0	9.5
Cycle Q Clear Time (g_c), s	5.8	0.0	0.0	31.7	4.3	0.0	0.0	23.6
Perm LT Sat Flow (s_l), veh/h/ln	321	0	0	1196	352	0	0	1162
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	84.6	0.0	0.0	32.0	84.4	0.0	0.0	32.0
Perm LT Serve Time (g_u), s	44.3	0.0	0.0	20.6	51.2	0.0	0.0	17.9
Perm LT Q Serve Time (g_ps), s	44.3	0.0	0.0	20.3	22.5	0.0	0.0	9.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	256	0	0	227	262	0	0	200
V/C Ratio (X)	0.76	0.00	0.00	0.76	0.54	0.00	0.00	0.42
Avail Cap (c_a), veh/h	337	0	0	227	364	0	0	200
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	23.0	0.0	0.0	59.6	16.0	0.0	0.0	57.4
Incr Delay (d2), s/veh	7.1	0.0	0.0	16.6	1.7	0.0	0.0	3.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.1	0.0	0.0	76.2	17.7	0.0	0.0	60.3
1st-Term Q (Q1), veh/ln	4.0	0.0	0.0	6.2	1.6	0.0	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	1.1	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.77	0.00	0.00	1.61	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	8.0	0.0	0.0	11.7	3.1	0.0	0.0	5.4
%ile Storage Ratio (RQ%)	0.64	0.00	0.00	3.30	0.78	0.00	0.00	1.82
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	778	0	0	0	732	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	39.6	0.0	0.0	0.0	34.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	39.6	0.0	0.0	0.0	34.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1128	0	0	0	1150	0	0
V/C Ratio (X)	0.00	0.69	0.00	0.00	0.00	0.64	0.00	0.00
Avail Cap (c_a), veh/h	0	1128	0	0	0	1150	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.9	0.0	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.0	0.0	2.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.4	0.0	0.0	0.0	19.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	16.4	0.0	0.0	0.0	14.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.39	0.00	1.00	0.00	1.42	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	24.4	0.0	0.0	0.0	21.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	6.07	0.00	0.00	0.00	0.96	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	812	0	189	0	763	0	153
Grp Sat Flow (s), veh/h/ln	0	1937	0	1639	0	1942	0	1604
Q Serve Time (g_s), s	0.0	40.1	0.0	14.1	0.0	34.9	0.0	11.4
Cycle Q Clear Time (g_c), s	0.0	40.1	0.0	14.1	0.0	34.9	0.0	11.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.56	0.00	0.08	0.00	0.65
Lane Grp Cap (c), veh/h	0	1168	0	375	0	1194	0	367
V/C Ratio (X)	0.00	0.69	0.00	0.50	0.00	0.64	0.00	0.42
Avail Cap (c_a), veh/h	0	1168	0	375	0	1194	0	367
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.0	0.0	47.1	0.0	17.1	0.0	46.0
Incr Delay (d2), s/veh	0.0	3.4	0.0	2.3	0.0	2.6	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.4	0.0	49.4	0.0	19.7	0.0	47.7
1st-Term Q (Q1), veh/ln	0.0	17.2	0.0	5.8	0.0	14.9	0.0	4.6
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.2	0.0	0.9	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.38	0.00	1.67	0.00	1.41	0.00	1.75
%ile Back of Q (95%), veh/ln	0.0	25.4	0.0	10.1	0.0	22.3	0.0	8.4
%ile Storage Ratio (RQ%)	0.00	6.31	0.00	1.96	0.00	0.99	0.00	0.59
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1380	10	0	1585	0	5
Future Vol, veh/h	1380	10	0	1585	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1453	11	0	1668	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	732
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	364
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	364
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	364	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Ctrl Dly (s/v)	15	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Future Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	5	1	1	1	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	21	6	20	21	2	6	0	0	2	0	0
Stage 1	16	16	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	16	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	873	1077	993	873	1083	1615	-	-	1620	-	-
Stage 1	1003	882	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1003	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	983	870	1077	987	870	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	983	870	-	987	870	-	-	-	-	-	-	-
Stage 1	1000	879	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	892	-	998	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.73	8.51	2.41	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	969	1032	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.007	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	65	5	5	5	1	20	1	160	10	15	140	70
Future Vol, veh/h	65	5	5	5	1	20	1	160	10	15	140	70
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	11	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	5	5	5	1	21	1	168	11	16	147	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	389	410	186	368	441	185	223	0	0	190	0	0
Stage 1	218	218	-	187	187	-	-	-	-	-	-	-
Stage 2	171	192	-	182	255	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	570	531	856	588	510	858	1346	-	-	1384	-	-
Stage 1	785	723	-	815	745	-	-	-	-	-	-	-
Stage 2	831	742	-	820	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	546	518	854	565	498	850	1344	-	-	1371	-	-
Mov Cap-2 Maneuver	546	518	-	565	498	-	-	-	-	-	-	-
Stage 1	773	712	-	807	738	-	-	-	-	-	-	-
Stage 2	808	734	-	798	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.52	9.94	0.04	0.51
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	557	756	112	-	-
HCM Lane V/C Ratio	0.001	-	-	0.142	0.036	0.012	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	12.5	9.9	7.7	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1325	60	0	1585	0	65
Future Vol, veh/h	1325	60	0	1585	0	65
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	1395	63	0	1668	0	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	729
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	365
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	365
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.11
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	365	-	-	-
HCM Lane V/C Ratio	0.187	-	-	-
HCM Ctrl Dly (s/v)	17.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	5	65	60	1
Future Vol, veh/h	1	15	5	65	60	1
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	1	16	5	68	63	1

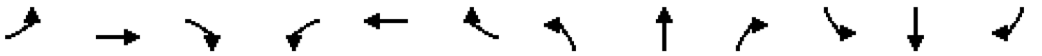
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	57	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	950	1032
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	949	1032
Mov Cap-2 Maneuver	-	-	-	-	949	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.46	0	9.06
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	951
HCM Lane V/C Ratio	0.001	-	-	-	0.068
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Build (2032) Traffic Projections
PM Peak Hour



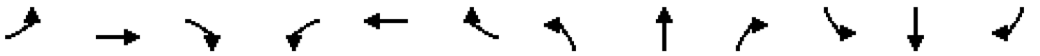
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1130	55	140	1410	45	140	55	60	80	85	90
Future Volume (veh/h)	100	1130	55	140	1410	45	140	55	60	80	85	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1189	58	147	1484	47	147	58	63	84	89	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	2231	109	324	2310	73	208	183	199	260	185	197
Arrive On Green	0.04	0.61	0.61	0.05	0.62	0.62	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3630	177	1781	3701	117	1178	801	870	1237	809	863
Grp Volume(v), veh/h	105	612	635	147	749	782	147	0	121	84	0	184
Grp Sat Flow(s),veh/h/ln	1781	1870	1937	1781	1870	1948	1178	0	1670	1237	0	1672
Q Serve(g_s), s	3.1	26.3	26.3	4.3	35.1	35.3	17.3	0.0	8.4	8.5	0.0	13.4
Cycle Q Clear(g_c), s	3.1	26.3	26.3	4.3	35.1	35.3	30.7	0.0	8.4	16.9	0.0	13.4
Prop In Lane	1.00		0.09	1.00		0.06	1.00		0.52	1.00		0.52
Lane Grp Cap(c), veh/h	243	1149	1190	324	1167	1216	208	0	382	260	0	382
V/C Ratio(X)	0.43	0.53	0.53	0.45	0.64	0.64	0.71	0.00	0.32	0.32	0.00	0.48
Avail Cap(c_a), veh/h	362	1149	1190	426	1167	1216	208	0	382	260	0	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	15.5	15.5	12.5	16.5	16.5	60.1	0.0	44.9	51.9	0.0	46.8
Incr Delay (d2), s/veh	1.2	1.8	1.7	1.0	2.7	2.6	12.9	0.0	1.0	1.5	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	16.9	17.4	3.1	21.7	22.5	10.0	0.0	6.6	5.0	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	17.2	17.2	13.5	19.2	19.2	73.0	0.0	45.9	53.5	0.0	48.8
LnGrp LOS	B	B	B	B	B	B	E		D	D		D
Approach Vol, veh/h		1352			1678			268			268	
Approach Delay, s/veh		17.1			18.7			60.8			50.3	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	92.0		38.0	8.6	93.4		38.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0				
Max Q Clear Time (g_c+I1), s	6.3	28.3		32.7	5.1	37.3		18.9				
Green Ext Time (p_c), s	0.2	35.4		0.0	0.1	35.6		2.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		23.6	
HCM 7th LOS		C	

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

Build (2032) Traffic Projections
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1130	55	140	1410	45	140	55	60	80	85	90
Future Volume (veh/h)	100	1130	55	140	1410	45	140	55	60	80	85	90
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.98		0.96	0.97		0.96
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1189	58	147	1484	47	147	58	63	84	89	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	243	2231	109	324	2310	73	208	183	199	260	185	197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.61	0.61	0.05	0.62	0.62	0.23	0.23	0.23	0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	16.2	17.2	17.2	13.5	19.2	19.2	73.0	0.0	45.9	53.5	0.0	48.8
Ln Grp LOS	B	B	B	B	B	B	E		D	D		D
Approach Vol, veh/h		1352			1678			268			268	
Approach Delay, s/veh		17.1			18.7			60.8			50.3	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	10.0	92.0		38.0	8.6	93.4		38.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		6.9	3.8	9.1		7.2
Max Q Clear (g_c+I1), s	6.3	28.3		32.7	5.1	37.3		18.9
Green Ext Time (g_e), s	0.2	35.4		0.0	0.1	35.6		2.0
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.98	1.00		1.00
Prob of Max Out (p_x)	0.02	0.63		1.00	0.00	0.86		0.22

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1178	1781			1237

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3630		801		3701		809

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		177		870		117		863

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	147	0	0	147	105	0	0	84
Grp Sat Flow (s), veh/h/ln	1781	0	0	1178	1781	0	0	1237
Q Serve Time (g_s), s	4.3	0.0	0.0	17.3	3.1	0.0	0.0	8.5
Cycle Q Clear Time (g_c), s	4.3	0.0	0.0	30.7	3.1	0.0	0.0	16.9
Perm LT Sat Flow (s_l), veh/h/ln	446	0	0	1178	340	0	0	1237
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	86.0	0.0	0.0	32.0	86.0	0.0	0.0	32.0
Perm LT Serve Time (g_u), s	59.7	0.0	0.0	18.6	52.1	0.0	0.0	23.6
Perm LT Q Serve Time (g_ps), s	12.9	0.0	0.0	17.3	15.2	0.0	0.0	8.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	324	0	0	208	243	0	0	260
V/C Ratio (X)	0.45	0.00	0.00	0.71	0.43	0.00	0.00	0.32
Avail Cap (c_a), veh/h	426	0	0	208	362	0	0	260
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	12.5	0.0	0.0	60.1	15.0	0.0	0.0	51.9
Incr Delay (d2), s/veh	1.0	0.0	0.0	12.9	1.2	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.5	0.0	0.0	73.0	16.2	0.0	0.0	53.5
1st-Term Q (Q1), veh/ln	1.6	0.0	0.0	5.2	1.2	0.0	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.7	0.1	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.67	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	3.1	0.0	0.0	10.0	2.2	0.0	0.0	5.0
%ile Storage Ratio (RQ%)	0.25	0.00	0.00	2.81	0.56	0.00	0.00	1.70
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	612	0	0	0	749	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	26.3	0.0	0.0	0.0	35.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.3	0.0	0.0	0.0	35.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1149	0	0	0	1167	0	0
V/C Ratio (X)	0.00	0.53	0.00	0.00	0.00	0.64	0.00	0.00
Avail Cap (c_a), veh/h	0	1149	0	0	0	1167	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	0.0	0.0	16.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	2.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.2	0.0	0.0	0.0	19.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.8	0.0	0.0	0.0	14.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.49	0.00	1.00	0.00	1.42	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	16.9	0.0	0.0	0.0	21.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	4.21	0.00	0.00	0.00	0.96	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	635	0	121	0	782	0	184
Grp Sat Flow (s), veh/h/ln	0	1937	0	1670	0	1948	0	1672
Q Serve Time (g_s), s	0.0	26.3	0.0	8.4	0.0	35.3	0.0	13.4
Cycle Q Clear Time (g_c), s	0.0	26.3	0.0	8.4	0.0	35.3	0.0	13.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.52	0.00	0.06	0.00	0.52
Lane Grp Cap (c), veh/h	0	1190	0	382	0	1216	0	382
V/C Ratio (X)	0.00	0.53	0.00	0.32	0.00	0.64	0.00	0.48
Avail Cap (c_a), veh/h	0	1190	0	382	0	1216	0	382
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	44.9	0.0	16.5	0.0	46.8
Incr Delay (d2), s/veh	0.0	1.7	0.0	1.0	0.0	2.6	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.2	0.0	45.9	0.0	19.2	0.0	48.8
1st-Term Q (Q1), veh/ln	0.0	11.2	0.0	3.6	0.0	15.1	0.0	5.6
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.1	0.0	0.9	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.48	0.00	1.80	0.00	1.41	0.00	1.68
%ile Back of Q (95%), veh/ln	0.0	17.4	0.0	6.6	0.0	22.5	0.0	9.8
%ile Storage Ratio (RQ%)	0.00	4.34	0.00	1.28	0.00	1.00	0.00	0.69
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1280	5	0	1690	0	1
Future Vol, veh/h	1280	5	0	1690	0	1
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	1347	5	0	1779	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	676
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	396
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	396
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	396	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	14.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	1	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	12	12	6	14	12	2	6	0	0	2	0	0
Stage 1	8	8	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1006	882	1077	1003	882	1083	1615	-	-	1620	-	-
Stage 1	1014	889	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1002	881	1077	994	881	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	1002	881	-	994	881	-	-	-	-	-	-	-
Stage 1	1013	889	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	892	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	8.67	2.41	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	921	988	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.007	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	1	1	15	1	20	1	170	10	40	170	70
Future Vol, veh/h	65	1	1	15	1	20	1	170	10	40	170	70
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	11	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	1	1	16	1	21	1	179	11	42	179	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	484	505	218	461	536	195	255	0	0	200	0	0
Stage 1	302	302	-	197	197	-	-	-	-	-	-	-
Stage 2	182	203	-	264	339	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	493	470	822	511	451	846	1310	-	-	1372	-	-
Stage 1	707	664	-	805	738	-	-	-	-	-	-	-
Stage 2	820	734	-	741	640	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	461	447	821	485	429	838	1308	-	-	1359	-	-
Mov Cap-2 Maneuver	461	447	-	485	429	-	-	-	-	-	-	-
Stage 1	680	639	-	796	730	-	-	-	-	-	-	-
Stage 2	798	726	-	712	616	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.14	11.07	0.04	1.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	464	631	243	-	-
HCM Lane V/C Ratio	0.001	-	-	0.152	0.06	0.031	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	14.1	11.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1220	60	0	1690	0	65
Future Vol, veh/h	1220	60	0	1690	0	65
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	1284	63	0	1779	0	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	674
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	397
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	397
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	397	-	-	-
HCM Lane V/C Ratio	0.172	-	-	-
HCM Ctrl Dly (s/v)	15.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	5	65	60	1
Future Vol, veh/h	1	5	5	65	60	1
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	1	5	5	68	63	1

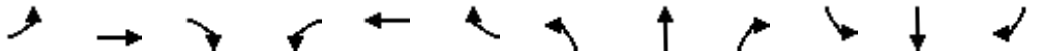
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	47	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	963	1032
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	962	1032
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.23	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	300	-	-	-	963
HCM Lane V/C Ratio	0.001	-	-	-	0.067
HCM Ctrl Dly (s/v)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

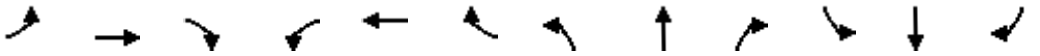
Build (2032) Traffic Projections
SAT Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1055	40	85	1105	45	95	50	30	115	50	100
Future Volume (veh/h)	130	1055	40	85	1105	45	95	50	30	115	50	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1111	42	89	1163	47	100	53	32	121	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	2448	93	366	2402	97	175	200	121	241	103	203
Arrive On Green	0.04	0.67	0.67	0.03	0.66	0.66	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3675	139	1781	3664	148	1228	1092	659	1313	560	1110
Grp Volume(v), veh/h	137	565	588	89	593	617	100	0	85	121	0	158
Grp Sat Flow(s),veh/h/ln	1781	1870	1944	1781	1870	1942	1228	0	1752	1313	0	1671
Q Serve(g_s), s	3.3	18.8	18.8	2.1	20.8	20.8	10.4	0.0	5.4	11.3	0.0	11.1
Cycle Q Clear(g_c), s	3.3	18.8	18.8	2.1	20.8	20.8	21.5	0.0	5.4	16.7	0.0	11.1
Prop In Lane	1.00		0.07	1.00		0.08	1.00		0.38	1.00		0.66
Lane Grp Cap(c), veh/h	359	1246	1295	366	1226	1273	175	0	321	241	0	306
V/C Ratio(X)	0.38	0.45	0.45	0.24	0.48	0.48	0.57	0.00	0.27	0.50	0.00	0.52
Avail Cap(c_a), veh/h	510	1246	1295	536	1226	1273	196	0	350	263	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	10.4	10.4	8.1	11.3	11.3	57.6	0.0	45.6	52.8	0.0	47.9
Incr Delay (d2), s/veh	0.7	1.2	1.2	0.3	1.4	1.3	6.2	0.0	0.9	3.4	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	12.2	12.6	1.4	13.4	13.8	6.4	0.0	4.5	7.2	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.5	11.6	11.5	8.5	12.7	12.6	63.8	0.0	46.5	56.2	0.0	50.8
LnGrp LOS	A	B	B	A	B	B	E		D	E		D
Approach Vol, veh/h		1290			1299			185			279	
Approach Delay, s/veh		11.3			12.4			55.9			53.1	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	92.6		29.8	9.0	91.2		29.8				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0				
Max Q Clear Time (g_c+I1), s	4.1	20.8		23.5	5.3	22.8		18.7				
Green Ext Time (p_c), s	0.1	33.1		0.3	0.2	34.0		1.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			18.3									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1055	40	85	1105	45	95	50	30	115	50	100
Future Volume (veh/h)	130	1055	40	85	1105	45	95	50	30	115	50	100
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1111	42	89	1163	47	100	53	32	121	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	359	2448	93	366	2402	97	175	200	121	241	103	203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.67	0.67	0.03	0.66	0.66	0.18	0.18	0.18	0.18	0.18	0.18
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.5	11.6	11.5	8.5	12.7	12.6	63.8	0.0	46.5	56.2	0.0	50.8
Ln Grp LOS	A	B	B	A	B	B	E		D	E		D
Approach Vol, veh/h		1290			1299			185			279	
Approach Delay, s/veh		11.3			12.4			55.9			53.1	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	7.6	92.6		29.8	9.0	91.2		29.8
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0
Max Allow Headway (MAH), s	3.8	9.1		6.8	3.8	9.1		6.9
Max Q Clear (g_c+I1), s	4.1	20.8		23.5	5.3	22.8		18.7
Green Ext Time (g_e), s	0.1	33.1		0.3	0.2	34.0		1.3
Prob of Phs Call (p_c)	0.96	1.00		1.00	0.99	1.00		1.00
Prob of Max Out (p_x)	0.00	0.53		1.00	0.00	0.60		0.92

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1228	1781			1313

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3675		1092		3664		560

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		139		659		148		1110

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	89	0	0	100	137	0	0	121
Grp Sat Flow (s), veh/h/ln	1781	0	0	1228	1781	0	0	1313
Q Serve Time (g_s), s	2.1	0.0	0.0	10.4	3.3	0.0	0.0	11.3
Cycle Q Clear Time (g_c), s	2.1	0.0	0.0	21.5	3.3	0.0	0.0	16.7
Perm LT Sat Flow (s_l), veh/h/ln	487	0	0	1228	462	0	0	1313
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	85.2	0.0	0.0	23.8	85.2	0.0	0.0	23.8
Perm LT Serve Time (g_u), s	67.8	0.0	0.0	12.7	64.4	0.0	0.0	18.4
Perm LT Q Serve Time (g_ps), s	3.9	0.0	0.0	10.4	8.8	0.0	0.0	11.3
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	366	0	0	175	359	0	0	241
V/C Ratio (X)	0.24	0.00	0.00	0.57	0.38	0.00	0.00	0.50
Avail Cap (c_a), veh/h	536	0	0	196	510	0	0	263
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.1	0.0	0.0	57.6	8.8	0.0	0.0	52.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	6.2	0.7	0.0	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.5	0.0	0.0	63.8	9.5	0.0	0.0	56.2
1st-Term Q (Q1), veh/ln	0.8	0.0	0.0	3.3	1.2	0.0	0.0	3.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.4	0.0	0.0	6.4	2.2	0.0	0.0	7.2
%ile Storage Ratio (RQ%)	0.12	0.00	0.00	1.81	0.55	0.00	0.00	2.44
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	565	0	0	0	593	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	18.8	0.0	0.0	0.0	20.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.8	0.0	0.0	0.0	20.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1246	0	0	0	1226	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	1246	0	0	0	1226	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.4	0.0	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.6	0.0	0.0	0.0	12.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.3	0.0	0.0	0.0	8.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.59	0.00	1.00	0.00	1.56	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	12.2	0.0	0.0	0.0	13.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.07	0.00	0.00	0.00	0.59	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	588	0	85	0	617	0	158
Grp Sat Flow (s), veh/h/ln	0	1944	0	1752	0	1942	0	1671
Q Serve Time (g_s), s	0.0	18.8	0.0	5.4	0.0	20.8	0.0	11.1
Cycle Q Clear Time (g_c), s	0.0	18.8	0.0	5.4	0.0	20.8	0.0	11.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	0.38	0.00	0.08	0.00	0.66
Lane Grp Cap (c), veh/h	0	1295	0	321	0	1273	0	306
V/C Ratio (X)	0.00	0.45	0.00	0.27	0.00	0.48	0.00	0.52
Avail Cap (c_a), veh/h	0	1295	0	350	0	1273	0	334
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.4	0.0	45.6	0.0	11.3	0.0	47.9
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.9	0.0	1.3	0.0	2.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.5	0.0	46.5	0.0	12.6	0.0	50.8
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	2.4	0.0	8.4	0.0	4.7
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.5	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.58	0.00	1.80	0.00	1.55	0.00	1.74
%ile Back of Q (95%), veh/ln	0.0	12.6	0.0	4.5	0.0	13.8	0.0	8.6
%ile Storage Ratio (RQ%)	0.00	3.16	0.00	0.87	0.00	0.61	0.00	0.60
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1255	5	0	1320	0	5
Future Vol, veh/h	1255	5	0	1320	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1321	5	0	1389	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	663
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	404
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	404
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.04
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	404	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Ctrl Dly (s/v)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Future Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	5	1	1	5	5	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	21	6	20	18	8	6	0	0	11	0	0
Stage 1	8	8	-	10	10	-	-	-	-	-	-	-
Stage 2	10	13	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	873	1077	993	876	1074	1615	-	-	1609	-	-
Stage 1	1014	889	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	885	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	988	872	1077	985	874	1074	1615	-	-	1609	-	-
Mov Cap-2 Maneuver	988	872	-	985	874	-	-	-	-	-	-	-
Stage 1	1013	889	-	1010	887	-	-	-	-	-	-	-
Stage 2	1003	884	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	8.89	0.66	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	149	-	-	912	938	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.012	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	1	5	15	1	15	5	120	10	30	95	50
Future Vol, veh/h	40	1	5	15	1	15	5	120	10	30	95	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	1	5	16	1	16	5	126	11	32	100	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	327	337	126	306	358	132	153	0	0	137	0	0
Stage 1	189	189	-	142	142	-	-	-	-	-	-	-
Stage 2	137	147	-	164	216	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	626	584	924	647	568	918	1428	-	-	1447	-	-
Stage 1	812	743	-	861	779	-	-	-	-	-	-	-
Stage 2	866	775	-	838	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	597	568	924	624	553	918	1428	-	-	1447	-	-
Mov Cap-2 Maneuver	597	568	-	624	553	-	-	-	-	-	-	-
Stage 1	793	726	-	857	776	-	-	-	-	-	-	-
Stage 2	846	772	-	812	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.29	10.13	0.28	1.29
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	620	735	289	-	-
HCM Lane V/C Ratio	0.004	-	-	0.078	0.044	0.022	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	11.3	10.1	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1205	55	0	1320	0	55
Future Vol, veh/h	1205	55	0	1320	0	55
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	1268	58	0	1389	0	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	663
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	404
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	404
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.41
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	404	-	-	-
HCM Lane V/C Ratio	0.143	-	-	-
HCM Ctrl Dly (s/v)	15.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	10	45	35	1
Future Vol, veh/h	1	10	10	45	35	1
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	1	11	11	47	37	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	47	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1546	-	-	-	963	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	962	1039
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.67	0	8.89
HCM LOS			A

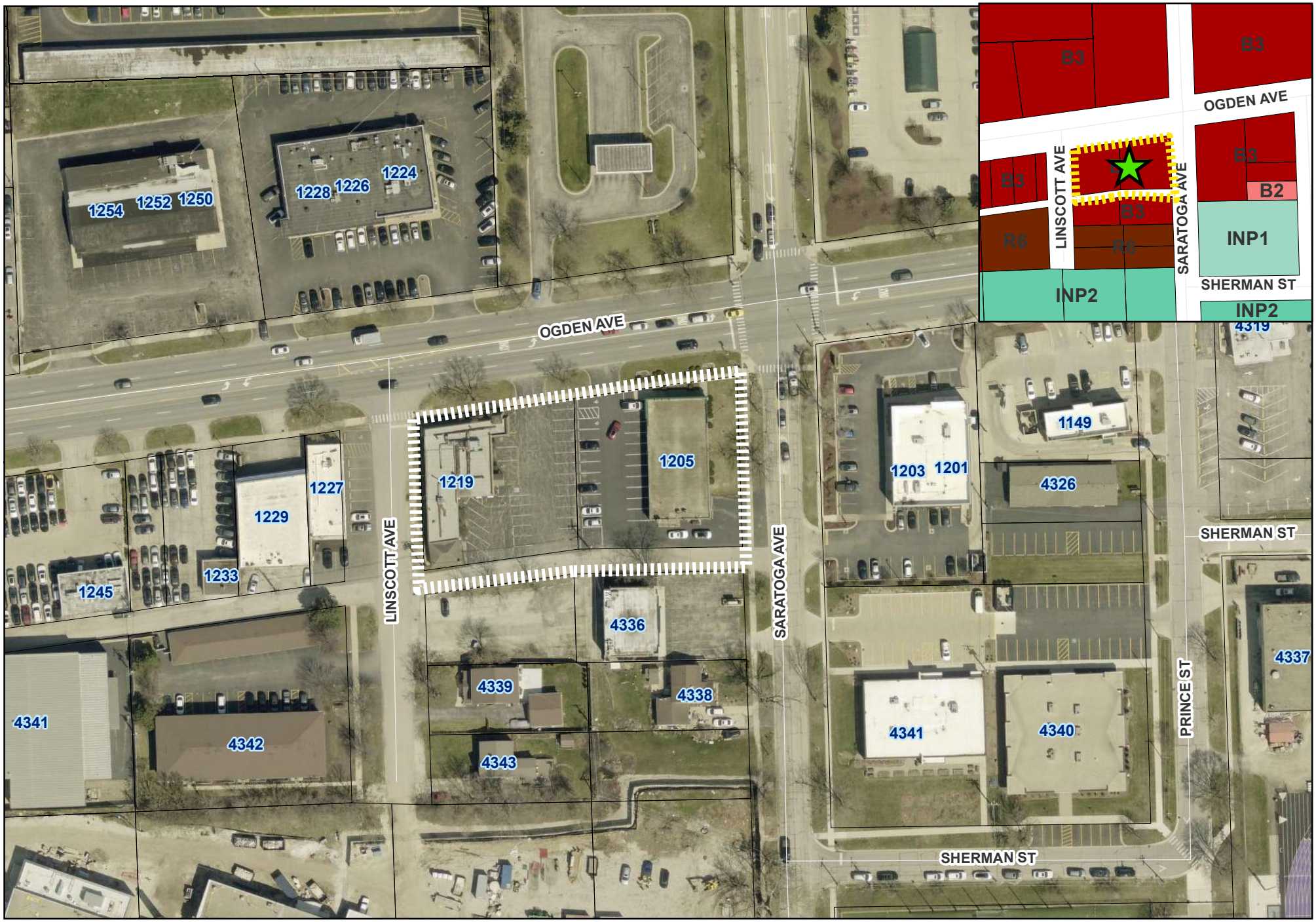
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	164	-	-	-	964
HCM Lane V/C Ratio	0.001	-	-	-	0.039
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1







Kimley»Horn
4201 Winfield Road | Suite 600 | Warrenville, IL 60555
630-487-5550


B3
B3
OGDEN AVE
B3
B3
B2
LINSCOTT AVE
SARATOGA AVE
R6
R6
INP1
SHERMAN ST
INP2
INP2
OGDEN AVE
1254
1252
1250
1228
1226
1224
1219
1205
1203
1201
1149
4326
4319
1229
1227
1233
1245
LINSCOTT AVE
SARATOGA AVE
SHERMAN ST
4336
4339
4338
4337
4341
4342
4343
4341
4340
PRINCE ST
SHERMAN ST
N
210 105 0 210 Feet
1205 / 1219 Ogden Avenue - Location Map
Subject Property
Site Location

Village of Downers Grove

Council Action Summary

Table 1 - Council Action Summary.

Initiated By	**Village Attorney**
Effective Date	August 18, 2026
Recommendation From	Planning & Zoning Commission
File Reference	26-PZC-0020
Nature of Action	Ordinance

Steps Needed to Implement Action.

Motion to adopt "An Ordinance Authorizing a Special Use for Lot 1 of the Dutch Bros Resubdivision", as presented.

Summary of Item.

Adoption of this ordinance shall authorize a Special Use for Lot 1 of the Dutch Bros Resubdivision to permit a drive-through.

Record of Action Taken.

_____

_____

_____

Ordinance No.

An Ordinance Authorizing a Special Use for Lot 1 of the Dutch Bros Resubdivision

WHEREAS, the following described property, to wit:

1205 Ogden Avenue:

Parcel 1: lot 1 in Joseph F. Findysz Resubdivision of Lot 6 in block 1 in Poulin's Subdivision and Lot 1 in block 31 in E.H. Prince and Company's addition to Downers Grove, in the southeast 1/4 of section 6, township 38 north, range 11, east of the third principal meridian, according to the plat of said resubdivision recorded November 27, 1968 as Document Number R68-55803, DuPage County, Illinois.

Parcel 2: that part of lot 1 lying east of a line described as follows:

Beginning at the southeast corner of said Lot 1; thence north to a point 25 feet southwesterly line of aforesaid Lot 1 in Block 1 in Poulin's Subdivision, being a subdivision of part of the southeast 1/4 of Section 6, Township 38 North, Range 11. east of the third principal meridian, and a resubdivision of Lots 2 and 3 in Block 31 in E.H. Prince and Company's addition to Downers Grove, being a subdivision in Sections 5, 6, 7 and 8, Township 38 North, Range 11 according to the plat of said Poulin's Subdivision recorded April 22, 1926 as Document 211948, in DuPage County, Illinois.

Commonly known as 1205 Ogden, Downers Grove, IL 60515

PIN 09-06-408-014

(hereinafter referred to as the "Property") is presently zoned "B-3 General Services and Highway Business/Planned Unit Development" under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Planning and Zoning Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.12.050 of the Zoning Ordinance be granted to allow a drive-through.

WHEREAS, such petition was referred to the Planning and Zoning Commission of the Village of Downers Grove, and said Planning and Zoning Commission has given the required public notice, has conducted a public hearing for the petition on July 6, 2026 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Village Council finds that the evidence presented in support of said petition, is such as to establish the following:

(1) that the proposed use is expressly authorized as a special use in the district in which it is to be located;

(2) that the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of the community;

(3) that the proposed use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood;

(4) that the establishment of the special use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.

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

SECTION 1. That Special Use of the Property is hereby granted to allow a drive-through.

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

1. Prior to issuance of a site development or building permits, a Plat of Vacation and Final Plat of Subdivision must be recorded.
2. The Planned Unit Development shall substantially conform to the staff report dated July 6, 2026; architectural drawings prepared by Chipman Design Architecture Inc dated May 19, 2026, engineering and landscape drawings prepared by Morris Engineering Inc dated June 10, 2026, engineering and landscape drawings prepared by Chipman Design Architecture Inc last revised on June 23, 2026 except as such plans may be modified to conform to the Village codes and ordinances.
3. The petitioner shall construct public sidewalk along Ogden Avenue, Linscott Avenue, and Saratoga Avenue in a manner acceptable to the Director of Engineering.
4. The following easements will be required prior to occupancy approval:
    a. A sidewalk easement if any portion of the public sidewalk is placed on private property.
    b. A stormwater management easement over the existing and any proposed detention facility.
5. IDOT approval for the proposed work in the Ogden Avenue rights-of-way shall be required.
6. The building on Lot 2 shall be designed in a manner that is

cohesive to the proposed coffee shop, as approved by the Community Development Director, in his/her sole discretion.

7. A cross-parking easement agreement shall be provided on the Final Plat of Subdivision.

8. The petitioner shall provide the required bicycle parking on Lot 1.

9. All exterior lighting shall follow the International Dark-Sky Association's IDA Five Principles for Responsible Outdoor Lighting.

10. All outdoor noise generated by the development shall be compliant with Section 28.10.040(b) of the Municipal Code.

11. Additional landscaping shall be installed to assist in the screening of exterior lighting and ambient noise in a manner acceptable to the Community Development Director.

12. The petitioner shall operate the Dutch Bros. drive-through during their grand opening period in a manner acceptable to the Community Development Director. Throughout the grand opening period, Dutch Bros. shall provide on-site personnel to direct traffic and ensure that stacked cars do not impede traffic circulation on adjacent roadways and sidewalks. The length of the grand opening period shall be determined by the Community Development Director, not to exceed six (6) months from the opening date.

13. The petitioner shall submit and operate pursuant to a grand opening traffic circulation plan in a manner acceptable to the Community Development Director. The circulation plan shall be in place for as long as the grand opening period is in place as noted in Condition 12 above. If directed by the Community Development Director, the petitioner shall use a portion of Lot 1

(phase 2) to provide additional vehicle stacking for customers during the grand opening period.

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

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

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

_____

By: Mayor

Passed:

Published:

Attest:

_____

By: Village Clerk

Village of Downers Grove

Planning and Zoning Commission - Report

Table 1 - Detailed information on this Planning and Zoning Commission Report.

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	July 6, 2026 at 7:00 PM
Subject	26-PZC-0020, 1205 and 1219 Ogden Avenue
Type	Establishment of a Planned Unit Development, Map Amendment from B-3, General Services and Highway Business to B-3/P.U.D., General Services and Highway Business/Planned Unit Development, Vacation of a Public Right-of-Way and a Plat of Subdivision, Special Use
Submitted by	Carter Moran, Planner

Request.

The petitioner is requesting the following approvals to allow for the construction of two commercial buildings at 1205 and 1219 Ogden Avenue:

- Establishment of a Planned Unit Development
- A Zoning Map Amendment from B-3, General Services and Highway Business to B-3/P.U.D., General Services and Highway Business/Planned Unit Development
- Vacation of a public right-of-way
- Final Plat of Subdivision
- A Special Use for a drive-through

Notice.

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

General Information.

Table 2 – Details about the applicant's identity and location.

Applicant Name	Applicant Address
Michael Gatto / Compagno L.L.C.	4745 Main Street, Suite 102. Lisle, Illinois 60532

Table 3 - Property ownership details for primary and additional owners.

Owner Name	Owner Address
LTC A7700272096	1205 Ogden Avenue, Downers Grove, Illinois 60515
THE BIG W INVESTMENTS LLC	4515 Linscott Avenue, Downers Grove, Illinois 60515

Property Information.

Table 4 - Detailed subject property summary (parcel identification, size, and zoning)

Existing Zoning	B-3, General Services and Highway Business
Existing Land Use	Corridor Commercial
Property Size	0.90 Acres
PINs	09-06-408-012, 09-06-408-014

Table 5 - Details regarding the surrounding properties, zoning, and land uses.

Direction	Zoning	Future Land Use
East	B-3, General Services and Highway Business	Corridor Commercial
West	B-3, General Services and Highway Business	Corridor Commercial
North	B-3, General Services and Highway Business	Corridor Commercial
South	B-3, General Services and Highway Business	Corridor Commercial

Analysis.

Submittals

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

1. Project Narrative
2. Location Map
3. Approval Criteria
4. Plat of Survey
5. Site Plan
6. Engineering Plans
7. Landscape Plans
8. Elevations
9. Plat of Subdivision
10. Right-of-Way Appraisal
11. Neighborhood Meeting Summary

12. Plat of Vacation
13. Traffic Impact Study
14. Stormwater Report

Project Description

The petitioner is proposing to redevelop the subject property with a drive-through coffee shop and a standalone speculative retail/restaurant building, as well as a parking lot and landscaping improvements on two lots. The properties, totaling 0.90-acres in area, are located on the south side of Ogden Avenue between Saratoga Avenue and Linscott Avenue and are zoned B-3, General Services Highway Business. To accomplish the development, the petitioner is requesting the following approvals:

- Establishment of a Planned Unit Development
- Zoning Map Amendment from B-3, General Services and Highway Business to B-3/P.U.D., General Services and Highway Business/Planned Unit Development
- Vacation of a public right-of-way
- A Final Plat of Subdivision
- Special Use for a drive-through

The subject properties currently consist of multiple parcels, a public right-of-way, two commercial buildings and associated parking lots. The proposal includes the demolition of the existing buildings and parking areas and redevelopment on the newly subdivided lots. The proposed Plat of Subdivision and Plat of Vacation will create two new lots of record.

On Lot 1, the petitioner is proposing the construction of a 4,080-square foot speculative retail/restaurant building with a patio, as well as 17 parking spaces, a trash enclosure, public sidewalk and pedestrian improvements. The improvements will also include a depressed curb along the south property line to maintain access

between the property and the adjacent parking area for 4337 Linscott Avenue, and a privacy fence along the south lot line.

On Lot 2, the petitioner proposes a new 1,244 square foot drive-through coffee shop building and associated parking lot improvements, including two queuing lanes with capacity for twenty (20) vehicles, fourteen (14) parking spaces, pedestrian walkways, and a trash enclosure. A four-foot open design fence will be installed along the south property line. The drive-through coffee shop building façade will be composed of dark grey EIFS material, dark blue cement siding, and faux-wood cement accents. The building includes an attached canopy for walk-up orders. Landscaping will be provided throughout and around both properties, including along the property boundaries along vacated alley and within parking lot landscape islands.

Access to the site is provided by a right-in/right-out from Ogden Avenue onto Lot 2, from which a drive aisle extends south and includes a cross-access easement. The single Ogden Avenue access point replaces two existing Ogden Avenue access points. Access points are also located at both sides of the vacated right-of-way onto Linscott Avenue and Saratoga Avenue, including stop bars and stop signs for pedestrian safety. An additional access point is provided for the parking lot located at 4337 Linscott Avenue. The proposed drive-through stacking lane for the drive-through coffee shop includes twenty (20) spaces, with additional queueing is available on site. Pedestrian access is provided from Ogden Avenue, Saratoga Avenue, and Linscott Avenue and circulates throughout the site, including between the two buildings. The site will include code compliant bicycle parking spaces.

A 265’ by 20’ public alley running east to west near the southern section of the property is requested to be vacated. The vacation allows greater flexibility in site design, accommodates three access points and circulation for the development. Per the Village’s Right-of-Way Vacation Policy (Resolution #2003-58), staff contacted the public agencies and determined that the utility providers and the Village do not have any objections to the vacation of the right-of-way as long as a public drainage,

utility and access easement are retained along the entire width and length of the alley. The required easements have been provided as noted on the Plat of Vacation.

Compliance with the Comprehensive Plan

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Corridor Commercial. Corridor Commercial uses include a blend of neighborhood-oriented commercial retail, offices, auto dealerships, smaller regional commercial retail, service uses, and multi-family uses. The petitioner is proposing to redevelop the properties at 1205 and 1219 Ogden Avenue with a drive-through coffee shop and speculative retail/restaurant building, respectively. The coffee shop and retail/restaurant spaces, being smaller commercial uses, have a wider draw and will attract both residents and visitors.

Land Use and Development: Land Use Plan.

- Commercial uses should be located in areas with a regional draw of a corridor where they will benefit from access and visibility without significantly contributing to traffic or impact on nearby residential areas.

Economic Development: Local Commercial Nodes

- Promote and encourage the improvement and rehabilitation of older buildings and areas which are, or are becoming, functionally obsolete or undesirable.
- The Village should continue to encourage reinvestment into existing nodes that integrate into the surrounding neighborhood, allowing residents to easily access businesses via a short walk or bike ride.

Economic Development: Revitalize Commercial Centers

- Continue to work with local developers to revitalize outdated structures when community preferences change.
- Continue to identify and work with property owners of underutilized

properties to reinvest and revitalize their properties.

- Promote innovative retail concepts that will add vibrancy to the commercial landscape and attract consumers.
- As redevelopment opportunities arise, collaborate with developers to consolidate and share parking areas where it is feasible to discourage excessive surface parking lots.
- Continue to partner with private developers to promote and reposition existing commercial centers, even in areas with challenging site conditions, to adapt to evolving retail habits and consumer preferences and enhance economic vitality

The proposed request is consistent with the Guiding DG Comprehensive Plan.

Compliance with the Zoning Ordinance

The property is currently zoned B-3, General Services and Highway Business. The petitioner proposed a zoning map amendment (rezoning) to B-3/P.U.D., General Services and Highway Business/Planned Unit Development.

Bulk Requirements

Table 6 - Zoning regulations for proposed development – Lot 1

Zoning Regulation	Required	Proposed
Street Setback: Ogden Avenue	75 feet	75 feet
Street Setback: Linscott Avenue	25 feet	5 feet*
Side Setback: Lot 2	0 feet	25 feet
Rear Setback: South	0 feet	47.5 feet
Parking Street Setback: Ogden Avenue	50 feet	54 feet
Parking Street Setback: Linscott Avenue	8 feet	8 feet
Parking Setback: Lot 2	0 feet	0 feet

Zoning Regulation	Required	Proposed
Parking Setback: South	0 feet	1 foot

*Deviation from the Zoning Ordinance

Table 7 - Zoning regulations for proposed development – Lot 2

Zoning Regulation	Required	Proposed
Street Setback: Ogden Avenue	75 feet	75 feet
Street Setback: Saratoga Avenue	25 feet	65 feet
Side Setback: Lot 1	0 feet	0 feet
Rear Setback: South	0 feet	91.6 feet
Parking Street Setback: Ogden Avenue	50 feet	75 feet
Parking Street Setback: Saratoga Avenue	8 feet	8 feet
Parking Setback: Lot 1	0 feet	0 feet
Parking Setback: South	0 feet	1 foot
Height	60 feet	24 feet
Stacking Spaces Minimum	8 spaces	20 spaces

As highlighted in the table above, the petitioner is requesting relief from the Zoning Ordinance street setback for Lot 1. A summary of the requested deviation will be further discussed in the next section.

Table 8 - Zoning requirements for the overall planned unit development (PUD).

Proposed	Required	Proposed
Parking Spaces (minimum)	30 spaces	31 spaces
Open Space (minimum)	10 %	13.5 %
Floor Area Ratio (maximum)	0.75	0.12

Deviation Request

Table 9 - Deviation requests and petitioner's rationale.

Improvement	Relief Request	Petitioner's Rationale
Street Setback: Linscott Avenue	Minimum: 25 feet Proposed: 5 feet	In order to make the site functional for multiple uses, the petitioner is requesting the setback be reduced. The setback reduction creates the ability to maximize the site and create room for an additional development pad.

Signage

Signage is not part of this petition. Any signage proposed for the development shall comply with the Zoning Ordinance requirements through a separate sign permit application.

Compliance with the Subdivision and Development Ordinance

The Final Plat of Subdivision is in substantial compliance with the minimum lot dimension requirements as outlined in Section 20.301 of the Village's Subdivision Ordinance. The proposed subdivision will provide for a uniform subdivision that does not include bisecting proposed parking or landscape islands with property lines.

Table 10 – Detailed requirements for Lot 1 of the proposed subdivision.

Lot 1	Required	Proposed
Lot Width	75 feet	185.52 feet
Lot Depth	140 feet	161.20 feet
Lot Area	10,500 square feet	26,831 square feet

Table 11 – Detailed requirements for Lot 2 of the proposed subdivision.

Lot 2	**Required**	**Proposed**
Lot Width	75 feet	79.92 feet
Lot Depth	140 feet	145.10 feet
Lot Area	10,500 square feet	12,591 square feet

The petitioner is vacating the existing public right-of-way and a five-foot utility easement which extends diagonally southwest to northeast through the existing lot at 1205 Ogden Avenue. The petitioner will grant a public utility easement over the area of the former twenty (20)-foot-wide public right-of-way, as well as a public utility easement to the north of the vacated right-of-way along Saratoga Avenue and a sidewalk easement at the northeast corner of the site. A 24-foot-wide cross access easement will be provided along the south property lines of both properties, as well as along their shared internal lot line. This access easement will also grant access to the parking lot for 4337 Linscott Avenue.

Engineering and Public Improvements

The Village has reviewed the engineering drawings and determined that the proposed stormwater improvements will be able to meet the stormwater regulations. All final engineering provisions including stormwater regulations will be reviewed during the building permit process. All proposed developments are required to be compliant with the Stormwater and Floodplain Ordinance. Furthermore, the water service for the site is sufficient and the Downers Grove Sanitary District has provided conceptual approval for this project.

New public sidewalks will be provided on Ogden Avenue, Linscott Avenue and Saratoga Avenue. The petitioner is providing pedestrian connections to all three public sidewalks.

Traffic and Parking

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing traffic conditions along Ogden Avenue, Saratoga Avenue, and Linscott Avenue, and the future conditions based on the proposed drive-through coffee shop and speculative retail/restaurant building.

Trip generation data for the speculative retail/restaurant building on Lot 1 was gathered from the Institute of Transportation Engineers (I.T.E.) manual. For the drive-through coffee shop on Lot 2, the petitioner's traffic impact study references trip generation data based on drive-through data provided by Dutch Bros at five similar sites in Illinois and Indiana, in addition to the 7 Brew Coffee site located in Naperville. Using this data, the traffic study found that the coffee shop generated 318 vehicle trips at peak hours throughout the day, whereas benchmark data from the I.T.E. manual estimates a total of 179 daily trips. Table 3.3 in the petitioner's traffic impact study shows the difference of 240 trips during peak hours between the 7 Brew Coffee in Naperville and the benchmark I.T.E. manual data. By using local data, with elevated trip numbers, the petitioners attempt to provide the heaviest possible anticipated traffic to and from the site when determining impacts on local roads. Based on the proposed site plan and the unique traffic generation data highlighted above, the petitioner's study made the following recommendations, each of which have been provided on their final site engineering plans:

- Installation of a right-in, right-out "porkchop" median at the Ogden Avenue access and egress point.
- Installation of a "No Left-Turn" sign for outbound traffic at the Ogden Avenue egress point.
- Installation of a stop sign and stop bar at the Ogden Avenue egress point.
- Installation of one inbound and one outbound lane at the Ogden Avenue access and egress point.

- Installation of stop signs and stop bars at the access points onto Saratoga Avenue and Linscott Avenue from the vacated right-of-way.

In addition to the recommendations provided above, the proposed drive-through is served by a running order system, whereby employees take orders on tablets at each individual vehicle. This is designed to limit traffic buildup and dwell times by reducing the time vehicles spend at a designated ordering area. Combined with the coffee shop's menu based on rapid drink preparation and delivery, the petitioner anticipates efficient movement of traffic through the stacking and exit lanes.

Similar to trip generation, drive-through stacking was captured at peak weekday hours and compared to the proposed stacking provided on the petitioner's site engineering plan. The study found that the proposed stacking for 20 vehicles within the drive-thru lanes will provide adequate stacking to accommodate the peak everyday queue projected for the proposed development.

Furthermore, the petitioner has provided a traffic mitigation plan to be implemented during the period immediately following the coffee shop's grand opening. The building on Lot 1 is not anticipated to be fully constructed during this grand opening period, and vehicle traffic will be directed around the curbing and building pad. The plan includes the closure of the right-only entrance point from Ogden Avenue, leaving only the right-out portion open for use. Additionally, ingress will be limited to the access point on Saratoga Avenue, from which vehicles will be directed in two temporary lanes by traffic cones to the designated permanent queuing lanes. Per this plan, the petitioner will be prohibited from stacking onto Saratoga Avenue. Egress from the site will be limited to the aforementioned Ogden Avenue exit, as well as the access point on Linscott Avenue, where vehicles will be required to turn right towards the intersection of Linscott Avenue and Ogden Avenue.

Public Safety Requirements

The Fire Prevention Division has reviewed the proposed development and determined that sufficient access to and around the site is provided for emergency vehicles.

Neighborhood Comment

Notice was provided to all property owners 250 feet or less from the property in addition to posting public hearing notice signs and publishing the legal notice in the Daily Herald. Staff has heretofore received 95 total pieces of written correspondence opposing the proposed development. Common issues of concern include pedestrian safety on Ogden Avenue, Saratoga Avenue, and Linscott Avenue; the proposed development's proximity to Herrick Middle School and Downers Grove North High School and their walking student populations; the development's perceived negative impact on queuing for student pickup on Saratoga Avenue; and general increases in traffic in an area some consider already congested. All correspondence received prior to publication of this staff report are attached.

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting. A summary of the meeting and the petitioner's response from that meeting are attached.

Standards of Approval

The petitioner is requesting approval of a:

- Establishment of a Planned Unit Development
- A Zoning Map Amendment from B-3, General Services and Highway Business to B-3/P.U.D., General Services and Highway Business/Planned Unit Development
- Vacation of a public right-of-way
- Final Plat of Subdivision

- A Special Use for a drive-through

The review and approval criterion for this request is 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.

Zoning Map Amendments (Rezoning), Sec 28.12.030(i) Review and Approval Criteria

(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 Developments, Sec 28.12.040(c)(5) Review and Approval Criteria

a. the zoning map amendment review and approval criteria of DGMC Section 28.12.030(i) in the case of new Planned Unit Development proposals;

b. whether the proposed PUD development plan and map amendment would be consistent and in substantial compliance with the comprehensive plan, downtown design guidelines and any other adopted plans for the subject

area;

c. whether PUD development plan complies with the PUD overlay district provisions of DGMC Section 28.4.030;

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; and

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.

Special Uses, Sec 28.12.050(h) Review and Approval Criteria

(1) that the proposed use is expressly authorized as a special use in the district in which it is to be located;

(2) that the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of the community;

(3) that the proposed use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood;

(4) that the establishment of the special use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.

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

1. Is there written consent of at least two property owners who abut the proposed parcel to be vacated?
2. Whether the Parcel or portion thereof, is no longer necessary for public use and whether the public interest will be served by such vacation request.

3. Whether the Parcel or portion thereof, should be vacated and whether public utility easements and any ingress-egress easements are to be maintained.
4. The amount and type of compensation, if any, to be required as a condition to the effectiveness of the vacation of the parcel.

Draft Motion.

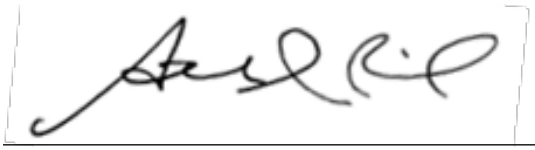
Staff will provide a recommendation at the July 6, 2026 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for the requested entitlements, staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommended approval of 26-PZC-0020:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Planned Unit Development, a Zoning Map Amendment from B-3, General Services and Highway Business to B-3/P.U.D., General Services and Highway Business/Planned Unit Development, vacation of a public right-of-way, Final Plat of Subdivision and a Special Use for a drive-through, as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 26-PZC-0020, subject to the following conditions:

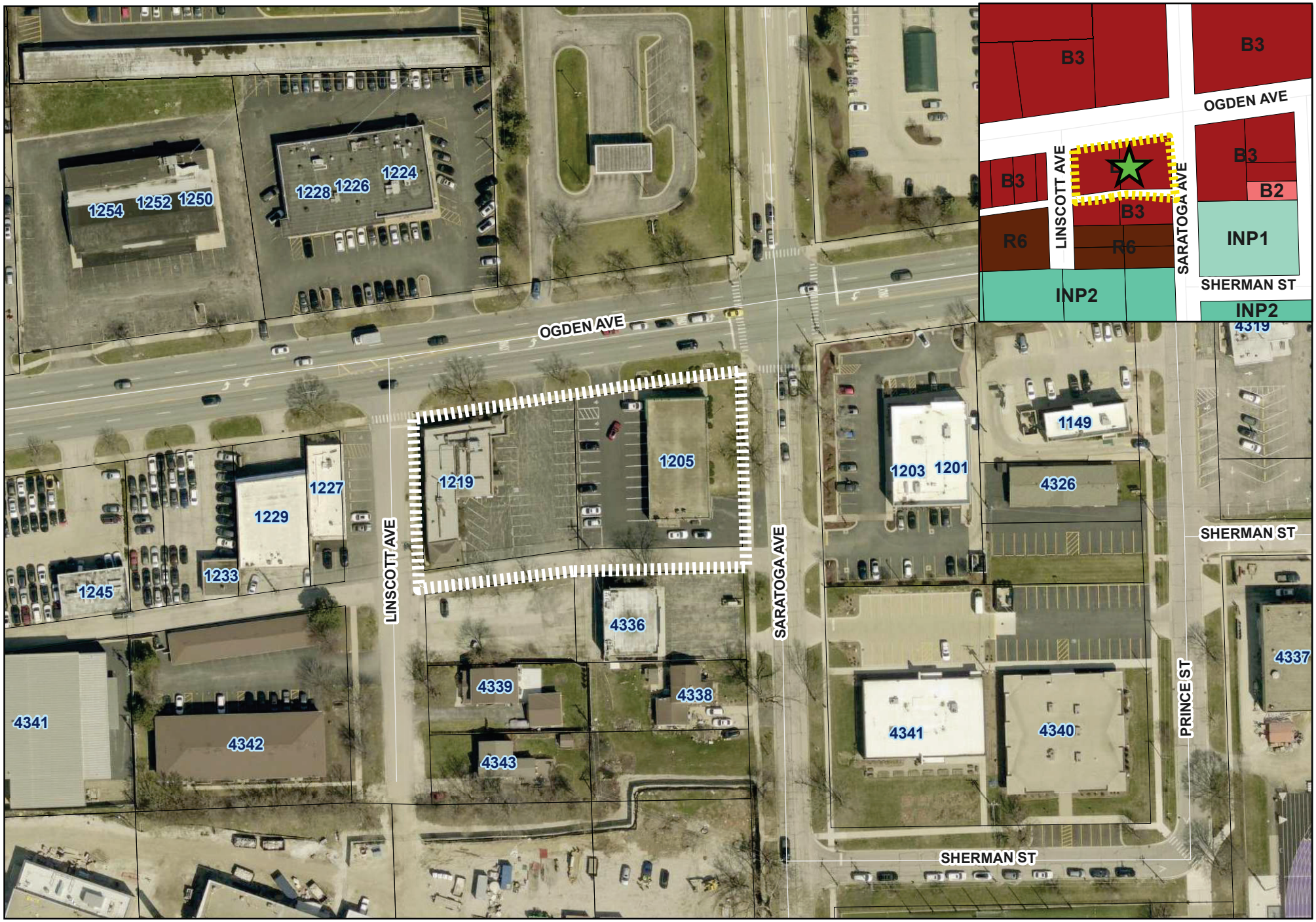
1) Prior to issuing any site development or building permits, the petitioner must record the Plat of Vacation and Final Plat of Subdivision.
2) Special Use, Planned Unit Development, and Right-of-Way Vacation shall substantially conform to the staff report; architectural drawings prepared by Chipman Design Architecture Inc dated May 19, 2026, engineering and landscape drawings prepared by Morris Engineering Inc dated June 10, 2026, engineering and landscape drawings prepared by Chipman Design Architecture Inc last revised on June 23, 2026 except as such plans may be modified to conform to the Village codes and ordinances.

3) The petitioner shall construct public sidewalk along Ogden Avenue, Linscott Avenue, and Saratoga Avenue for in a manner acceptable to the Director of Engineering.
4) The following easements will be required prior to occupancy approval:
    a. A sidewalk easement if any portion of the public sidewalk is placed on private property.
    b. A stormwater management easement over the existing and any proposed detention facility.
5) IDOT approval for the proposed work in the Ogden Avenue rights-of-way shall be required.
6) The building on Lot 2 shall be designed in a manner that is cohesive to the proposed coffee shop, at the discretion of the Community Development Director.
7) A cross-parking easement agreement shall be provided on the Final Plat of Subdivision.
8) The petitioner shall provide the required bicycle parking on Lot 1.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development


B3
B3
OGDEN AVE
B3
B3
B2
LINSCOTT AVE
SARATOGA AVE
B3
R6
R6
INP1
SHERMAN ST
INP2
INP2
OGDEN AVE
1254
1252
1250
1228
1226
1224
1219
1205
1203
1201
1149
4326
4319
1227
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1233
1245
LINSCOTT AVE
SARATOGA AVE
SHERMAN ST
4336
4339
4338
4337
4341
4342
4343
4341
4340
PRINCE ST
SHERMAN ST
N
210 105 0 210 Feet
1205 / 1219 Ogden Avenue - Location Map
Subject Property
Site Location

Date: 6/23/26
To: The Village of Downers Grove
From: Xsite Real Estate
Subject: Plan Commission Application for PUD and Special Use

Dear Commissioners,

On behalf of Xsite Real Estate, we are proud to seek your approval on the following new development located at 1205-1219 Ogden Ave:

Entitlements Requested:

1. Planned Unit Development
2. Special Use- Drive Through
3. Map Text Amendment- B3 to B3/PUD
4. Alley Vacation with Cross Access to adjacent property owner

Proposed Deviations Requested:

1. Sideyard Setback (Lindscott)
    a. Required Setback: 25’
    b. Proposed Setback: 5’
    c. Deviation: 20’
    d. In order to make the site functional for multiple uses, the setback will need to be reduced. The setback reduction creates the ability to maximize the site and create room for an additional development pad. But for the deviation, the site would be limited to only one tenant.

Project Summary:

Xsite Real Estate, Xsite, is submitting plans for a proposed redevelopment of the properties located at the signalized intersection of Ogden and Saratoga Ave. Xsite Real Estate is under agreement for the properties commonly known as 1205-1219 Ogden ave. Additionally we are requesting the Village to vacate the alley between the commercially B-3 zoned lots, and the two lots located to the south of the Village owned alley. Once approved, Xsite is proposing to construct a corporately owned Dutch Bros Inc. (Dutch Bros) drive through restaurant and a second freestanding building through a two phase development plan. The current parcels have been substantially underutilized, currently are non-conforming, and are not representing the highest and best use for the site. Through the redevelopment process, these outdated structures can be reimagined into an updated two building project that wholly complies with and furthers the goals enumerated in the Comprehensive Plan.

Phase one incorporates the demolition of the existing structures across the entire assemblage, construction of all site work (drive aisles, sidewalks, parkway improvements, etc.), and completion of the Dutch Bros quick service restaurant. Phase two will be the development of the second freestanding building.

After meeting with the neighbors, community stakeholders, and Village Staff, a phased development approach was elected by the development team in order to alleviate any additional circulation the Dutch Bros will have during the “Grand Opening Period”. In addition to shifting the development structure to this phased approach, we have taken the following steps: Increased traffic data counts from the area directly around the project and during extended times; creating a site specific circulation management plan with the Dutch Bros operations team to deploy standard operating procedures to manage circulation during the Grand Opening Period; committing to on-site circulation management personnel, revising the plans to employ all circulation management systems recommended by the Kimley Horn traffic engineering team.

Xsite has also worked with the neighboring property owners to incorporate design elements, where able, in order to alleviate other concerns. The site plan now incorporates additional site privacy fencing along the southwest property line to screen the residential neighbors two doors down, the addition of a 4 foot open fence on the southeast property line to maintain foot circulation along the existing sidewalk and a cross access agreement and curb cut for the property owner to freely use the drive aisle to access their existing parking lot.

Dutch Bros Operational Overview:

For drive-through customers, Dutch Bros utilizes a signature "running order" system in which staff equipped with handheld tablets approach vehicles directly in the queue to take and process orders before they reach the window, dramatically increasing throughput and reducing per-vehicle dwell time. The dual-lane drive-through configuration further accelerates vehicle processing, and the on-site stacking capacity is engineered to hold queued vehicles entirely within the property. Combined with the brand's compact beverage-only menu—which eliminates the food-preparation delays associated with full-service quick-service restaurants—these operational efficiencies allow the site to serve customers at a higher velocity while maintaining a lower instantaneous on-site vehicle count than a conventional drive-through use.

Additionally, Dutch Bros provides a dedicated walk-up window that allows pedestrians and cyclists from surrounding residential and commercial areas to order and receive their beverages on foot. By accommodating non-motorized customers directly, the walk-up window serves a meaningful share of demand through pedestrian access, supporting a more walkable, neighborhood-oriented use that draws patrons from the immediate surrounding area.

Dutch Bros Site Access and Circulation Plan:

In response to concerns associated with managing the on site circulation, Dutch Bros has incorporated the following into the site plan and operational management protocols:

- Increased vehicle stacking of 20 vehicles
- Ogden Ave/North Access
    - Install a Right in Right Out porkchop median.
    - Install a “No Left-Turn” sign for outbound circulation
    - Install minor-leg stop control with a stop sign and a stop bar
    - Provide one inbound and one outbound lane
- Alley/South Access
    - Install minor-leg stop controls with stop signs and stop bars.
- Create a standard operating procedure during peak hours utilizing “runners” to expedite order processing
- Create a “Grand Opening Period” circulation plan
    - Utilize entire site for circulation aisles
    - Employ personnel to specifically manage vehicular flow and optimize order throughput
    - Deploy circulation cones and signage to clearly indicate travel patterns through the site in order to reduce any delays

Transportation Assessment Summary:

To efficiently plan circulation for the development, the team engaged a traffic study consultant and directed them to verify that the vehicular circulation route, stacking count, and site flow were sufficient to wholly manage the projected customer base on site. The consultant's analysis cross-referenced comparable Dutch Bros locations to establish baseline trip generation and circulation recommendations. As an additional measure, the study also incorporated a review of the 7Brew location in Naperville. While the team does not consider 7Brew a direct comparable, it was included in response to the heightened local scrutiny surrounding that site's circulation, and its vehicle counts in fact exceeded those of the Dutch Bros locations. Out of an abundance of caution, the traffic study adopts these higher 7Brew trip counts as its planning basis and bases its recommendations on that more conservative demand. Even under this elevated burden, the study's findings confirm that the proposed site plan can wholly accommodate the projected stabilized trip volume on site, with no spillover onto the public rights-of-way.

In addition to the industry-standard "peak hour" traffic counts, the team expanded the analysis to capture the peak periods associated with Herrick Middle School, located to the south of the site. Those counts confirmed the circulations patterns that occur during school pickup and drop-off periods. Even under these conditions, the development can contain all customer vehicular circulation wholly within the site, with no spillover onto the public right-of-way.

In closing, we believe this project would be a major asset to the Village. The proposed use will clean up, beautify, and highlight a well known corner within the Village, significantly add to Village’s retail sales and real estate tax revenue base, and eliminate the underutilization of this strategic site.
With your approvals we hope construction can begin in the 4th quarter of 2026.

Regards,

Brett Paul
Xsite Real Estate

Planned Unit Development
Review and Approval Criteria

1205-1219 Ogden Ave.
Downers Grove, IL 60515

1. **The zoning map amendment review and approval criteria of Sec. 12.030.I.**
    a. The proposed PUD will meet the review and approval criteria of Sec. 12.030.I
2. **Whether the proposed PUD plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.**
    a. The proposed PUD plan is consistent with, and affirmatively furthers, the goals enumerated in the Comprehensive Plan. The Plan recognizes that, "given the landlocked status and built out existing land use patterns," Downers Grove must focus on strategic redevelopment, infill development, and adaptive reuse to maximize limited land (Page 38). This redevelopment does precisely that, transforming an underutilized and non-conforming corner into a productive, conforming use. The Plan further provides that neighborhood commercial areas should be comprised of a mix of retail, service, and office uses that cater to a local population (Page 44), and the proposed two-building project—pairing a quick-service use with a complementary commercial pad—delivers exactly the local-serving commercial mix the Plan envisions. Finally, the subject site is designated "corridor commercial" on the Future Land Use map (Page 45), confirming that the proposed development aligns with the land use category the Village has affirmatively planned for this location.
3. **Whether PUD plan complies with the PUD overlay district provisions of Sec. 4.030**
    a. The proposed PUD complies with the PUD overlay district provisions of Section 4.030. The development would be difficult, if not impossible, to carry out under the otherwise applicable zoning district standards; the assemblage's constraints and the goal of a functional two-building project necessitate the flexibility the PUD process affords. The public benefits resulting from the project are commensurate with the development flexibility sought, delivering meaningful community and fiscal returns in exchange for the requested deviations. The PUD is consistent with, and will help advance, the goals and policies of the Comprehensive Plan. Through the flexibility and creativity afforded by the PUD process, the proposed development would transform a substantially underutilized site into a valued amenity for the community. And the proposed PUD would create high-quality improvements that are compatible with the surrounding area in both form and character, ensuring the redevelopment enhances rather than disrupts the established context of this prominent corner.
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**
    a. The proposed PUD would enable the redevelopment of substantially vacant and distressed assets into two viable retail buildings constructed to modern standards, positioning the site to attract and retain quality tenants over the long term. Beyond the physical improvement of a prominent and currently underperforming corner, the redevelopment would broaden the Village's tax base in several respects, generating incremental real estate tax revenue as the improved properties are reassessed at their higher and better use, along with meaningful and recurring food and beverage tax revenue from the operating businesses. Taken together, these benefits advance the Village's broader goals of strategic reinvestment, fiscal health, and

the productive use of limited land. Importantly, the constraints of the assemblage are such that this redevelopment could not be reasonably realized under the otherwise applicable zoning standards; it is the flexibility and creativity of the PUD process that make a project of this quality and scope possible on this site.

5. **Whether appropriate terms and conditions have been imposed on the approval to protect the interest of surrounding property owners and residents, existing and future residents of the PUD and the general Public**
    a. The applicant has worked proactively, in advance of approval, to incorporate terms and conditions that protect the interests of surrounding property owners, existing and future residents, and the general public, and remains prepared to continue working with the Plan Commission, the Village Council, and Village staff to memorialize these commitments in a PUD amendment. These protections are not merely proposed but are already reflected in the site plan and operational protocols. To address neighborhood traffic and circulation concerns, the applicant engaged a professional traffic study consultant, expanded the analysis to account for both school-related peak periods at nearby Herrick Middle School and conservative trip-generation assumptions drawn from heightened-demand comparables, and has incorporated all traffic control measures recommended by the traffic engineer directly into the plans. To address the concerns of the immediately adjacent and nearby residents, the applicant has further incorporated site privacy fencing along the southwest property line to screen the residential neighbors, a four-foot open fence along the southeast property line to preserve pedestrian connectivity along the existing sidewalk, and a cross-access agreement and curb cut allowing the adjacent property owner to freely use the site's drive aisle to access their existing parking lot. Together with the phased development approach and the Grand Opening Period traffic management commitments, these measures demonstrate that appropriate terms and conditions have been imposed—and voluntarily undertaken—to safeguard the interests of the neighbors, future occupants of the PUD, and the public at large.

Zoning Map Amendments
Review and Approval Criteria

1205-1219 Ogden Ave.
Downers Grove, IL 60515

1. **The existing uses and zoning of nearby property.**
    a. The surrounding properties are uniformly zoned B-3 and are developed with comparable commercial uses. The property to the north is a B-3 drive-through bank and restaurant; the property to the east is likewise a B-3 drive-through bank and restaurant; the property to the south is a B-3 medical office; and the property to the west is a B-3 animal care facility. The proposed development is fully consistent with this established pattern of B-3 commercial zoning and use—including the drive-through component, which is already present on multiple adjacent properties.

2. **The extent to which the particular zoning restrictions affect property values.**
    a. The proposed zoning matches the zoning and use pattern of the surrounding properties. Because the development conforms to the prevailing commercial character of the corridor rather than introducing an incompatible use, its effect on surrounding property values is expected to be positive, as the replacement of underutilized structures with modern, code-compliant improvements enhances the immediate context.

3. **The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.**
    a. No diminution in surrounding property values is anticipated. To the contrary, the redevelopment is expected to support and enhance neighboring values. Even were any diminution to be claimed, it would be more than offset by the public benefits the project delivers—the elimination of vacant and distressed structures, high-quality improvements built to modern standards, and the traffic management, screening, and access accommodations incorporated into the plans.

4. **The suitability of the subject property for the zoned purposes.**
    a. The subject property is well suited to the proposed zoning. The proposed B-3 commercial use is consistent with both the current zoning and the established and planned use pattern of the immediate area, and the site's location at a signalized corner along the Ogden Avenue corridor makes it particularly appropriate for the proposed commercial redevelopment.

5. **The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.**
    a. The subject property has been vacant or partially vacant for several years, notwithstanding the active and stable commercial development surrounding it. This prolonged underutilization—in a corridor that is otherwise productively used—demonstrates that the existing structures no longer represent the highest and best use of the site and supports the proposed redevelopment.

6. **The value to the community of the proposed use.**
    a. The proposed development will remove two underperforming and largely vacant buildings and replace them with modern, code-compliant improvements. In doing so, it will generate significant new revenue for the community through increased real estate tax and sales (and food-and-beverage) tax generation, while improving the appearance and function of a prominent corner—delivering meaningful and lasting value to the Village. .

7. **The Comprehensive Plan.**
    a. The proposed development complies with and affirmatively furthers the goals enumerated in the Comprehensive Plan, including its emphasis on strategic redevelopment and infill of limited land, its support for local-serving neighborhood commercial uses, and its designation of the site as corridor commercial on the Future Land Use map.

Special Use
Review and Approval Criteria

1205-1219 Ogden Ave.
Downers Grove, IL 60515

1. **That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.**
    a. The proposed use, Drive-through Facility, is expressly authorized as a Special use in the B3 Zoning District

2. **That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.**
    a. The proposed use, at the proposed location, is both desirable and in the interest of public convenience, and it will contribute affirmatively to the general welfare of the neighborhood and community. The site sits at a signalized, high-visibility corner along the Ogden Avenue corridor—a location the Village has designated for corridor commercial use and one well suited to serve both the surrounding residential neighborhoods and the broader traveling public. The proposed quick-service use, together with the complementary second commercial building, provides a convenient, local-serving amenity of a type the Comprehensive Plan expressly encourages for neighborhood commercial areas. Beyond the convenience it offers patrons, the redevelopment advances the general welfare in concrete ways: it replaces substantially vacant, distressed, and non-conforming structures with high-quality improvements built to modern standards; it eliminates the blighting influence of an underutilized corner at a prominent gateway; it broadens the Village's real estate and food-and-beverage tax base; and it does so while incorporating the traffic management, screening, and access accommodations developed in cooperation with neighbors and Village staff. The use is therefore not only desirable as a matter of public convenience but represents a net benefit to the welfare of the surrounding community.

3. **That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.**
    a. The proposed use will not, in this particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity, nor will it be injurious to property values or improvements in the area. The principal concern raised regarding this use—its effect on traffic and on-site circulation—has been directly studied and addressed. The applicant engaged a professional traffic study consultant to verify that the site's vehicular circulation route, stacking capacity, and internal flow are sufficient to wholly manage the projected customer base on site. Out of an abundance of caution, that analysis was built on conservative, heightened-demand assumptions—drawing on trip counts from comparable higher-volume locations and expanding the study window to capture the peak periods associated with nearby Herrick Middle School—and the study confirmed that, even under

these elevated conditions, all customer vehicular circulation can be contained wholly within the site with no spillover onto the public rights-of-way. The applicant has further incorporated every traffic control measure recommended by the traffic engineer directly into the plans. Beyond circulation, the redevelopment improves rather than harms the surrounding context: it replaces substantially vacant and distressed structures with high-quality improvements built to modern standards, incorporates privacy fencing to screen the adjacent residential neighbors, and preserves pedestrian connectivity along the existing sidewalk. Far from being injurious to nearby property values, the transformation of an underutilized corner into a well-designed, professionally managed development can reasonably be expected to enhance the value and character of neighboring properties. For these reasons, the proposed use will not be detrimental or injurious to the vicinity.

Neighborhood Meeting Feedback

Date: May 21, 2026, 5:30 PM
Meeting Location: Panera Bread, 160 Ogden Avenue, Downers Grove, IL
Developer: Downers Grove Equity Group LLC
Project: Proposed Dutch Bros Coffee at 1205 and 1219 Ogden Avenue, Downers Grove, IL

Notes:
Letters were sent to surrounding property owners and stakeholders regarding the proposed development and neighborhood meeting in accordance with Village of Downers Grove notification requirements. The meeting was held to provide information regarding the proposed Dutch Bros Coffee development and receive feedback from neighboring residents.

Attendees:
• Tricia Cantilena – 4339 Linscott Ave, Downers Grove, IL

Developer Representatives:
• Brett Paul
• Michael Gatto

ATTENDEE FEEDBACK

Comment: Concern regarding additional traffic and congestion on Ogden Avenue generated by the proposed development, including concerns regarding additional congestion on Saratoga Avenue.

Response: A traffic study will be prepared and submitted as part of the project's due diligence and formal submission to the Village of Downers Grove. In addition, Dutch Bros has operational mitigation strategies to address busy periods and manage vehicle circulation during peak traffic times.

Comment: Concern regarding vehicle headlights shining onto neighboring residential properties from cars entering and exiting the site. Resident requested consideration of a privacy fence along the south side of the property.

Response: The development team is open to exploring additional options, if necessary and feasible, and if supported by Village staff, to further minimize potential headlight impacts on neighboring properties. This could include additional fencing, landscaping, or other screening measures along portions of the property boundary.

Comment: Concern regarding potential noise impacts associated with the drive-thru

operation and vehicle activity on the property.

Response: Dutch Bros utilizes a “runner” system for its drive-thru operation and does not utilize traditional speaker boxes or automated ordering systems that generate additional noise. As a result, anticipated drive-thru related noise is expected to be relatively minimal.

Comment: Concern regarding lighting from the property, including parking lot lighting and building-mounted lighting.

Response: Site lighting will be designed in compliance with the Village of Downers Grove zoning requirements and photometric standards to minimize light spillover onto adjacent properties.

Comment: Concern regarding existing traffic associated with the food pantry located south of the property and how the proposed development may impact existing traffic conditions in the area.

Response: The development team acknowledged the concern and stated that traffic patterns and circulation are being reviewed as part of the overall site planning and municipal review process.

ADDITIONAL RESIDENT MEETING

Date: May 30, 2026

Attendees:
• Michael Gatto
• Tricia Cantilena
• Christina Cantilena

Discussion Summary:

An additional meeting was held with Tricia Cantilena and Christina Cantilena to further discuss concerns regarding the proposed Dutch Bros Coffee development.

Topics Discussed:
• Traffic impacts and congestion in the surrounding area
• Light pollution, including vehicle headlights entering and exiting the site
• Sound and noise associated with the proposed development and drive-thru operations

The development team listened to and discussed each of these concerns. No specific agreements, commitments, concessions, or modifications to the proposed development were agreed upon during the meeting.

The development team indicated that it would continue to evaluate concerns raised by neighboring residents and remain available for future discussions throughout the Village review and entitlement process.

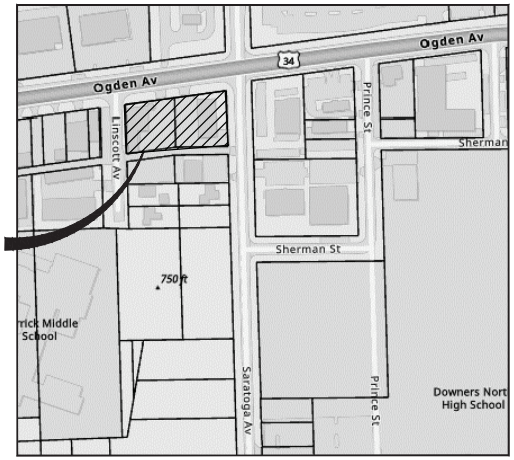
CONCLUSION

The neighborhood outreach process provided an opportunity for neighboring residents to learn about the proposed development and provide feedback regarding traffic, lighting, noise, and screening concerns. The development team appreciates the feedback received and remains committed to working collaboratively with Village staff and neighboring property owners throughout the review process.

1205 AND 1219 OGDEN AVENUE

DOWNERS GROVE, ILLINOIS

PROJECT LOCATION



PROJECT LOCATION MAP

DRAWING INDEX:

T1 - TITLE SHEET
E1 - EXHIBIT
E2 - EXHIBIT

ENGINEERING PLANS BY KIMLEY-HORN AND ASSOCIATES

C0.0 - COVER SHEET
C1.0 - GENERAL NOTES
V1.0 - ALTA SURVEY
C2.0 - EXISTING CONDITIONS AND DEMOLITION PLAN
C3.0 - SITE PLAN
C4.0 - EROSION CONTROL PLAN
C4.1 - EROSION CONTROL DETAILS
C5.0 - GRADING AND DRAINAGE PLAN
C6.0 - UTILITY PLAN
C7.0 - CONSTRUCTION DETAILS
C7.1 - CONSTRUCTION DETAILS
C7.2 - CONSTRUCTION DETAILS
L1.0 - LANDSCAPING PLAN
L2.0 - LANDSCAPE NOTES AND DETAILS

ENGINEERING PLANS BY MORRIS ENGINEERING, INC.
1 - COVER SHEET
2 - SPECIFICATIONS / NOTES
3 - EXISTING CONDITIONS / DEMO PLAN
4 - SITE PLAN
5 - SWPPP NOTES
6 - SWPPP PLAN
7 - DETAILS
8 - DETAILS
9 - DETAILS
10- LANDSCAPING
11- LANDSCAPING NOTES AND DETAILS

DATE
1
2
3
4
5
6

TITLE SHEET

1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

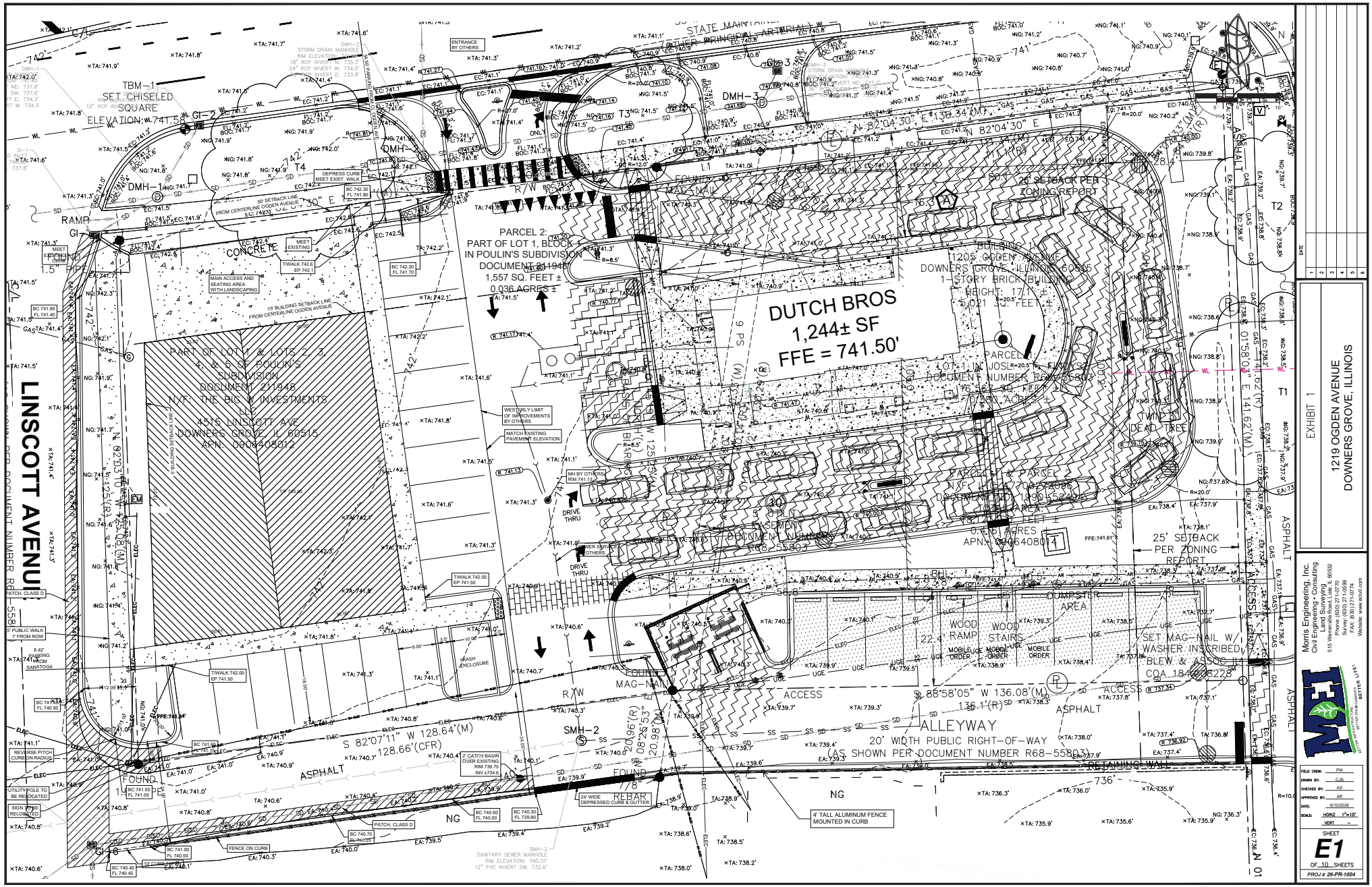
Morris Engineering, Inc.
Civil Engineering Consulting
and Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-1070
Survey: (630) 271-0599
FAX: (630) 271-1074
Website: www.morrisengineering.com

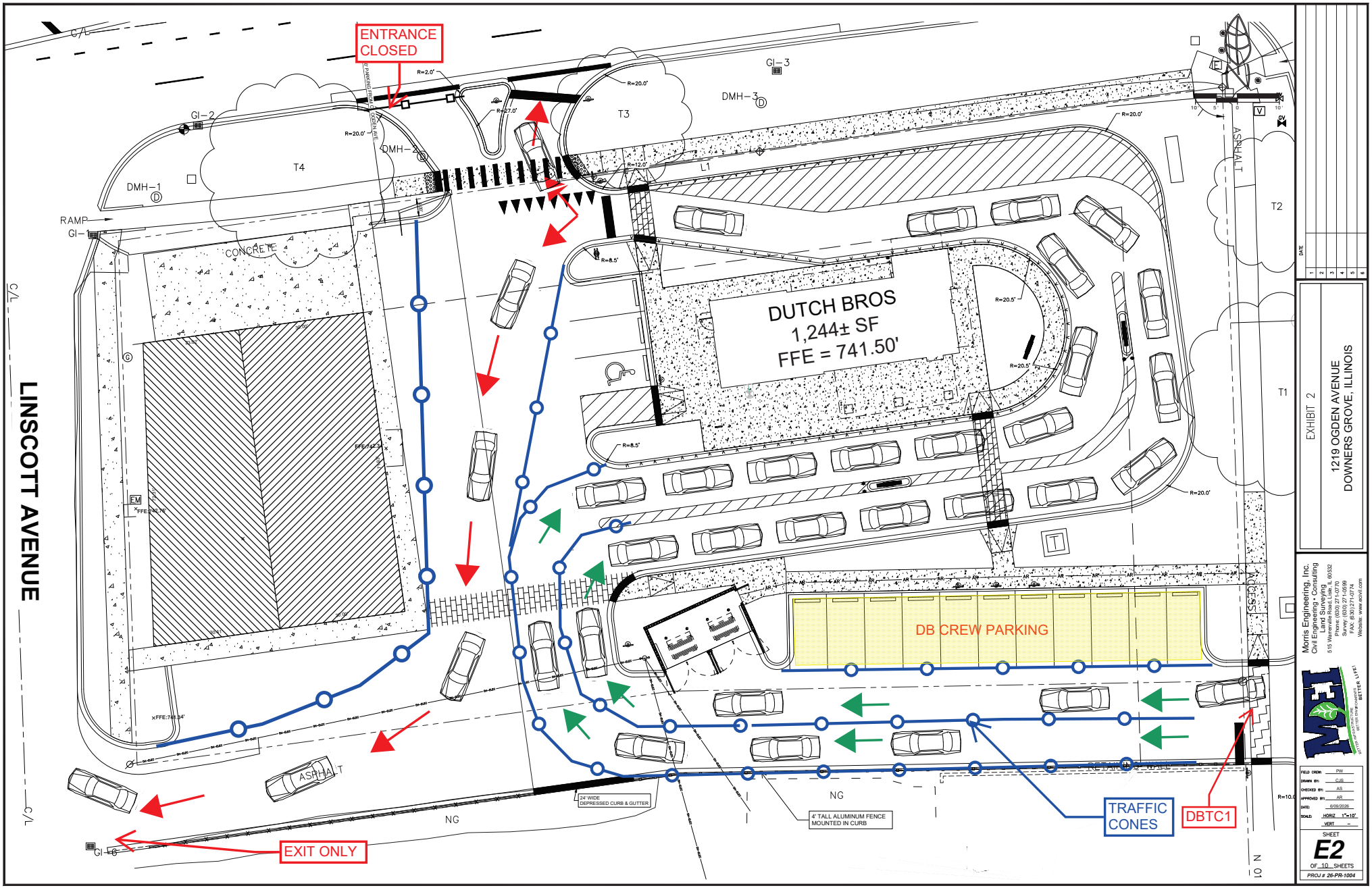
FIELD CREW: PW
DRAWN BY: CJS
CHECKED BY: AS
APPROVED BY: AR
DATE: 6/10/2026
SCALE: HORIZ –
VERT –

SHEET
T1
OF 23 SHEETS

PROJ # 26-PR-1004

6/9/2026 11:21:12 AM
C:\Users\cjsouk\Desktop\Projects\26-PR-1004 - 1205 Ogden, Downers Grove\Engineering\Rev-00\26-PR-1004_SITE_0226-06-19.dwg


DUTCH BROS
1,244± SF
FFE = 741.50'
PARCEL 2:
PART OF LOT 1, BLOCK 4
IN POULIN'S SUBDIVISION
DOCUMENT 211948
1,557 SQ. FEET ±
0.036 ACRES ±
PART OF LOT 1 & LOTS 2, 3, 4, & 5 OF POULIN'S SUBDIVISION DOCUMENT 211948 N/F THE BIG M INVESTMENTS LLC 4515 LINSCOTT AVE DOWNERS GROVE, IL 60515 APN: 0906405012
LINSCOTT AVENUE
PARCEL 1:
LOT 1 IN JOSLIN'S ELMHURST ROAD SUBDIVISION
DOCUMENT NUMBER R68-55803
0.690 ACRES ±
APN: 0906408014
BUILDING ADDRESS:
1205 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515
1-STORY BRICK BUILDING
HEIGHT: 17.1' ±
5,021 SQ. FEET ±
25' SETBACK PER ZONING REPORT
ALLEYWAY
20' WIDTH PUBLIC RIGHT-OF-WAY
AS SHOWN PER DOCUMENT NUMBER R68-55803
TBM-1
SET CHISELED SQUARE
ELEVATION: 741.55
SET MAG-NAIL W/ WASHER INSCRIBED BLEW & ASSOC II
COA 184.006228
DUMPSTER AREA
WOOD RAMP STAIRS
22.4'
ASPHALT
CONCRETE
REBAR
FOUND
SMH-1
SMH-2
DMH-1
DMH-2
DMH-3
GI-1
GI-2
GI-3
GI-4
GI-5
GI-6
T1
T2
T3
T4
L1
EXHIBIT 1
1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS
Morris Engineering, Inc.
Civil Engineering Consulting
and Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
Fax: (630) 271-0774
Website: www.atoinf.com
SHEET
E1
OF 10 SHEETS
PROJ # 26-PR-1004


ENTRANCE CLOSED
EXIT ONLY
DUTCH BROS
1,244± SF
FFE = 741.50'
DB CREW PARKING
TRAFFIC CONES
DBTC1
LINSCOTT AVENUE
RAMP
CONCRETE
ASPHALT
DMH-1
DMH-2
DMH-3
GI-1
GI-2
GI-3
T1
T2
T3
T4
L1
24" WIDE DEPRESSED CURB & GUTTER
4' TALL ALUMINUM FENCE MOUNTED IN CURB
EXHIBIT 2
1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS
Morris Engineering, Inc.
Civil Engineering Consulting
SHEET
E2
OF 10 SHEETS
PROJ # 26-PR-1004

FINAL ENGINEERING PLANS
DUTCH BROS. COFFEE
1205 OGDEN AVE.
DOWNERS GROVE, IL 60515

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT
VILLAGE OF DOWNERS GROVE – PUBLIC WORKS
5101 WALNUT AVE
DOWNERS GROVE, IL 60515
TEL: (630) 434–6804
CONTACT: SCOTT VASKO

SANITARY SEWER SERVICE
DOWNERS GROVE SANITARY DISTRICT
2710 CURTISS STREET
DOWNERS GROVE, IL 60515
TEL: (630) 353–3610
CONTACT: KEITH SHAFFNER

STORM SEWER SERVICE
VILLAGE OF DOWNERS GROVE
5101 WALNUT AVE
DOWNERS GROVE, IL 60515
TEL: (630) 493–8821
CONTACT: JULIE LOMAX

WATER SERVICE
VILLAGE OF DOWNERS GROVE
5101 WALNUT AVE
DOWNERS GROVE, IL 60515
TEL: (630) 434–5461
CONTACT: JOHN VALENTI

ROADWAY AUTHORITY
IDOT DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, IL 60196
TEL: (847) 705–4000
CONTACT: TBD

POWER COMPANY
COMED
2 LINCOLN CENTER
OAKBROOK TERRACE, IL 60181
TEL: (800) 334–7661

NATURAL GAS COMPANY
NICOR GAS
90 FINLEY RD
LOMBARD, IL 60148
TEL: (888) 642–6748

PROJECT TEAM

OWNER
DUTCH BROS. COFFEE
1930 W RIO SALADO PKWY
TEMPE, AZ 85281
TEL: (248) 719–2484
CONTACT: LISA SMOLA–HOLLO

GEOTECH
TERRACON
1145 N MAIN ST
LOMBARD, IL 60148
TEL: (630) 953–9928
CONTACT: RAJNEESH K. SINGH

TRAFFIC ENGINEER
KIMLEY–HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487–5550
CONTACT: BRANDON FORSYTHE, P.E.

ENVIRONMENTAL ENGINEER
EBI CONSULTING
21 B STREET
BURLINGTON, MA 01803
TEL: (781) 273–2500
CONTACT: KATRINA WERMTER

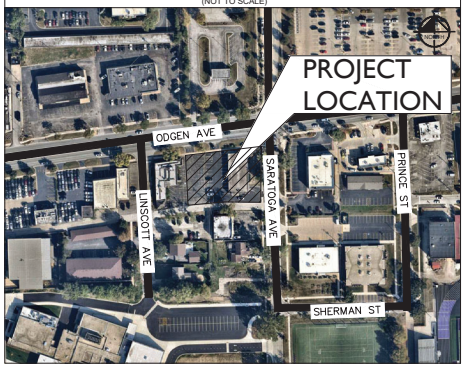
ARCHITECT
CHIPMAN DESIGN ARCHITECTURE
1350 EAST TOUHY AVE
BURLINGTON, MA 01803
TEL: (847) 298–6900
EMAIL: EKIVLAND@CHIPMAN–DESIGN.COM
CONTACT: ELIZABETH KIVLAND
EMAIL: MWILTGEN@CHIPMAN–DESIGN.COM
CONTACT: MADISON WILTGEN

CIVIL ENGINEER
KIMLEY–HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487–5550
EMAIL: ANDY.HEINEN@KIMLEY–HORN.COM
CONTACT: ANDREW HEINEN, P.E.
EMAIL: ANNA.SAMPSON@KIMLEY–HORN.COM
CONTACT: ANNA SAMPSON, P.E.

LANDSCAPE ARCHITECT
KIMLEY–HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487–5550
CONTACT: DANIEL GROVE, PLA, AICP, LEED, AP

SURVEYOR
COMMERCIAL DUE DILIGENCE SERVICES
3550 W ROBINSON STREET, THIRD FLOOR
NORMAN, OK 73072
TEL: (405) 253–2444
CONTACT: TBD

LOCATION MAP
(NOT TO SCALE)



BENCHMARKS

REFER TO V1.0 FOR BENCHMARKS LISTED BY LICENSED LAND SURVEYOR

LEGAL DESCRIPTION

REFER TO V1.0 FOR ALTA LAND TITLE AND TOPOGRAPHIC SURVEY LEGAL DESCRIPTION.

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER SHEET
C1.0	GENERAL NOTES
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C7.2	CONSTRUCTION DETAILS
L1.0	LANDSCAPE PLAN
L2.0	LANDSCAPE NOTES & DETAILS

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ANNA E. SAMPSON, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF CHIPMAN DESIGN ARCHITECTURE BY KIMLEY–HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 23RD DAY OF JUINE , A.D., 2026.

ILLINOIS LICENSED PROFESSIONAL ENGINEER 062–076715
MY LICENSE EXPIRES ON NOVEMBER 30, 2027
DESIGN FIRM REGISTRATION NUMBER: 184002012–0006

ANNA ELAINE SAMPSON 062-076715 STATE OF ILLINOIS

Date of Expiration: 11-30-27

Call Before You Dig JULIE 1-800-892-0123

DUTCH BROS Coffee

CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL:847.298.6900

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ANNA ELAINE SAMPSON 062-076715 STATE OF ILLINOIS

Date of Expiration: 11-30-27

CASE ENGINEERING INC.
796 MERUS CT. FENTON, MO, 63026
T: 636.349.1600

KIMLEY-HORN AND ASSOCIATES
4201 WINFIELD RD,
WARRENVILLE IL, 60555
T: 630.487.5550

Project No: IL1102
Dutch Bros Coffee - New Freestanding Store
1205 Ogden Ave. Downers Grove, IL 60515

For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A2 PROTOTYPE - 06/27/25

ISSUED FOR PERMIT

06/23/2026

REV:	DATE:	DESCRIPTION:

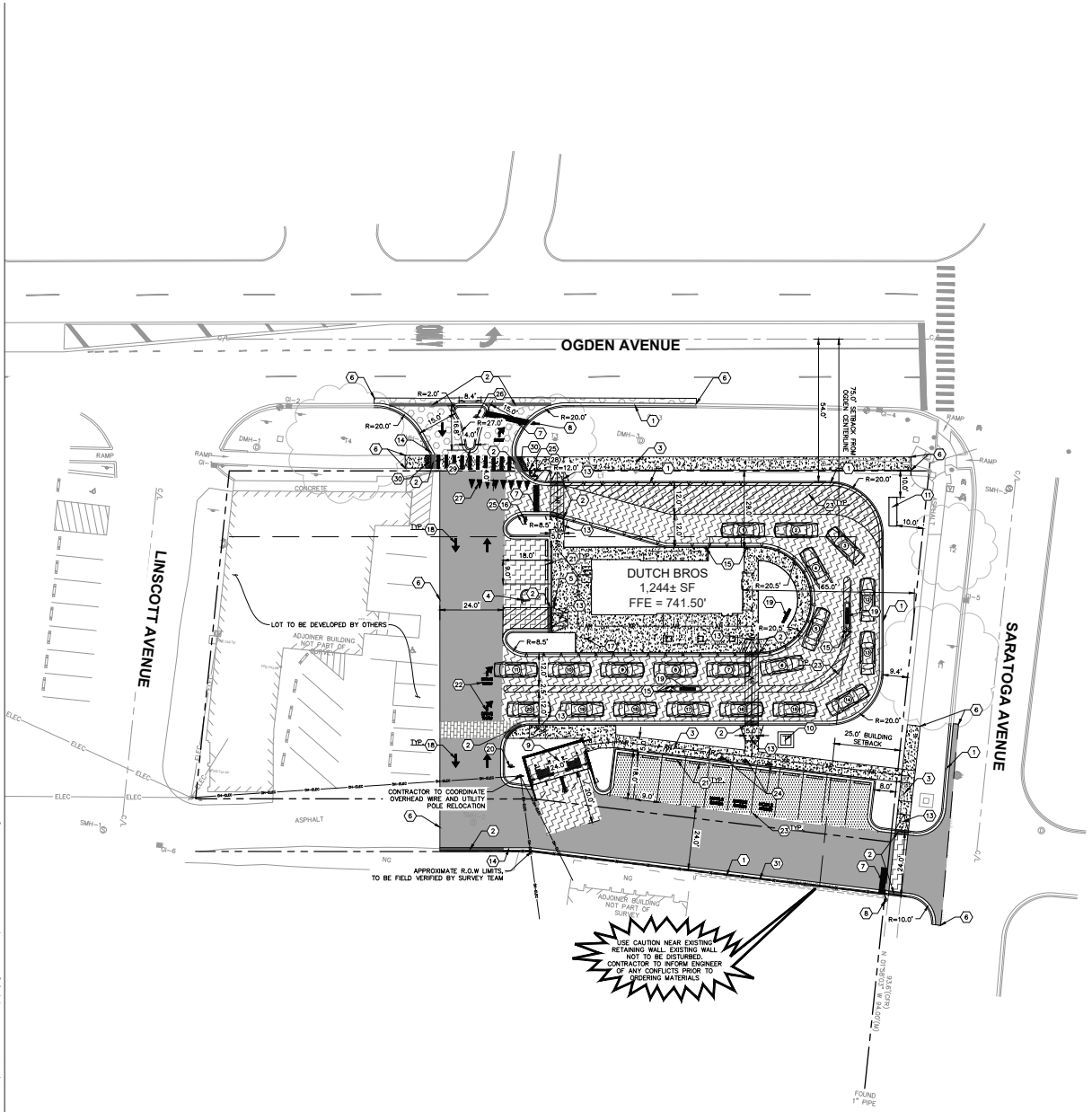
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DRAWN BY: MD | CHECKED BY: AS

SHEET NUMBER:
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SITE AREA SUMMARY

PROJECT SITE AREA (DUTCH BROS SCOPE ONLY)	= 0.61 ACRES
SITE IMPERVIOUS AREA	= 0.51 ACRES
SITE PERVIOUS AREA	= 0.10 ACRES
SITE PERCENT IMPERVIOUS	= 83.6 %

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GRAPHIC SCALE IN FEET 0 10 20 40

NORTH

Call Before You Dig JULIE 1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

PARKING SPACES PROVIDED	= 13 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 1 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 1 SPACES
TOTAL PARKING SPACES PROVIDED	= 14 SPACES

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- IDOT ASPHALT PAVEMENT – MATCH EXISTING SECTION OR SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- PAVERS — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- AR — ACCESSIBLE ROUTE

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8)
6. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
7. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
8. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
9. TRASH ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
10. TRANSFORMER PAD (FOR REFERENCE ONLY)
11. MONUMENT OR PYLON SIGN (SEE ARCHITECTURAL PLANS FOR DETAILS)
12. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
13. ACCESSIBLE RAMP (SEE DETAILS)
14. 3-FT TRANSITION CURB
15. BOLLARD, TYP. (SEE DETAILS)
16. EXIT ONLY/THANK YOU SIGN (SEE ARCHITECTURAL PLAN FOR DETAILS)
17. BIKE RACK (SEE LANDSCAPE PLAN FOR DETAILS)
18. PAVEMENT DIRECTIONAL MARKINGS, TYP.
19. DRIVE-THRU EQUIPMENT (SEE ARCHITECTURAL PLANS FOR DETAILS)
20. DRIVE-THRU DIRECTIONAL SIGNAGE (SEE ARCHITECTURAL PLANS FOR DETAILS)
21. CONCRETE PARKING BUMPER, TYP. (SEE DETAILS)
22. DRIVE-THRU DIRECTIONAL MARKINGS, TYP. (SEE DETAILS)
23. 4" WIDE PAVEMENT MARKING, TYP.
24. MOBILE ORDER SIGNAGE (SEE ARCHITECTURAL PLANS FOR DETAILS)
25. "DO NOT ENTER" SIGN (MUTCD R5-1)
26. "NO LEFT TURN" SIGN (MUTCD R3-2)
27. YIELD LINE MARKING (MUTCD 3B.16)
28. "YIELD TO PEDESTRIAN" SIGN (MUTCD R1-5)
29. IDOT M-TYPE CURB AND GUTTER (IDOT STANDARD DETAIL 606001-08)
30. 2' WIDE DETECTABLE WARNING (SEE DETAILS)
31. 4' TALL ALUMINUM FENCE MOUNTED IN CURB

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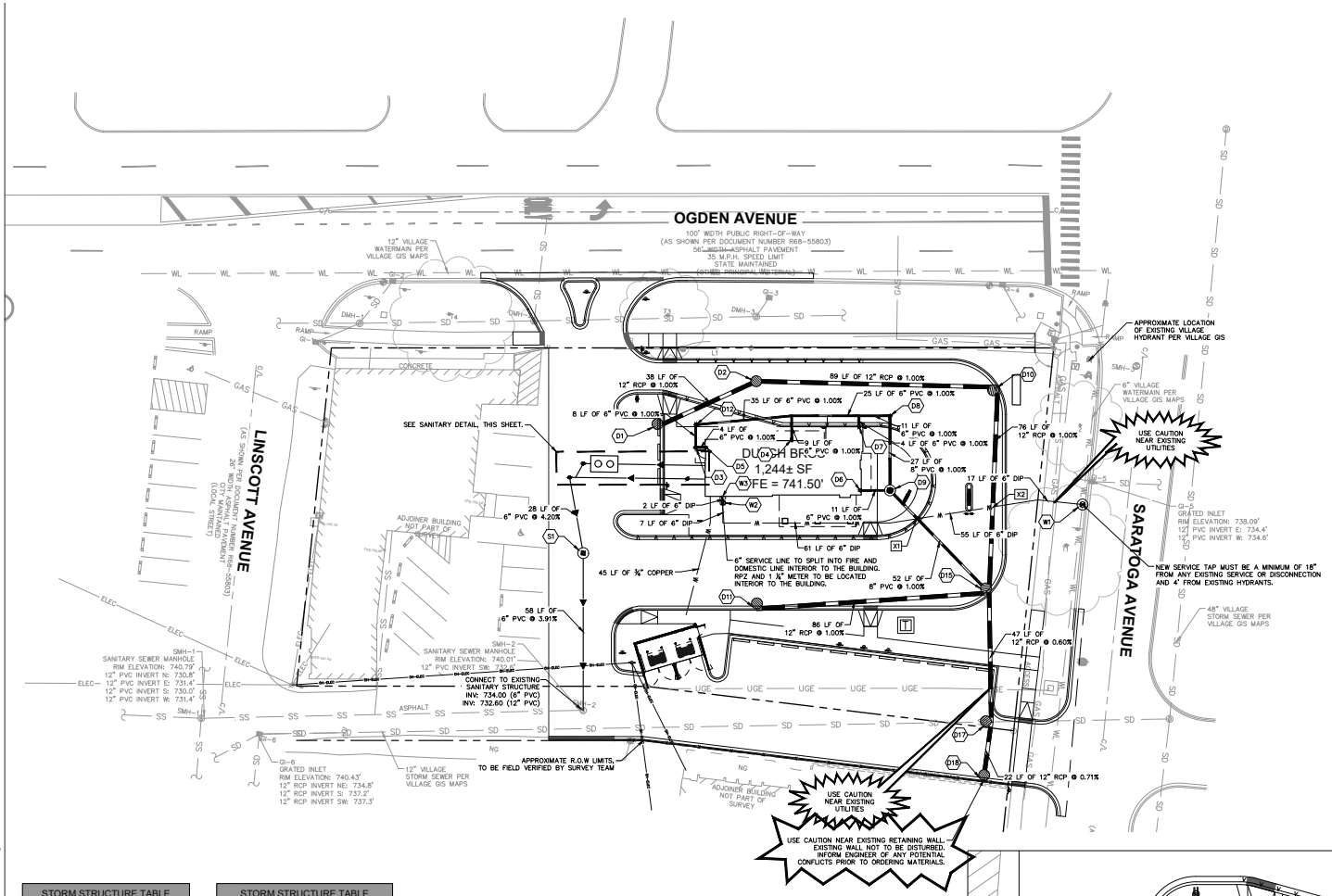
SITE PLAN

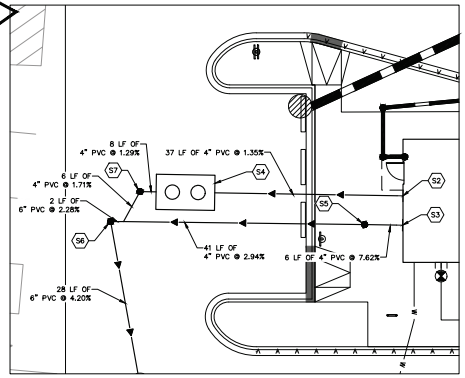
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SANITARY DETAIL
1" = 10'

UTILITY NOTES

1. ALL WATER LINES ≥ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.
15. THE WATER DISCONNECTION INSPECTION, TAP INSPECTION, WATER METER INSPECTION, AND FINAL B-BOX INSPECTION WILL BE SCHEDULED WITH PUBLIC WORKS 630-434-5460 OR ONLINE AT LEAST 48 HOURS IN ADVANCE.
16. ALL WATER MAIN CROSSINGS TO MEET IEPA REQUIREMENTS.
17. THE WATER MAIN/FIRE PROTECTION LINE TOBE PRESSURE TESTED AND CHLORINATED PER IEPA REQUIREMENTS.

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SANITARY SEWER MANHOLE
- EX. STORM DRAIN LINE
- EX. STORM MANHOLE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. UNDERGROUND ELECTRIC LINE
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1713) (GRASS USE NEENAH R-1786)
- PROPOSED COMBINATION CURB INLET (B6.12 C&G USE NEENAH R-3281-A)
- PROPOSED FLARED END SECTION
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
- RIP RAP (SEE DETAILS)

STORM STRUCTURE TABLE

STRUCTURE NAME:	DETAILS:
D1	MH – OPEN LID IN CURB RIM: 740.77 INV OUT: 736.41 (NE, 12")
D2	MH – OPEN LID RIM: 740.50 INV IN: 736.03 (SW, 12") INV OUT: 736.03 (E, 12")
D3	6" CLEANOUT RIM: 741.45 INV IN: 737.96 (E, 6") INV OUT: 737.96 (N, 6")
D8	6" CLEANOUT RIM: 740.82 INV IN: 737.16 (W, 6") INV OUT: 737.00 (S, 8")
D9	MH – CLOSED LID RIM: 741.30 INV IN: 736.72 (W, 6") INV IN: 736.72 (N, 8") INV OUT: 736.72 (SE, 8")
D10	MH – OPEN LID IN CURB RIM: 740.00 INV IN: 735.14 (W, 12") INV OUT: 735.14 (S, 12")
D11	MH – OPEN LID IN CURB RIM: 740.00 INV OUT: 735.24 (E, 12")
D12	6" CLEANOUT RIM: 741.37 INV IN: 737.88 (S, 6") INV OUT: 737.88 (E, 6")
D15	MH – OPEN LID IN CURB RIM: 739.75 INV IN: 734.39 (W, 12") INV IN: 734.39 (N, 12") INV IN: 736.20 (NW, 8") INV OUT: 734.39 (S, 12")

STORM STRUCTURE TABLE

STRUCTURE NAME:	DETAILS:
D17	MH – OPEN LID DOGHOUSE CONNECTION TO EXISTING STORM SEWER. LOCATION AND ELEVATION TO BE FIELD VERIFIED PRIOR TO ORDERING MATERIALS. RIM: 737.34 INV IN: 734.10 (N, 12") INV IN: 733.99 (W, 12") INV IN: 734.10 (S, 12") INV OUT: 733.99 (E, 12")
D18	MH – OPEN LID IN CURB RIM: 736.92 INV OUT: 734.25 (N, 12")

MISCELLANEOUS STORM STRUCTURE TABLE

STRUCTURE NAME:	DETAILS:
D4	ROOF DRAIN CONNECTION INV OUT: 737.61 (N, 6")
D5	ROOF DRAIN CONNECTION INV OUT: 738.00 (W, 6")
D6	ROOF DRAIN CONNECTION INV OUT: 736.83 (E, 6")
D7	ROOF DRAIN CONNECTION INV OUT: 737.32 (N, 6")

SANITARY STRUCTURE TABLE

STRUCTURE NAME:	DETAILS:
S1	MH RIM: 741.13 INV IN: 736.36 (N, 6") INV OUT: 736.26 (S, 6")
S2	CONNECT TO BUILDING RIM: 741.50 INV OUT: 738.50 (W, 4")
S3	CONNECT TO BUILDING RIM: 741.50 INV OUT: 739.30 (W, 4")
S4	SCHIER GB-50 GREASE INTERCEPTOR SEE MEP PLANS FOR DETAILS. RIM: 741.17 INV IN: 738.00 (E, 4") INV OUT: 737.80 (W, 4")
S5	6" CLEANOUT RIM: 741.43 INV IN: 738.81 (E, 4") INV OUT: 738.81 (W, 4")
S6	6" CLEANOUT RIM: 741.43 INV IN: 737.55 (E, 6") INV OUT: 737.55 (S, 6")
S7	6" CLEANOUT RIM: 741.33 INV IN: 737.70 (E, 4") INV OUT: 737.70 (S, 4")

WATER STRUCTURE TABLE

STRUCTURE NAME:	DETAILS:
W1	PRESSURE CONNECT TO EXIST WATER IN VALVE VAULT CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EXISTING WATERMAIN PRIOR TO ORDERING MATERIALS. INFORM ENGINEER OF ANY CONFLICTS. FG ELEV: 735.64
W2	6" VALVE BOX FG ELEV: 741.47
W3	6" WATER SERVICE CONNECTION TO BUILDING. FG ELEV: 741.50

UTILITY CROSSING LEGEND

X1 8" STORM B/P = 736.55 / 6" WATER T/P = 733.00
X2 12" STORM B/P = 734.54 / 6" WATER T/P = 733.00

NOTE: WHERE THERE IS LESS THAN 10 FT HORIZONTAL OR 18-IN VERTICAL SEPARATION BETWEEN A SEWER AND WATER MAIN, OR IF WATER MAIN CROSSES UNDER A SEWER, WATER MAIN QUALITY PIPE IS TO BE USED TO CONSTRUCT THE SEWER OR EITHER PIPE IS TO BE ENCASED. THE PROTECTION MUST EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE DISTANCE BETWEEN THE WATER MAIN AND SEWER IS AT LEAST 10 FT. ACCEPTABLE WATER MAIN QUALITY PIPE INCLUDES PVC SDR/WMQ MEETING ASTM D2241 WITH JOINTS MEETING ASTM D3139 OR DUCTILE IRON PIPE. RCP STORM SEWER WITH FLEXIBLE GASKET JOINTS MEETING ASTM C361 OR ASTM C443 IS ALSO ACCEPTABLE AT CROSSINGS.

GRAPHIC SCALE IN FEET
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DUTCH BROS Coffee

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ANNA ELAINE SAMPSON 062-076715 LICENSED PROFESSIONAL ENGINEER

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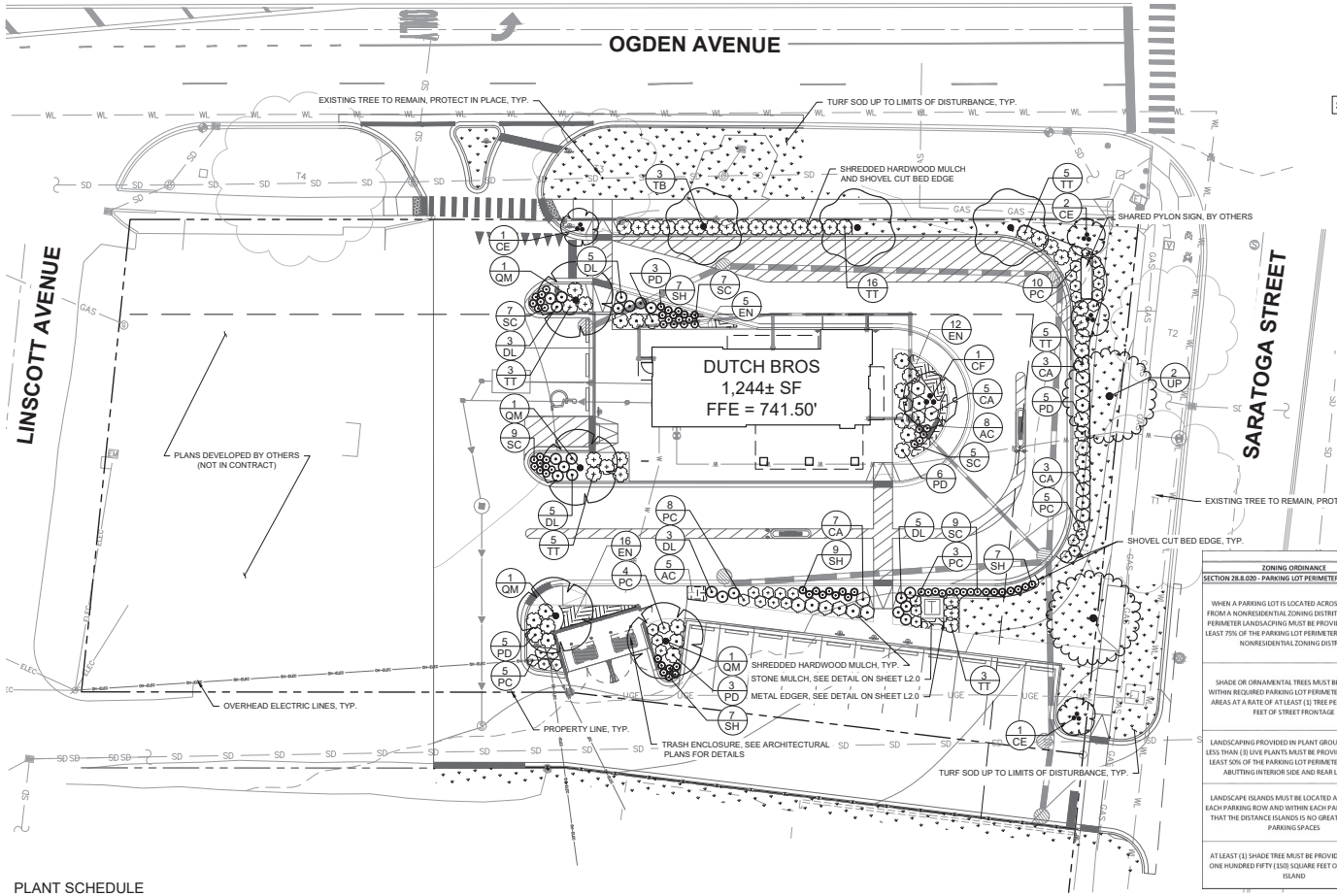
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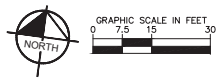
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SEE SHEET L2.0 FOR LANDSCAPE NOTES & DETAILS

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DOWNERS GROVE, IL LANDSCAPE CODE REQUIREMENTS

ZONING ORDINANCE	REQUIRED	PROVIDED
SECTION 28.8.020 - PARKING LOT PERIMETER LANDSCAPING		
WHEN A PARKING LOT IS LOCATED ACROSS THE STREET FROM A NONRESIDENTIAL ZONING DISTRIT, PARKING LOT PERIMETER LANDSCAPING MUST BE PROVIDED ALONG AT LEAST 75% OF THE PARKING LOT PERIMETER OPPOSITE THE NONRESIDENTIAL ZONING DISTRICT	75% FRONTAGE PERIMETER LANDSCAPE PLANTING REQUIRED	**> 75% FRONTAGE PERIMETER LANDSCAPE PLANTING PROVIDED**
SHADE OR ORNAMENTAL TREES MUST BE PROVIDED WITHIN REQUIRED PARKING LOT PERIMETER LANDSCAPE AREAS AT A RATE OF AT LEAST (1) TREE PER (30) LINEAR FEET OF STREET FRONTAGE	SARATOGA STREET: 137 LF 137 LF / 30 LF = 4.56 **5 STREET TREES REQUIRED** OGDEN AVENUE: 160 LF 160 LF / 30 LF = 5.3 **5 STREET TREES REQUIRED**	**2 EXISTING TREES TO REMAIN + 3 PROPOSED TREES ALONG SARATOGA STREET** **1 EXISTING + 4 PROPOSED TREES ALONG OGDEN AVENUE**
LANDSCAPING PROVIDED IN PLANT GROUPINGS OF NO LESS THAN (3) LIVE PLANTS MUST BE PROVIDED ALONG AT LEAST 50% OF THE PARKING LOT PERIMETER ALONG THE ABUTTING INTERIOR SIDE AND REAR LOT LINES	50% OF PARKING LOT PERIMETER ALONG ABUTTING INTERIOR SIDE AND REAR LOT LINES ARE REQUIRED	**50% OF INTERIOR YARD PARKING LOT PERIMETER LANDSCAPE IS PROVIDED**
LANDSCAPE ISLANDS MUST BE LOCATED AT THE END OF EACH PARKING ROW AND WITHIN EACH PARKING ROW SO THAT THE DISTANCE ISLANDS IS NO GREATER THAN (20) PARKING SPACES	LANDSCAPE ISLANDS ARE REQUIRED NO GREATER THAN 20 SPACES APART AND AT ENDS OF ROWS	**LANDSCAPE ISLANDS ARE < 20 PARKING SPACES APART AND LOCATED AT ENDS OF ROWS**
AT LEAST (1) SHADE TREE MUST BE PROVIDED FOR EACH ONE HUNDRED FIFTY (150) SQUARE FEET OF LANDSCAPE ISLAND	1 TREE IS REQUIRED PER 150 SF OF LANDSCAPE ISLAND AREA LANDSCAPE ISLAND AREA = 683.5 SQFT 683.5 SQFT / 150 SQFT = 4 **4 LANDSCAPE ISLAND TREES REQUIRED**	**4 INTERIOR SHADE TREES PROPOSED**

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
TREES						
	QM	4	QUERCUS MUEHLENBERGII / CHINKAPIN OAK	B & B	2.5" CAL. MIN.	
	TB	3	TILIA AMERICANA 'BOULEVARD' / BOULEVARD AMERICAN LINDEN	B & B	2.5" CAL. MIN.	
	UP	2	ULMUS AMERICANA 'PRINCETON' / PRINCETON AMERICAN ELM	B & B	2.5" CAL. MIN.	
ORNAMENTAL TREE						
	CE	4	CERCIS CANADENSIS / EASTERN REDBUD MULTI-TRUNK	B & B	MULTISTEM	4` HT. MIN.
	CF	1	CORNUS FLORIDA / FLOWERING DOGWOOD	B & B	MULTISTEM	4` HT. MIN.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
SHRUBS						
	CA	18	CEANOTHUS AMERICANUS / NEW JERSEY TEA	-	SEE PLAN	24" HT. MIN.
	DL	21	DIERVILLA SESSILIFOLIA `LPDC PODARAS` / COOL SPLASH® DWARF BUSH HONEYSUCKLE	-	SEE PLAN	18" HT. MIN.
	PD	22	PHYSOCARPUS OPULIFOLIUS `DONNA MAY` / LITTLE DEVIL™ DWARF NINEBARK	-	SEE PLAN	24" HT. MIN.
EVERGREEN SHRUBS						
	PC	35	PINUS MUGO 'COMPACTA' / DWARF MUGO PINE	-	SEE PLAN	24" HT. MIN.
	TT	37	TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW	-	SEE PLAN	24" HT. MIN.
ORNAMENTAL GRASSES						
	SC	37	SCHIZACHYRIUM SCOPARIUM `CAROUSEL` / CAROUSEL LITTLE BLUESTEM	-	SEE PLAN	24" HT. MIN.
	SH	30	SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSEED	-	SEE PLAN	18" HT. MIN.
SHRUB AREAS						
	AC	13	ANEMONE CANADENSIS / CANADIAN ANEMONE	1 GAL.	24" O.C.	12" HT. MIN.
	EN	33	ECHINACEA X 'BALSOMOLD' / SOMBRERO® GRANADA GOLD CONEFLOWER	1 GAL.	24" O.C.	12" HT. MIN.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME
GROUND COVERS			
	RM		1-2" DIA. WASHED/LOCALLY SOURCED ROCK MULCH* / *CONTRACTOR TO SUBMIT SAMPLE FOR REVIEW
	TS		TURF SOD

Project No: IL1102
Dutch Bros Coffee - New Freestanding Store
1205 Ogden Ave. Downers Grove, IL 60515

For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A2 PROTOTYPE - 06/27/25

ISSUED FOR PERMIT

06/23/2026

REV:	DATE:	DESCRIPTION:

SHEET NAME:
LANDSCAPE PLAN

DRAWN BY: HL | CHECKED BY: JGC

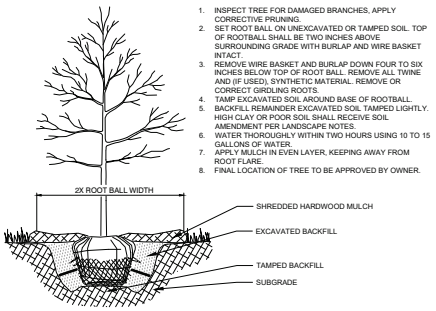
SHEET NUMBER:
L1.0

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NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

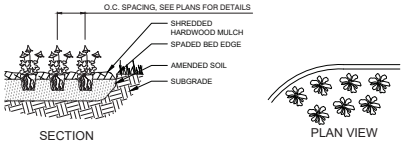


1 TREE PLANTING

NTS

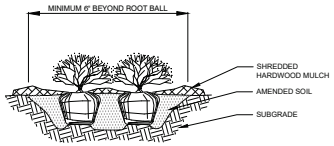
NOTES:

1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
2. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
3. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
4. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.
5. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



2 PERENNIAL PLANTING

NTS

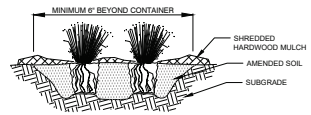


NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

3 SHRUB PLANTING

NTS

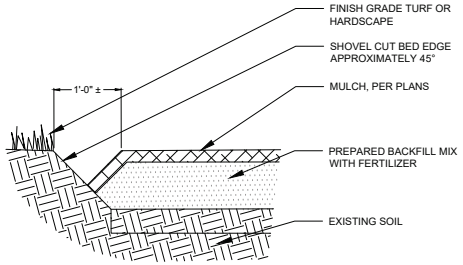


NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF CONTAINER SHALL BE ONE INCH ABOVE SURROUNDING GRADE.
3. SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN GRASSES, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR GRASS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

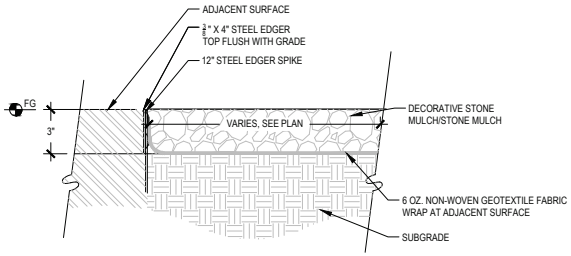
4 ORNAMENTAL GRASS PLANTING

NTS



5 SHOVEL CUT BED EDGE

NTS



6 STONE MULCH

3" = 1'-0"

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
12. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
13. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
14. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
15. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
16. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
17. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
18. THE CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED IF THE PLANT MATERIAL HAS DIED PRIOR TO FINAL ACCEPTANCE. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL TIMES.

Call Before You Dig JULIE 1-800-892-0123

DUTCH BROS Coffee

CHIPMAN DESIGN ARCHITECTURE INC
1550 E. TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL:847.298.6900

I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, THE SAME COMPLY TO APPLICABLE LAWS, RULES, REGULATIONS, AND ORDINANCES OF DOWNERS GROVE, IL RELATING TO SITE DESIGN.

CASE ENGINEERING INC.
796 MERUS CT. FENTON, MO, 63026
T: 636.349.1600

KIMLEY-HORN AND ASSOCIATES
4201 WINFIELD RD, WARRENVILLE IL, 60555
T: 630.487.5550

Project No: IL1102

Dutch Bros Coffee - New Freestanding Store
1205 Ogden Ave. Downers Grove, IL 60515

For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A2 PROTOTYPE - 06/27/25

ISSUED FOR PERMIT

06/23/2026

REV:	DATE:	DESCRIPTION:

SHEET NAME:

LANDSCAPE NOTES & DETAILS

DRAWN BY: HL | CHECKED BY: JGC

SHEET NUMBER:

L2.0

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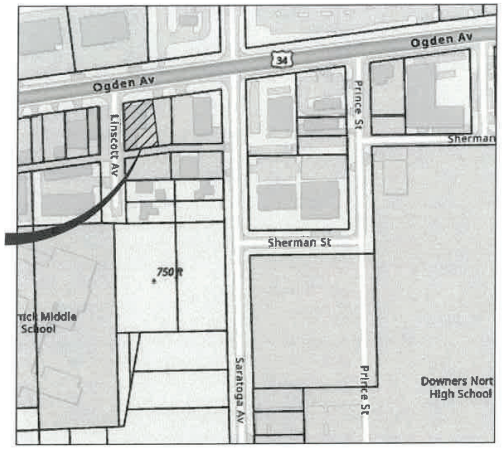
1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

LEGEND

EXISTING		PROPOSED
◎	MANHOLE	◉
○	CATCH BASIN	●
□	INLET	■
∘	CLEANOUT	●
⌐	FLARED END SECTION	◤
⊗	WATER VALVE BOX	⊕
⊗	BUFFALO BOX (B.BOX)	●
Ⓥ	WATER VALVE & VAULT	Ⓥ
♂	FIRE HYDRANT	♂
⊛	WELL	⊛
Ⓖ	GAS VALVE	⊠
Ⓖ	GAS METER	Ⓖ
Ⓒ	COMMUNICATION CANISTER	Ⓒ
Ⓒ	COMMUNICATION HANDHOLE	Ⓒ
Ⓒ	COMMUNICATION MANHOLE	Ⓒ
Ⓔ	ELECTRIC CANISTER	Ⓔ
Ⓔ	ELECTRIC HANDHOLE	Ⓔ
Ⓔ	ELECTRIC MANHOLE	Ⓔ
Ⓔ	ELECTRIC METER	Ⓔ
◇◇	TRAFFIC SIGNAL	◆◆
⊠	TRAFFIC HANDHOLE	⊠
⊠	TRAFFIC CONTROL BOX	⊠
○	UTILITY POLE	●
○—☼	UTILITY POLE W/ LIGHT	◆—☼
☼	STREET LIGHT	✱
—▭	STREET SIGN	—▭
⊕	BORING LOCATION	⊕
▭	MAILBOX	▭
+ 699.5	SPOT ELEVATIONS	+699.74
	PROPERTY LINE	
	ADJACENT PROPERTY LINE	
	EASEMENT LINE	
	SETBACK LINE	
	RIGHT OF WAY LINE	
	STORM SEWER LINE	
	SANITARY SEWER LINE	
W	WATERMAIN LINE	W
UG	UNDERGROUND GAS LINE	UG
UT	UNDERGROUND COMM. LINE	UT
UE	UNDERGROUND ELECTRIC	UE
OH	OVERHEAD UTILITY	OH
	FENCE LINE	
	GUARDRAIL LINE	
	CONTOUR LINE	

	DECIDUOUS TREE
	EVERGREEN TREE
	OVERLAND FLOOD ROUTE
	DRAINAGE ROUTE
	DOWNSPOUT
	SILT FENCE LINE
	INLET SILT PROTECTION
	COIR LOG SILT PROTECTION
	DEPRESSED CURB
	SOIL EROSION GEOTEXTILE PROTECTION
	CONCRETE
	BRICK
	ASPHALT
	BUILDING
	GRAVEL
	STONE
DS	DOWNSPOUT
F/F	FINISHED FLOOR
G/F	GARAGE FLOOR
T/F	TOP OF FOUNDATION
BC	BACK OF CURB
EP	EDGE OF PAVEMENT
EW	EDGE OF WALK

PROJECT LOCATION



PROJECT LOCATION MAP

INDEX OF SHEETS

1. COVER SHEET
2. NOTES
3. EXISTING CONDITIONS AND DEMOLITION PLAN
4. SITE PLAN
5. SWPPP NOTES
6. SWPPP PLAN
7. DETAILS
8. DETAILS
9. DETAILS
10. LANDSCAPING PLAN
11. LANDSCAPING NOTES AND DETAILS

NOTE: SITE BOUNDARY AND EXISTING TOPOGRAPHIC INFORMATION FROM A SURVEY PROVIDED BY:
KIMLEY-HORN
4201 WINFIELD ROAD, WARRENVILLE, IL 60555

PREPARED FOR

MICHAEL GATTO
HP VENTURES, LLC
1300 BROOKSIDE LANE
DOWNERS GROVE, ILLINOIS 60515

NOTICE TO CONTRACTORS

EXISTING UTILITIES

WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF OVERHEAD AND/OR UNDERGROUND UTILITY FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ENGINEER AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER. THE ENGINEER AND THE OWNER ASSUME NO RESPONSIBILITY WHATSOEVER IN RESPECT TO THE SUFFICIENCY OR VERACITY OF THE INFORMATION SHOWN ON THE PLANS RELATIVE TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES OR THE MANNER IN WHICH THEY ARE TO BE REMOVED OR ADJUSTED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES. HE SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR REMOVING OR ADJUSTING THEM.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL PUBLIC AND PRIVATE UTILITY COMPANIES WHICH MAY HAVE OVERHEAD OR UNDERGROUND FACILITIES IN THE AREA BEFORE CONSTRUCTION BEGINS. (SEE SPECIFICATIONS)

811 Know what's below. Call before you dig.

SITE BENCHMARK #1

RIM OF SANITARY MANHOLE IN INTERSECTION OF LINSCOTT AVENUE AND ALLEY.
ELEV. 740.79

ENGINEER'S CERTIFICATION

STATE OF ILLINOIS)
SS.
COUNTY OF DuPAGE)

I, ALGIS J. RUGIENIUS, A REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY MORRIS ENGINEERING, INC. 515 WARRENVILLE ROAD, LISLE, ILLINOIS, 60532 UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS. I FURTHER STATE THAT THE PROPOSED IMPROVEMENTS WILL NOT CAUSE PONDING OR FLOODING ON THE PROPERTY OR ADJACENT PROPERTIES.

DATED THIS 19TH DAY OF JUNE, A.D. 20 26.

ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-047342
MY REGISTRATION EXPIRES ON NOVEMBER 30, 2025

ALGIS J. RUGIENIUS 062-047342 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS
Exp 11/27

DATE
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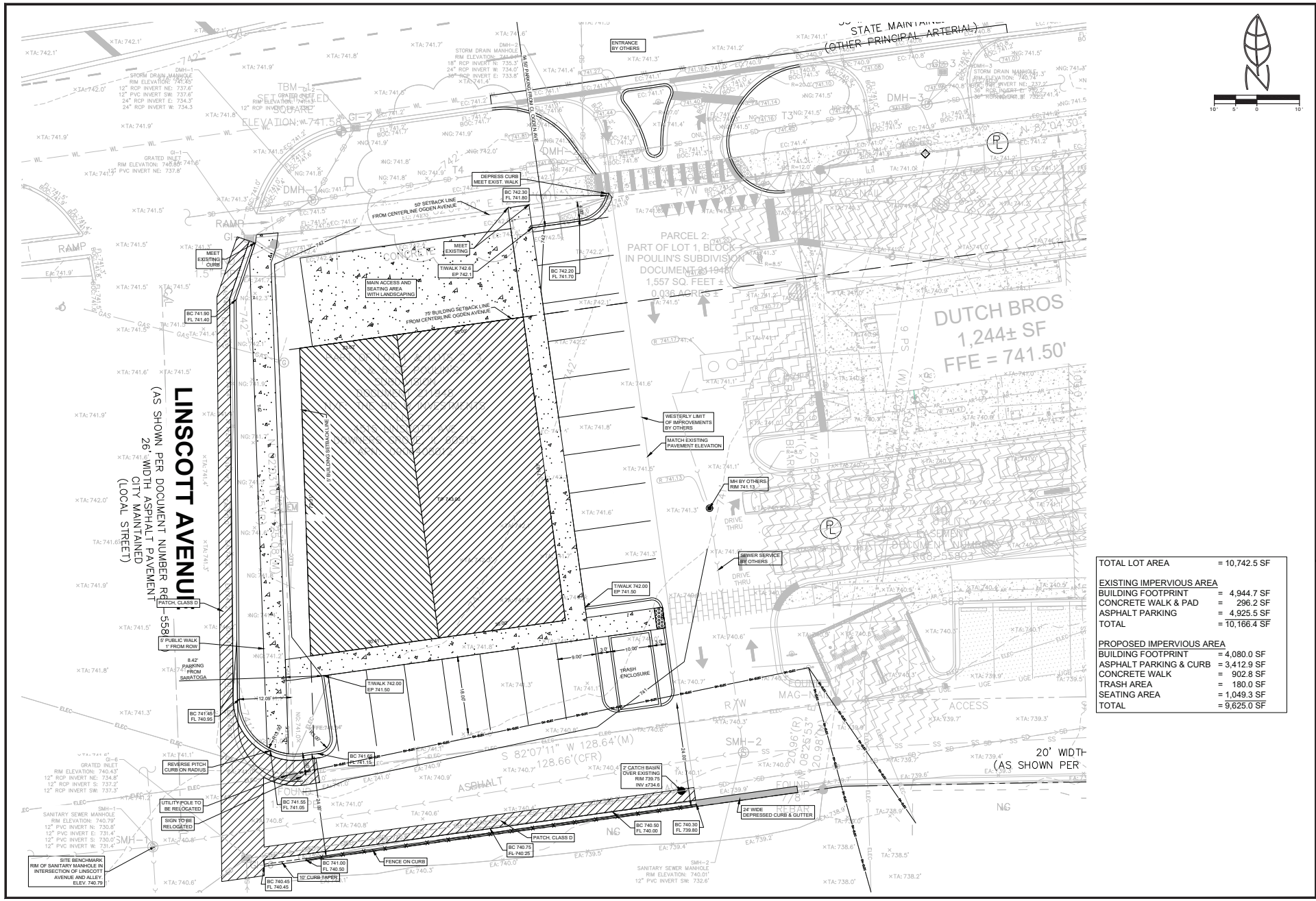
COVER SHEET
1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

Morris Engineering, Inc.
Civil Engineering • Consulting
Land Development
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0299
Fax: (630) 271-0774
Website: www.eshil.com

FIELD CREW: PW
DRAWN BY: CJS
CHECKED BY: AS
APPROVED BY: AR
DATE: 6/19/2026
SCALE: HORIZ –
VERT –

SHEET 1 OF 10 SHEETS
PROJ # 26-PR-1004

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TOTAL LOT AREA	= 10,742.5 SF
EXISTING IMPERVIOUS AREA	
BUILDING FOOTPRINT	= 4,944.7 SF
CONCRETE WALK & PAD	= 296.2 SF
ASPHALT PARKING	= 4,925.5 SF
TOTAL	= 10,166.4 SF
PROPOSED IMPERVIOUS AREA	
BUILDING FOOTPRINT	= 4,080.0 SF
ASPHALT PARKING & CURB	= 3,412.9 SF
CONCRETE WALK	= 902.8 SF
TRASH AREA	= 180.0 SF
SEATING AREA	= 1,049.3 SF
TOTAL	= 9,625.0 SF

DATE
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SITE PLAN
1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

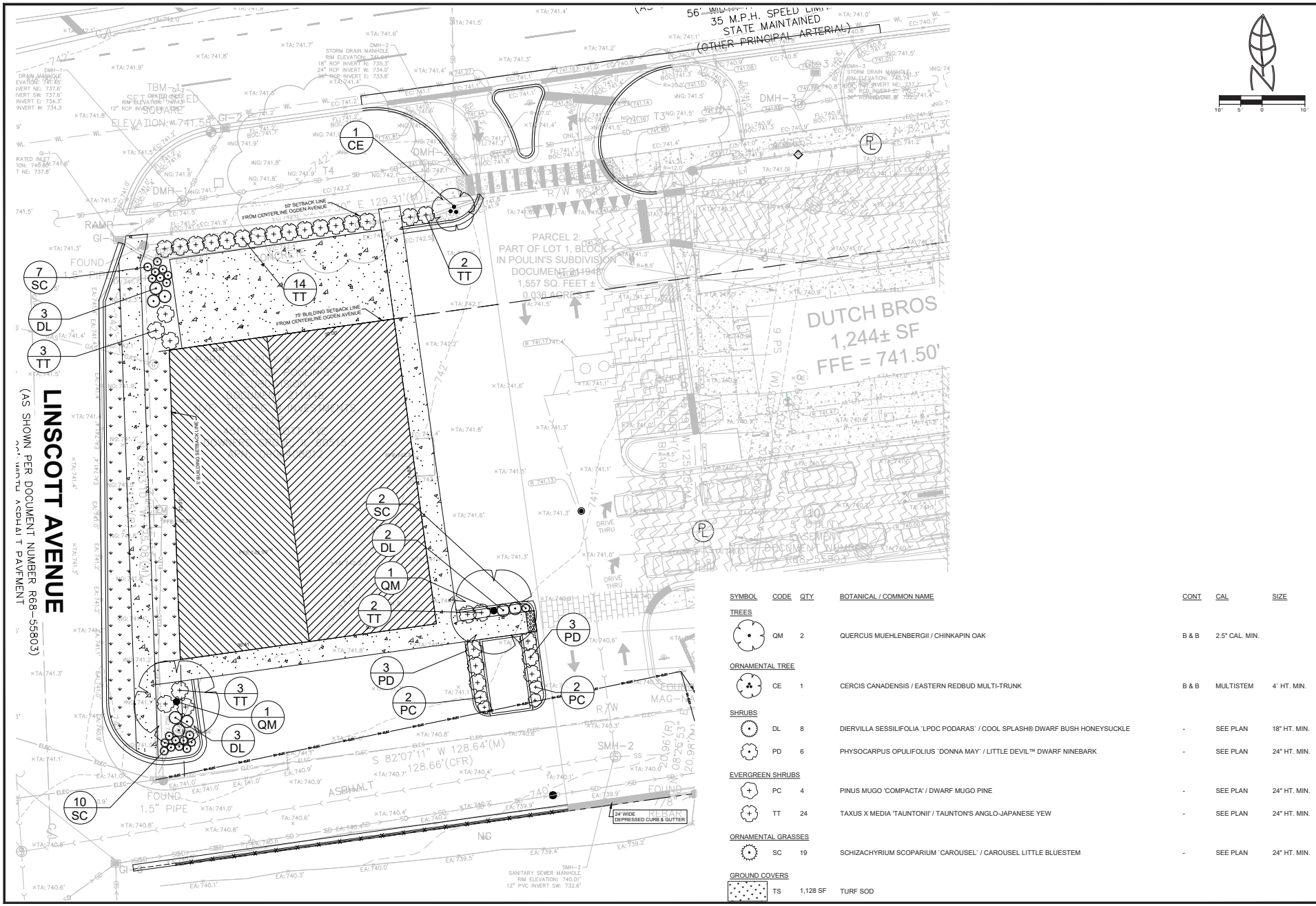
Morris Engineering, Inc.
Civil Engineering Consulting
and Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0598
Fax: (630) 271-0774
Website: www.atoinf.com

FIELD CREW:	PW
DRAWN BY:	CJS
CHECKED BY:	AS
APPROVED BY:	AR
DATE:	6/10/2026
SCALE:	HORIZ 1"=10'
	VERT –

SHEET 4 OF 10 SHEETS

PROJ # 26-PR-1004

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SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
TREES						
	QM	2	QUERCUS MUEHLENBERGII / CHINKAPIN OAK	B & B	2.5" CAL. MIN.	
ORNAMENTAL TREE						
	CE	1	CERCIS CANADENSIS / EASTERN REDBUD MULTI-TRUNK	B & B	MULTISTEM	4` HT. MIN.
SHRUBS						
	DL	8	DIERVILLA SESSILIFOLIA `LPDC PODARAS` / COOL SPLASH® DWARF BUSH HONEYSUCKLE	-	SEE PLAN	18" HT. MIN.
	PD	6	PHYSOCARPUS OPULIFOLIUS `DONNA MAY` / LITTLE DEVIL™ DWARF NINEBARK	-	SEE PLAN	24" HT. MIN.
EVERGREEN SHRUBS						
	PC	4	PINUS MUGO 'COMPACTA' / DWARF MUGO PINE	-	SEE PLAN	24" HT. MIN.
	TT	24	TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW	-	SEE PLAN	24" HT. MIN.
ORNAMENTAL GRASSES						
	SC	19	SCHIZACHYRIUM SCOPARIUM `CAROUSEL` / CAROUSEL LITTLE BLUESTEM	-	SEE PLAN	24" HT. MIN.
GROUND COVERS						
	TS	1,128 SF	TURF SOD			

DATE

1 2 3 4 5 6

LANDSCAPE PLAN

1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

Morris Engineering, Inc.
Civil Engineering Consulting
and Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
Fax: (630) 271-0774
Website: www.morrisengineering.com

FIELD CREW: PW
DRAWN BY: CJS
CHECKED BY: AS
APPROVED BY: AR
DATE: 6/10/2026
SCALE: HORIZ 1"=10'
VERT –

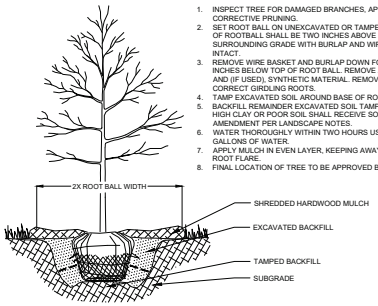
SHEET
10
OF 10 SHEETS

PROJ # 26-PR-1004

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NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

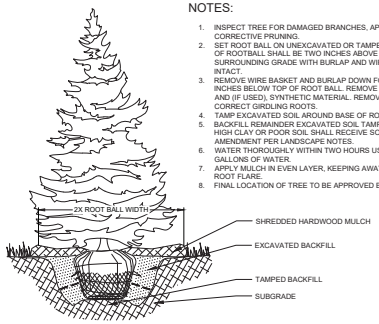


00 TREE PLANTING

NTS

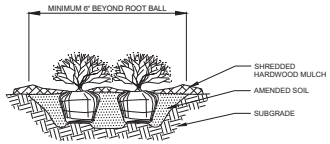
NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



00 EVERGREEN TREE PLANTING

NTS

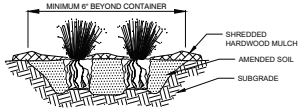


NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

3 SHRUB PLANTING

NTS



NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF CONTAINER SHALL BE ONE INCH ABOVE SURROUNDING GRADE.
3. SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN GRASSES, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR GRASS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

4 ORNAMENTAL GRASS PLANTING

NTS

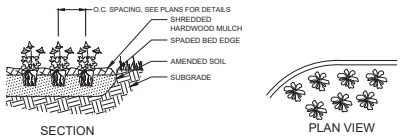
1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS, SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
12. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
13. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
14. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
15. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
16. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
17. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
18. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
19. THE CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED IF THE PLANT MATERIAL HAS DIED PRIOR TO FINAL ACCEPTANCE. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL TIMES.

6 LANDSCAPE NOTES

NTS

NOTES:

1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
2. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
3. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
4. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.
5. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



00 PERENNIAL PLANTING

NTS

DATE

1	
2	
3	
4	
5	
6	

LANDSCAPE NOTES & DETAILS

1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

Morris Engineering, Inc.
Civil Engineering Consulting
and Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0598
FAX: (630) 271-0774
Website: www.atoht.com

FIELD CREW:	PW
DRAWN BY:	CJS
CHECKED BY:	AS
APPROVED BY:	AR
DATE:	6/10/2026
SCALE:	HORIZ 1"=10'
	VERT –

SHEET
11
OF 10 SHEETS

PROJ # 26-PR-1004

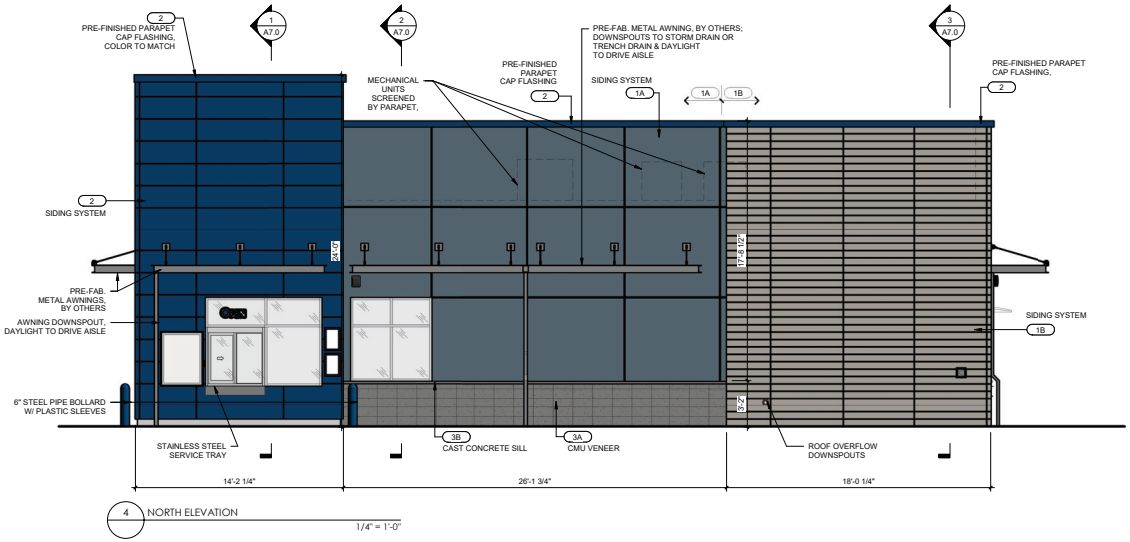
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C:\Users\rcook.ud\Desktop\Projects\26-PR- 1004 - 1205 Ogden, Downers Grove\Engineering\Rev 00\26-PR- 1004_SITE_2026-06-19.dwg

EXTERIOR FINISH SCHEDULE - PROTOTYPICAL w/ CANOPY

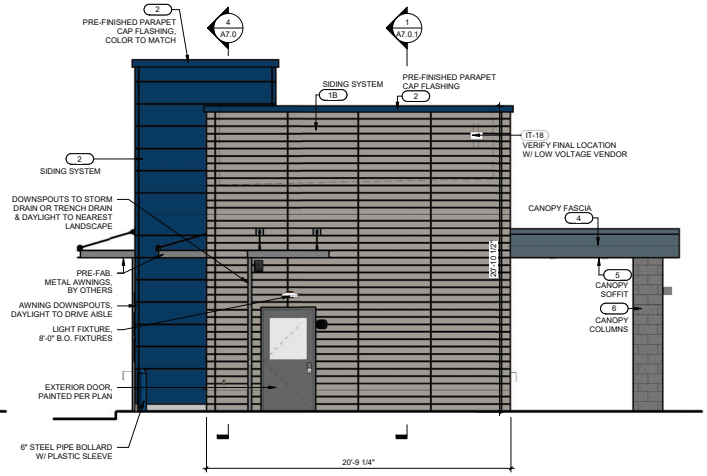
NOTE: GC TO PROVIDE 3"x2" SMOOTH DOWNSPOUTS AND ALL NECESSARY ADAPTORS AT AWNING AND CANOPY LOCATION; COLOR: BLDG DB DARK GRAY

ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
ZONE 1 (BODY)				
1A	EIFS	DRYVIT	OUTSULATION PLUS MD	COLOR: BLDG DB DARK GRAY (DBRO 01 1022 S - DARK GRAY
1B	FIBER CEMENT SIDING	NICHIHA	VINTAGEWOOD	COLOR: ASH
ZONE 2 (TOWER)				
2	FIBER CEMENT SIDING	NICHIHA	ILLUMINATION, AWP 1818 W/ FACTORY PANEL CORNERS	COLOR: BLDG DB BLUE
ZONE 3 (BASE)				
3A	CMU BLOCK	BASALITE	CHARCOAL - REVIEW FINAL COLOR SELECTION W/DBC	4-8-16, SPLIT FACE - STACK BOND
3B	CAST CONCRETE SILL	BASALITE	CHARCOAL - REVIEW FINAL COLOR SELECTION W/DBC	SOLID SILL, 7"X4"X16"
ZONE 4 (FRAMED CANOPY)				
4	FASCIA	WESTERN STATES METAL ROOFING	T-GROOVE, 10"	3 SIDES; COLOR: BLDG DB DARK GRAY
5	SOFFIT	HEWN ELEMENTS	NATURAL NORTHWESTERN SPRUCE	1x6, T&G, 1/8" REVEAL, SEALED
6	COLUMNS	BASALITE	8-8-16, SPLIT FACE, 3-SIDES	COLOR: CHARCOAL - REVIEW FINAL COLOR SELECTION W/ DBC - 1/2 RUNNING BOND PATTERN

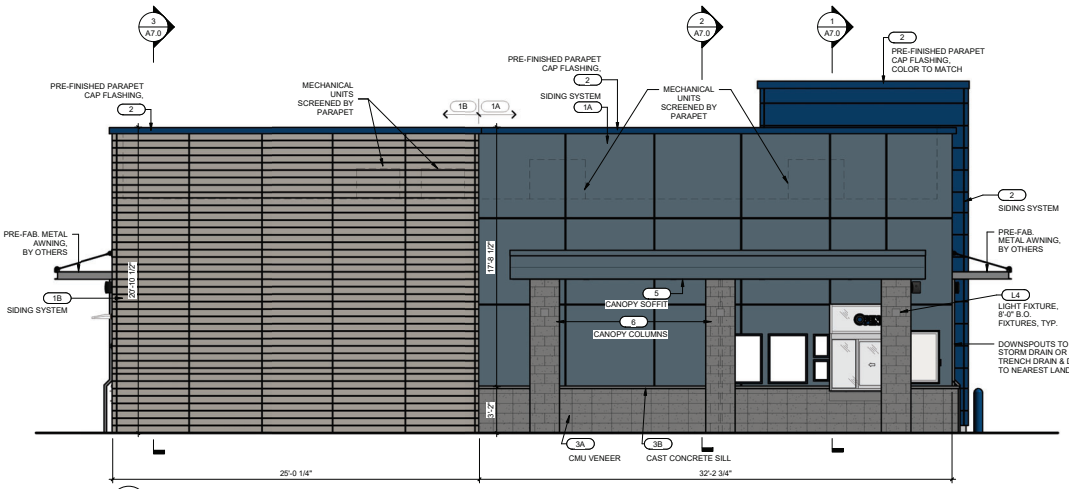
ALL EXTERIOR SIGNAGE SHALL BE UNDER SEPARATE PERMIT



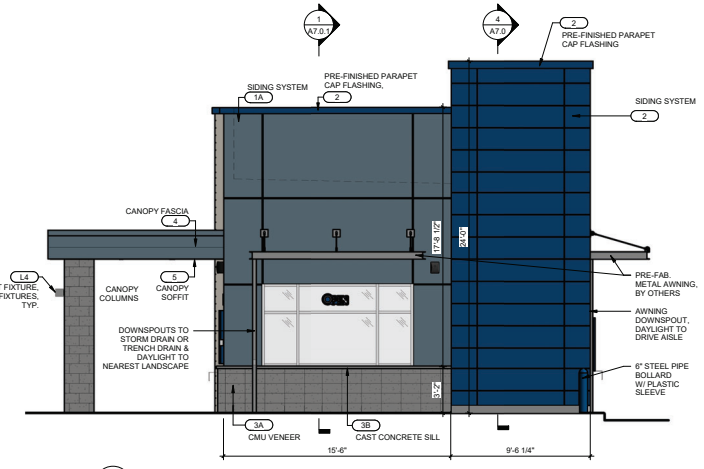
4 NORTH ELEVATION 1/4" = 1'-0"



3 WEST ELEVATION 1/4" = 1'-0"



2 SOUTH ELEVATION 1/4" = 1'-0"



1 EAST ELEVATION 1/4" = 1'-0"

DUTCH BROS

CHIPMAN DESIGN ARCHITECTURE INC
1350 E. TOUHY AVE FIRST FLOOR EAST DES PLAINES, IL 60018
TEL:847.298.6900

I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, THE SAME COMPLY TO APPLICABLE LAWS, RULES, REGULATIONS, AND ORDINANCES, OF DOWNERS GROVE, RELATING TO STRUCTURES AND BUILDINGS

Project No: IL1102

Dutch Bros Coffee - New Freestanding Store
1205 Ogden Ave
Downers Grove IL 60515

For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

ANNIHILATOR A2

A2 PROTOTYPE - 06/27/25

FOR ENTITLEMENT REVIEW

05/19/2026

REV:	DATE:	DESCRIPTION:

SHEET NAME:

BUILDING ELEVATIONS - COLOR

DRAWN BY: JL/NA CHECKED BY: MW/EK

SHEET NUMBER:

A6.1

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The name DUTCH BROS, and all associated logos, distinctive designs, marks, informations and other materials featured, displayed, contained herein and made available by Dutch Bros., including but not limited to, the "look and feel" of the website elements and products, all text, images, colors, configurations, graphics, designs, illustrations, photographs, and pictures (collectively, the "Materials") are owned by and/or licensed by DB Franchising USA, LLC and are protected by copyright, trademark, trade dress, patent, and/or other intellectual property rights and unfair competition laws under the United States and foreign laws.

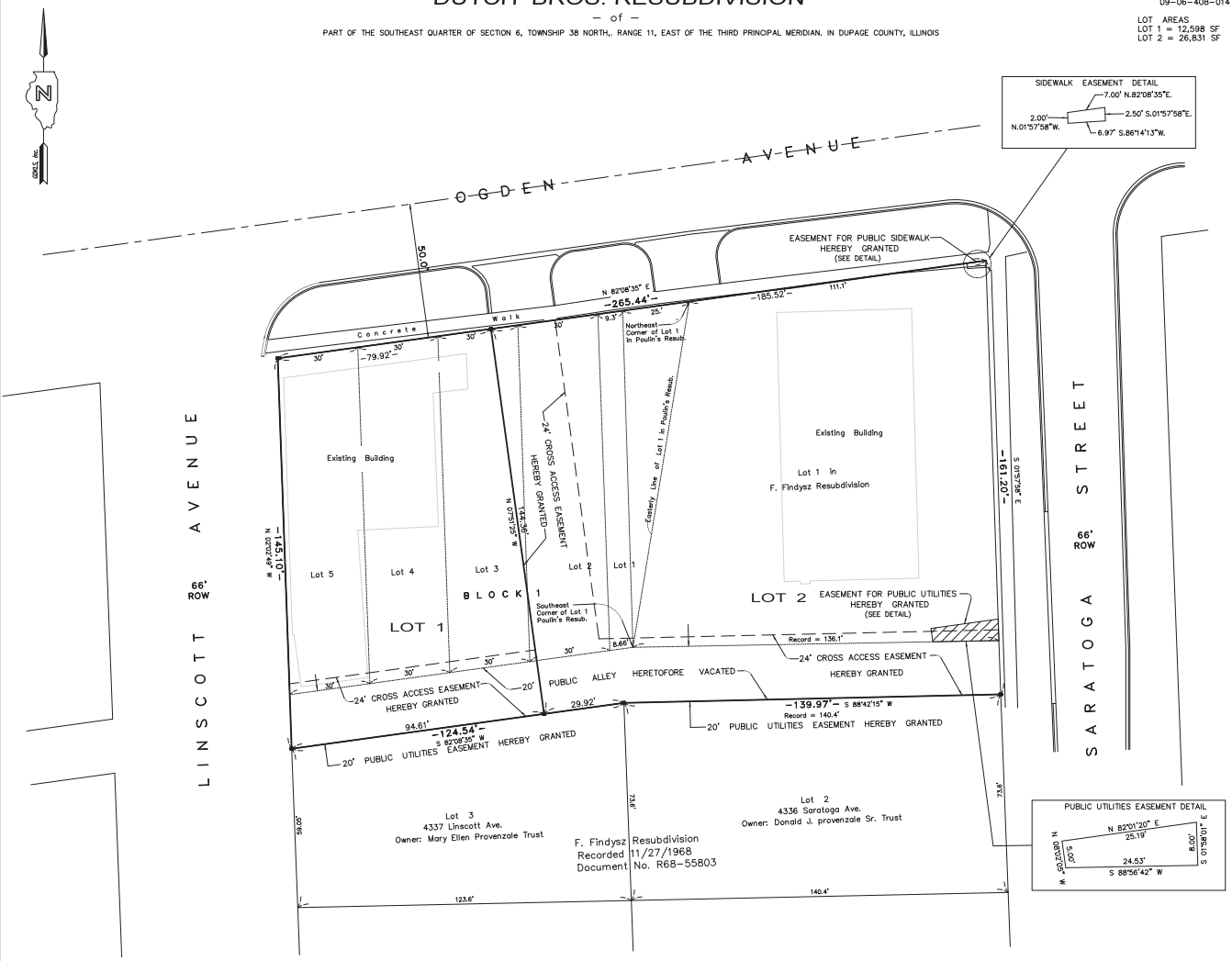
DUTCH BROS. RESUBDIVISION

— of —

PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH,. RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN. IN DUPAGE COUNTY, ILLINOIS

PIN NO'S 09-06-408-013
09-06-408-014

LOT AREAS
LOT 1 = 12,598 SF
LOT 2 = 26,831 SF



OWNER CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF)

THIS IS TO CERTIFY THAT THE BIG W INVESTMENTS, LLC, IS THE OWNER OF THE LAND HEREON, AND HAS CAUSED THE SAME TO BE SURVEYED AND PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AS ALLOWED AND PROVIDED BY STATUTE AND HEREBY ACKNOWLEDGES AND ADOPTS THE SAME UNDER THE STYLE AND TITLE AFORESAID.

DATED THIS _____ DAY OF _____ A.D. 2025.

By: _____ BY _____
TITLE TITLE

NOTARY CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF)

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

_____ AND _____,
PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE FOREGOING INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF DOWNERS GROVE EQUITY GROUP, LLC

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

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

COMMUNITY DEVELOPMENT CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

APPROVED BY THE VILLAGE OF DOWNERS GROVE DIRECTOR OF COMMUNITY DEVELOPMENT, THIS

_____ DAY OF _____, A.D. 20___

_____
DIRECTOR OF COMMUNITY DEVELOPMENT

_____
VILLAGE CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS

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

BY: _____
CHAIRMAN

VILLAGE COUNCIL'S CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)

APPROVED AND ACCEPTED THIS _____ DAY OF _____ 20___ BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS.

BY _____
MAYOR

ATTEST: _____
VILLAGE CLERK

VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
)S.S.
COUNTY OF DUPAGE)

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

THIS _____ DAY OF _____, 20___.

BY:
_____
VILLAGE COLLECTOR

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)

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

GIVEN UNDER MY HAND AND SEAL THIS _____

DAY OF _____, A.D. 20___

_____
COUNTY CLERK AND SEAL

RECORDER of DEEDS CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORDING IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, AFOREDAID ON THIS

_____ DAY OF _____, A.D. _____ AT _____ O'CLOCK

_____
RECORDER OF DEEDS

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

THE UNDERSIGNED DO HEREBY CERTIFY THAT, AS OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND KNOWN AS XSITE REAL ESTATE SUBDIVISION, TO THE BEST OF THEIR KNOWLEDGE, IS LOCATED WITHIN THE BOUNDARIES OF ELEMENTARY SCHOOL DISTRICT NO. 58 AND DOWNERS GROVE HIGH SCHOOL DISTRICT NO. 99, IN DUPAGE COUNTY, ILLINOIS.

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

OWNER: _____

OWNER: _____

DOWNERS GROVE SANITARY DISTRICT

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

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

DATED AT _____, ILLINOIS,

THIS ____ DAY OF _____, A.D. 20___

_____
COLLECTOR

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, MICHAEL L. KRISCH, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2501 HAVE SURVEYED AND RESUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1
LOT 1 (EXCEPT THAT PART OF LOT 1 LYING EAST OF A LINE DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE NORTH TO A POINT 25 FEET SOUTHWESTERLY OF THE NORTHEAST CORNER OF SAID LOT 1 AS MEASURED ON THE NORTHWESTERLY LINE AFORESAID OF SAID LOT 1) AND ALL OF LOTS 2, 3, 4 AND 5 IN BLOCK 1 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID POULIN'S SUBDIVISION RECORDED APRIL 22, 1926 AS DOCUMENT 211948, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2
LOT 1 IN JOSEPH F FINDYSZ RESUBDIVISION OF LOT 6 IN BLOCK 1 IN POULIN'S SUBDIVISION AND LOT 1 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED NOVEMBER 27, 1968 AS DOCUMENT R68-55803, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3
THAT PART OF LOT 1 LYING EAST OF A LINE DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE NORTH TO A POINT 25 FEET SOUTHWESTERLY OF THE NORTHEAST CORNER OF SAID LOT 1 AS MEASURED ON THE NORTHWESTERLY LINE AFORESAID OF SAID LOT 1) AND ALL OF LOTS 2, 3, 4 AND 5 IN BLOCK 1 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANYS ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID POULIN'S SUBDIVISION RECORDED APRIL 22, 1926 AS DOCUMENT 211948, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 4
ALL THAT PART OF THE 20 FOOT WIDE PUBLIC ALLEY LYING SOUTH OF AND ADJOINING THE ABOVE DESCRIBED PARCELS SAID ALLEY LYING EAST OF THE EAST LINE OF LINSCOTT AVENUE AND WEST OF THE WEST LINE OF SARATOGA AVENIE, IN DUPAGE COUNTY, ILLINOIS

AS SHOWN ON THIS PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND RESUBDIVISION;

I FURTHER CERTIFY THAT THE RESUBDIVISION LIES WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, WHICH HAS ADOPTED A MUNICIPAL PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HERETOAFTER AMENDED AND THAT ALL REGULATIONS ENACTED BY THE VILLAGE OF DOWNERS GROVE RELATIVE TO PLATS AND RESUBDIVISIONS HAVE BEEN COMPLIED WITH IN THE PREPARATION OF THIS PLAT.

I FURTHER CERTIFY THAT 1"X 24" IRON PIPES WILL BE SET AT ALL LOT CORNERS, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED, UPON COMPLETION OF THE FINAL GRADING, AND THAT THE PLAT HEREON DRAWN CORRECTLY REPRESENTS SAID SURVEY AND RESUBDIVISION.

I FURTHER CERTIFY THAT THE SUBJECT PROPERTY LIES WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAND) AS DEFINED BY FEDERAL EMERGENCY MANAGEMENT AGENCY ON THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 17043C0167J, EFFECTIVE DATE AUGUST 1, 2009.

GIVEN UNDER MY HAND AND SEAL

THIS 22ND DAY OF APRIL, A.D. 2026.

Michael L Krisch
MICHAEL L. KRISCH
LICENSE EXPIRES NOVEMBER 30, 2026

MICHAEL L. KRISCH — PROFESSIONAL AND SURVEYOR STATE OF ILLINOIS No.35-2501 — DOWNERS GROVE, ILLINOIS

PROJECT	26-029
CAD NAME	26-029.dwg
SCALE	1" = 20'
SHEET	1 of 2
DRAWN BY	MLK

PROJECT
PLAT OF RESUBDIVISION
1205-1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

PREPARED FOR:
XSITE REAL ESTATE
745 McCLINTOCK DR.
BURR RIDGE, ILLINOIS

No.	Date	Revision Description	By
2	6/10/26	Village Review Comments	MLK
1	5/15/26	SIDEWALK EASE. ADDED	MLK

KRISCH LAND SURVEYING LLC
6718 REVERE ROAD, DOWNERS GROVE, IL 60516
PHONE (630) 627-5589
www.krischlandsurveying.com
IL. PROFESSIONAL DESIGN FIRM LICENSE No. 184-006866
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DUTCH BROS. RESUBDIVISION

— of —

PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH,. RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN. IN DUPAGE COUNTY, ILLINOIS

DECLARATION of RESTRICTIVE COVENANTS

The undersigned owner hereby declares that the real property described in and depicted on this plat of subdivision shall be held, transferred, sold, conveyed and occupied subject to the following covenants and restrictions running with said property to whomsoever owned:

(a) All public utility structures and facilities, whether located on public or private property, shall be constructed wholly underground, except for transformers, transformer pads, light poles, regulators, valves, markers and similar structures approved by the Village Engineer of the Village of Downers Grove prior to recording of this plat of subdivision.

(b) An easement for serving the subdivision, and other property with storm drainage, sanitary sewer, street lighting, potable water service, and other public utility services, is hereby reserved for and granted to the Village of Downers Grove and Downers Grove Sanitary District, their respective successors and assigns, jointly and separately, to install, operate and maintain, and remove, from time to time, facilities and equipment used in connection with the public water supply, transmission lines, sanitary sewers, storm drainage 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/or 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 any of the public utilities and drainage easements 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.

In the event the Village determines, in its sole and absolute discretion, that the prohibitions of the preceding Paragraph have been violated or that the Owner is interfering or has allowed interference with the proper operation of the drainage or utilities in the easement areas at any time, the Village or its contractors or agents, after ten (10) days prior written notice to the Owner, may, but shall not be obligated to, enter upon any or all of the property for the purposes of (a) correcting any violation and (b) performing maintenance work.

In the event that the Village shall perform, or cause to be performed, any work in the easement areas as a result of the Owner's interference or negligence, 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.

STORMWATER PROVISIONS

Whereas, said lots will be conveyed to purchasers subject to this declaration to the end that the restrictions imposed shall inure to the benefit of each and all of the purchasers of such lots whether they shall have become such before or after the date thereof, and their respective heirs and assigns, and
Whereas, the aforesaid property described on the attached plat is located entirely within the corporate limits of the Village of Downers Grove, Illinois, and
Whereas, all of the provisions, restrictions, conditions, covenants, agreements, and charges herein contained shall run with and bind all of said lots and land and shall inure to the benefit of, and be enforceable by the Village of Downers Grove, Illinois, and the owners or owner of any of the lots of land comprised within said plat, and their respective heirs, executors, administrators, successors, grantees and assigns.
Now, therefore, all persons, firms or corporations now owning the aforesaid property do covenant and agree that they or any person, firm or corporation hereafter acquiring any property or lots shown upon the attached plat of subdivision are hereby subjected to the following restrictions running with said property to whomsoever owned, to wit:
Owner hereby grants to the Village of Downers Grove a Stormwater Management Easement for the use and benefit of the Village, over the Stormwater Facilities within the Property and a right of access to privately-owned land for the reasonable exercise of the rights granted to the Village.
Each owner or purchaser shall be responsible to inspect and maintain the Stormwater Facilities on their lot. No buildings or structures of any kind shall be placed on said easement nor shall any other change be made on the Property that might materially affect the proper management, operation or continued maintenance of any Stormwater Facility; impede stormwater drainage in or on the Property; negatively impact the water quality of the Stormwater Facilities; or materially reduce the stormwater detention or retention capacity thereof as provided in the Approved Plans.

In the event the Village determines, in its sole and absolute discretion, that the prohibitions of the preceding Paragraph have been violated or that proper maintenance of the Stormwater Facilities is not being performed or that proper operation of the Stormwater Facilities is not occurring, on the Property at any time, the Village or its contractors or agents, after ten (10) days prior written notice to the Owner, may, but shall not be obligated to, enter upon any or all of the Property for the purposes of (a) correcting any violation and (b)performing maintenance work on and to the Stormwater Facilities.

In the event that the Village shall perform, or cause to be performed, any work pursuant to the Stormwater Management Easement, the Village shall have the right to charge the Owner an amount sufficient to defray the entire cost of such work, including administrative costs, either before or after such cost is incurred. If the amount so charged is not paid by the Owner within thirty (30) days following a demand in writing by the Village for such payment, such charge, together with interest and costs of collection, shall become a lien upon the Property and the Village shall have the right to collect such charge, with interest and costs, and to enforce such lien as in foreclosure proceedings as permitted by law.

In witness whereof, the owners have set their hands upon the attached plat the day and date first written theron.

DATED THIS _____ DAY OF _____ A.D. 2025.

By: _____ BY _____
OWNER (TITLE) OWNER (TITLE)

EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to: Commonwealth Edison Company and AT&T Teleholdings Incorporated, Illinois a.k.a. Illinois Bell Telephone Company, Grantees, their respective licensees, successors and assigns jointly and separately, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements, and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2, as amended from time to time.
The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an appurtenance to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.
Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

CROSS ACCESS EASEMENT PROVISIONS

An easement of access is hereby reserved over the portions of the property designated as the "CROSS ACCESS EASEMENT" for the benefit of the owners of lots 2 and 3 in Joseph F. Findyz Resubdivision, recorded by document R68-55803 platted hereon and their respective tenants, agents, employees, vendors and invitees, to use the easement area for access to the buildings, structures and facilities constructed and installed thereon.
The use and enjoyment of the easement herein reserved shall be subject to terms and provisions set forth below.
The easement area shall be used solely and exclusively for the movement of both vehicular and pedestrian traffic in both directions. No cars, trucks or other motor vehicles shall be parked or left unattended on the easement areas and no vehicular or other obstructions shall be placed on the easement areas which shall interfere with or prevent the free movement of vehicles over the easement areas.

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

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

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

_____
ILLINOIS LICENSED PROFESSIONAL ENGINEER

NO._____

OWNER: _____

PUBLIC SIDEWALK PROVISIONS

AN EASEMENT IS HEREBY GRANTED TO THE VILLAGE OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS, AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), ITS SUCCESSORS AND ASSIGNS IN ALL PLATTED "EASEMENT FOR PUBLIC SIDEWALK" AREAS SHOWN ON THIS PLAT, SAID EASEMENT TO BE FOR THE INSTALLATION AND MAINTENANCE OF A PUBLIC SIDEWALK. NO BUILDINGS OR OTHER STRUCTURES SHALL BE CONSTRUCTED OR ERECTED IN ANY SUCH EASEMENT AREA, NOR SHALL ANY OTHER USE BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENT RIGHTS GRANTED HEREBY WITHOUT THE PRIOR WRITTEN CONSENT OF THE VILLAGE OF DOWNERS GROVE.

PROJECT
26-029
CAD NAME
26-029.dwg
SCALE
1" = 20'
SHEET
2 of 2
DRAWN BY
MLK

PROJECT
PLAT OF RESUBDIVISION
1205-1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

PREPARED FOR:
XSITE REAL ESTATE
745 McCLINTOCK DR.
BURR RIDGE, ILLINOIS

No.	Date	Revision Description	By
2	6/10/26	Village Review Comments	MLK
1	5/15/26	SIDEWALK EASE. ADDED	MLK

KRISCH LAND SURVEYING LLC
6718 REVERE ROAD, DOWNERS GROVE, IL 60516
PHONE (630) 627-5589
www.krischlandsurveying.com
IL. PROFESSIONAL DESIGN FIRM LICENSE No. 184-006866
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PLAT of VACATION

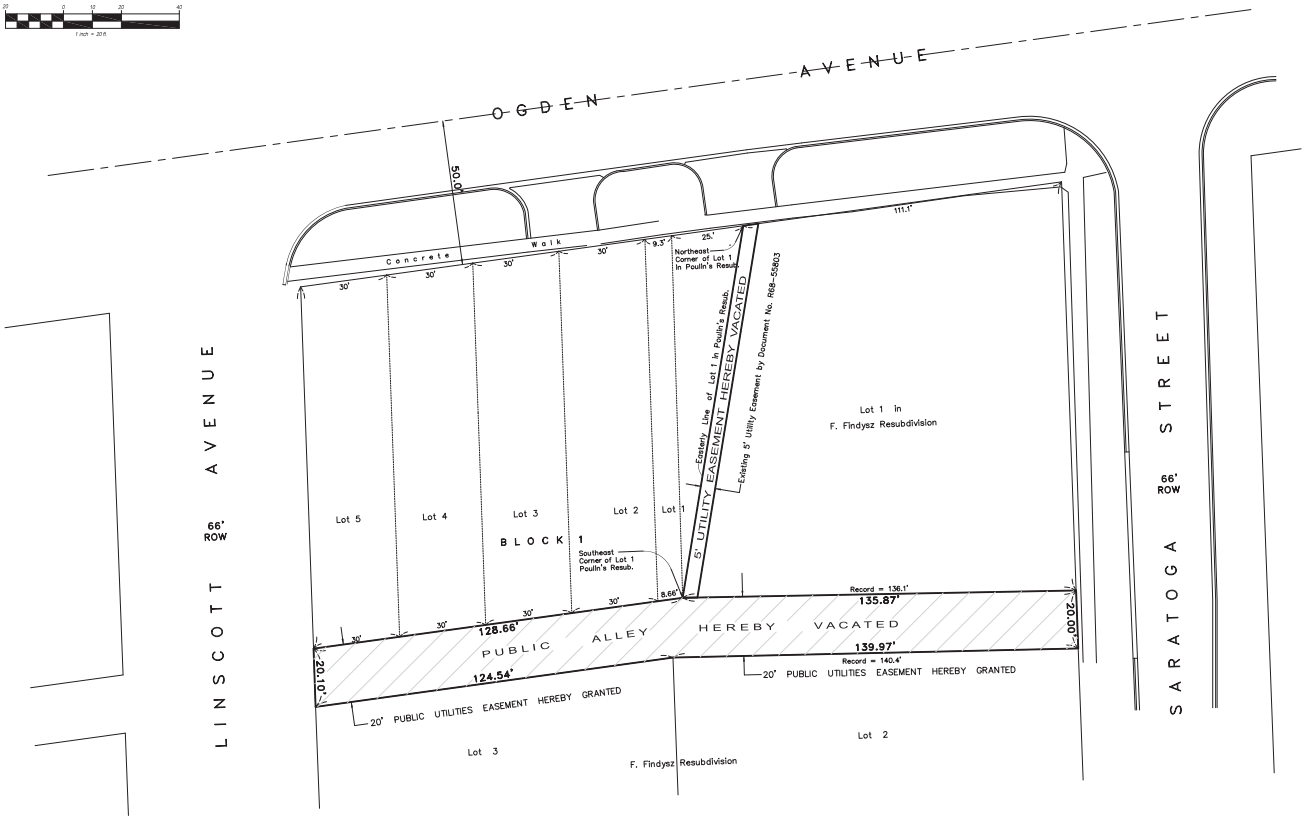
LEGAL DESCRIPTION

ALL THAT PART OF A 20 FOOT WIDE PUBLIC ALLEY LYING SOUTH OF AND ADJOINING THE SOUTH LINES OF LOTS 1 THROUGH 5, BOTH INCLUSIVE, IN BLOCK 1 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID POULIN'S SUBDIVISION RECORDED APRIL 22, 1926 AS DOCUMENT 211948, AND LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 1 IN JOSEPH F FINDYSZ RESUBDIVISION, IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED NOVEMBER 27, 1968 AS DOCUMENT R68-55803, SAID PUBLIC ALLEY LYING EAST OF THE EAST LINE OF LINSCOTT AVENUE AND WEST OF THE WEST LINE OF SARATOGA AVENUE, ALL IN DUPAGE COUNTY, ILLINOIS

GRAPHIC SCALE

20 0 10 20 40

1 inch = 20 ft.



VILLAGE COUNCIL'S CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)

APPROVED AND ACCEPTED THIS _____ DAY OF _____, 20____
BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS.

BY _____
MAYOR

ATTEST: _____
VILLAGE CLERK

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, MICHAEL L. KRISCH, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PLATTED FOR RIGHT OF WAY VACATION AND EASEMENT GRANT PURPOSES THE PROPERTY DESCRIBED AND AS SHOWN ON THIS PLAT, WHICH IS A REPRESENTATION OF THE PROPERTY SO DESCRIBED. SCALE OF THIS PLAT IS 20 FEET TO ONE INCH.

GIVEN UNDER MY HAND AND SEAL AT DOWNERS GROVE, ILLINOIS, THIS 21ST DAY OF APRIL A.D. 2026.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2501
LICENSE EXPIRES NOVEMBER 30, 2026

RECORDER of DEEDS CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORDING IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, AFOREDAID ON THIS

_____ DAY OF _____, A.D. _____ AT _____ O'CLOCK

_____
RECORDER OF DEEDS

PUBLIC UTILITIES EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to: Commonwealth Edison Company and AT&T Teleholdings Incorporated, Illinois a.k.a. Illinois Bell Telephone Company, Grantees, their respective licensees, successors and assigns jointly and separately, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements, and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2, as amended from time to time.
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PROPERTY VACATED CONTAINS
5,330 SF = 0.122 ACRES

– VACATED ALLEY & PUBLIC UTILITIES EASEMENT

PROJECT	26-029
CAD NAME	26-029-VAC.dwg
SCALE	1" = 20'
SHEET	1 of 1
DRAWN BY	MLK

PROJECT
PLAT of VACATION
and
GRANT of EASEMENT
1205 - 1219 OGDEN AVENUE
DOWNERS GROVE, IL 60515

PREPARED FOR:
XSITE REAL ESTATE
745 McCLINTOCK DR.
SUITE 305
BURR RIDGE, IL 60527

No.	Date	Revision Description	By
1	6/10/26	certificates removed	MLK

KRISCH LAND SURVEYING LLC
6718 REVERE ROAD, DOWNERS GROVE, IL 60516
PHONE (630) 627-5589
www.krischlandsurveying.com
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LAND APPRAISAL REPORT



LOCATED AT
1205-1219 Ogden Ave
Downers Grove, IL 60515
See attached Plat of Survey.

FOR
Brett Paul

OPINION OF VALUE
29,000

AS OF
05/13/2026

BY
Matthew F Nieman
Proper Appraisals LLC
1517 Raymond Ave
La Grange Park, IL 60526
(708) 903-0036
info@properappraisals.com
www.properappraisals.com

Serial# 00E40485
esign.alamode.com/verify

Borrower	N/A					File No.	0906408014
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						

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LAND APPRAISAL REPORT

File No.: 0906408014

SUBJECT

Property Address: 1205-1219 Ogden Ave City: Downers Grove State: IL Zip Code: 60515

County: DuPage Legal Description: See attached Plat of Survey.

Assessor's Parcel #: N/A Tax Year: 2025 R.E. Taxes: $ 0 Special Assessments: $ 0

Market Area Name: Downers Grove Map Reference: 16984 Census Tract: 8448.02

Current Owner of Record: Village of Downers Grove Borrower (if applicable): N/A

Project Type (if applicable): ☐ PUD ☐ De Minimis PUD ☐ Other (describe) HOA: $ 0 ☐ per year ☐ per month

Are there any existing improvements to the property? ☐ No ☒ Yes If Yes, indicate current occupancy: ☐ Owner ☐ Tenant ☒ Vacant ☐ Not habitable

If Yes, give a brief description: The property has a paved asphalt alley-way on it.

ASSIGNMENT

The purpose of this appraisal is to develop an opinion of: ☒ Market Value (as defined), or ☐ other type of value (describe)

This report reflects the following value (if not Current, see comments): ☒ Current (the Inspection Date is the Effective Date) ☐ Retrospective ☐ Prospective

Property Rights Appraised: ☒ Fee Simple ☐ Leasehold ☐ Leased Fee ☐ Other (describe)

Intended Use: The intended use is to estimate the current market value as of the effective date of the appraisal for gift/transfer purposes.

Intended User(s) (by name or type): Brett Paul and their assigns.

Client: Brett Paul Address: 745 McClintock Dr, Suite 305, Burr Ridge, IL 60527

Appraiser: Matthew F Nieman Address: 1517 Raymond Ave, La Grange Park, IL 60526

MARKET AREA DESCRIPTION

Characteristics				Predominant Occupancy	One–Unit Housing			Present Land Use		Change in Land Use
Location:	☐ Urban	☒ Suburban	☐ Rural		PRICE $(000)		AGE (yrs)			
Built up:	☒ Over 75%	☐ 25-75%	☐ Under 25%	☒ Owner				One-Unit	65 %	☒ Not Likely
Growth rate:	☐ Rapid	☒ Stable	☐ Slow	☐ Tenant	170	Low	0	2-4 Unit	5 %	☐ Likely * ☐ In Process *
Property values:	☐ Increasing	☒ Stable	☐ Declining	☒ Vacant (0-5%)	2,600	High	154	Multi-Unit	5 %	* To:
Demand/supply:	☐ Shortage	☒ In Balance	☐ Over Supply	☐ Vacant (>5%)	563	Pred	57	Comm'l	15 %	
Marketing time:	☒ Under 3 Mos.	☐ 3-6 Mos.	☐ Over 6 Mos.					Other	10 %	
									%	

Factors Affecting Marketability

Item	Good	Average	Fair	Poor	N/A	Item	Good	Average	Fair	Poor	N/A
Employment Stability	☒	☐	☐	☐	☐	Adequacy of Utilities	☒	☐	☐	☐	☐
Convenience to Employment	☒	☐	☐	☐	☐	Property Compatibility	☒	☐	☐	☐	☐
Convenience to Shopping	☒	☐	☐	☐	☐	Protection from Detrimental Conditions	☒	☐	☐	☐	☐
Convenience to Schools	☒	☐	☐	☐	☐	Police and Fire Protection	☒	☐	☐	☐	☐
Adequacy of Public Transportation	☒	☐	☐	☐	☐	General Appearance of Properties	☒	☐	☐	☐	☐
Recreational Facilities	☒	☐	☐	☐	☐	Appeal to Market	☒	☐	☐	☐	☐

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

SITE DESCRIPTION

Dimensions: See attached plat of survey. Site Area: 5,330 Sq.Ft.

Zoning Classification: B3 Description: General Services and Highway Busness

Do present improvements comply with existing zoning requirements? ☒ Yes ☐ No ☐ No Improvements

Uses allowed under current zoning: The B-3 district is primarily intended to accommodate very large retail and service establishments, business establishments that generate large volumes of automobile traffic, high-impact commercial and limited manufacturing activities.

Are CC&Rs applicable? ☐ Yes ☐ No ☒ Unknown Have the documents been reviewed? ☐ Yes ☒ No Ground Rent (if applicable) $ ____ / ____

Comments: N/A

Highest & Best Use as improved: ☒ Present use, or ☐ Other use (explain)

Actual Use as of Effective Date: Vacant Land Use as appraised in this report: Vacant Land

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

Utilities	Public	Other	Provider/Description
Electricity	☒	☐	ComEd
Gas	☒	☐	Nicor
Water	☒	☐	Municipal
Sanitary Sewer	☒	☐	Municipal
Storm Sewer	☒	☐	Municipal
Telephone	☐	☒	Private
Multimedia	☐	☒	Private

Off-site Improvements	Type	Public	Private
Street	Paved	☒	☐
Width	Typical		
Surface	Asphalt		
Curb/Gutter	Concrete	☒	☐
Sidewalk	None	☐	☐
Street Lights	Electric	☒	☐
Alley	N/A	☐	☐

Frontage	40 feet
Topography	Generally Level
Size	5,330 sf
Shape	Rectangular
Drainage	Adequate
View	Res;Comm

Other site elements: ☐ Inside Lot ☐ Corner Lot ☐ Cul de Sac ☐ Underground Utilities ☐ Other (describe)

FEMA Spec'l Flood Hazard Area ☐ Yes ☒ No FEMA Flood Zone X FEMA Map # 17043C0167J FEMA Map Date 08/01/2019

Site Comments: The subject is a long rentangular alley with small frontage of 20 feet on each end. Its shape does not lend itself to being buildable on its own.

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LAND APPRAISAL REPORT

File No.: 0906408014

TRANSFER HISTORY

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

Data Source(s): MRED/Public Records

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

SALES COMPARISON APPROACH

FEATURE	SUBJECT PROPERTY	COMPARABLE NO. 1		COMPARABLE NO. 2		COMPARABLE NO. 3	
Address	1205 Ogden Ave # 1219 Downers Grove, IL 60515	4226 Florence Ave Downers Grove, IL 60515		1112 Woodcrest Dr Downers Grove, IL 60516		7940 Lemont Rd Downers Grove, IL 60516	
Proximity to Subject		1.13 miles E		5.67 miles S		4.47 miles S	
Sale Price	$ N/A		$ 196,000		$ 100,000		$ 600,000
Price/ Sq.Ft.	$	$ 12.02		$ 1.92		$ 2.49	
Data Source(s)	Inspection,Plat	MRED #12508935;DOM 29		MRED #12330735; DOM 48		MRED #11282544;DOM 51	
Verification Source(s)	Assessor,Remine	Assessor,Remine		Assessor,Remine		Assessor,Remine	
VALUE ADJUSTMENT	DESCRIPTION	DESCRIPTION	+(-) $ Adjust	DESCRIPTION	+(-) $ Adjust	DESCRIPTION	+(-) $ Adjust
Sales or Financing	N/A	Cash		Cash		Conventional	
Concessions	N/A	$76,000	0	$0		$0	
Date of Sale/Time	08/19/2024	01/28/2026		07/11/2025		03/17/2023	+0.5
Rights Appraised	Fee Simple	Fee Simple		Fee Simple		Fee Simple	
Location	Res;Comm	Res;Comm		Residential	-6	Busy Road	0
Site Area (in Sq.Ft.)	5,330	16,308		52,099		241,322	
Functional Utility	Irregular	Typical	-7	Irregular		Typical	-7
Zoning	Commercial	Residential	0	Residential	0	Commercial	
Neighborhood	North	North		South	+10	South	+10
Net Adjustment (Total, in $)		☐ + ☒ −	$ -114,156	☒ + ☐ −	$ 208,396	☒ + ☐ −	$ 844,627
Net Adjustment (Total, in $ / Sq.Ft.)			($ -7 /Sq.Ft.)		($ 4 /Sq.Ft.)		($ 3.5 /Sq.Ft.)
Adjusted Sale Price (in $ / Sq.Ft.)			$ 5.02		$ 5.92		$ 5.99

Summary of Sales Comparison Approach: See attached addendum.

PUD

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

Legal Name of Project:

Describe common elements and recreational facilities:

RECONCILIATION

Indicated Value by: Sales Comparison Approach $ 29,315 **or $** 5.5 **per Sq.Ft.**

Final Reconciliation: See attached addenda.

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

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

Based upon an inspection of the subject property, defined Scope of Work, Statement of Assumptions and Limiting Conditions, and Appraiser's Certifications, my (our) Opinion of the Market Value (or other specified value type), as defined herein, of the real property that is the subject of this report is: $ 29,000 , as of: 05/13/2026 , which is the effective date of this appraisal.
If indicated above, this Opinion of Value is subject to Hypothetical Conditions and/or Extraordinary Assumptions included in this report. See attached addenda.

ATTACH.

A true and complete copy of this report contains 19 pages, including exhibits which are considered an integral part of the report. This appraisal report may not be properly understood without reference to the information contained in the complete report, which contains the following attached exhibits:

☒ Scope of Work ☒ Limiting cond./Certifications ☒ Narrative Addendum ☒ Location Map(s) ☐ Flood Addendum ☒ Additional Sales
☒ Photo Addenda ☒ Parcel Map ☐ Hypothetical Conditions ☐ Extraordinary Assumptions ☐ Hypothetical Conditions

SIGNATURES

Client Contact: Brett Paul Client Name: Brett Paul
E-Mail: brettpaul@xsiterealestate.com Address: 745 McClintock Dr, Suite 305, Burr Ridge, IL 60527

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APPRAISER	SUPERVISORY APPRAISER (if required) or CO-APPRAISER (if applicable)
Appraiser Name: Matthew F Nieman	Supervisory or Co-Appraiser Name:
Company: Proper Appraisals LLC	Company:
Phone: (708) 903-0036 Fax:	Phone: Fax:
E-Mail: info@properappraisals.com	E-Mail:
Date of Report (Signature): 05/15/2026	Date of Report (Signature):
License or Certification #: 556.005119 State: IL	License or Certification #: State:
Designation: Certified Residential	Designation:
Expiration Date of License or Certification: 09/30/2027	Expiration Date of License or Certification:
Inspection of Subject: ☒ Did Inspect ☐ Did Not Inspect (Desktop)	Inspection of Subject: ☐ Did Inspect ☐ Did Not Inspect
Date of Inspection: 05/13/2026	Date of Inspection:

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ADDITIONAL COMPARABLE SALES

File No.: 0906408014

SALES COMPARISON APPROACH

FEATURE	SUBJECT PROPERTY	COMPARABLE NO. 4		COMPARABLE NO. 5		COMPARABLE NO. 6	
Address	1205 Ogden Ave # 1219 Downers Grove, IL 60515	6207 Woodward Ave Downers Grove, IL 60516					
Proximity to Subject		2.46 miles SW					
Sale Price	$ N/A		$ 185,000		$		$
Price/ Sq.Ft.	$	$ 9.55		$		$	
Data Source(s)	Inspection,Plat	MRED #12525929;DOM 49					
Verification Source(s)	Assessor,Remine	Assessor,Remine					
VALUE ADJUSTMENT	DESCRIPTION	DESCRIPTION	+(-) $ Adjust	DESCRIPTION	+(-) $ Adjust	DESCRIPTION	+(-) $ Adjust
Sales or Financing	N/A	Cash					
Concessions	N/A	$0					
Date of Sale/Time	08/19/2024	02/12/2026					
Rights Appraised	Fee Simple	Fee Simple					
Location	Res;Comm	Residential	-6				
Site Area (in Sq.Ft.)	5,330	19,376					
Functional Utility	Irregular	Typical	-7				
Zoning	Commercial	Residential	0				
Neighborhood	North	South	+10				
Net Adjustment (Total, in $)		☐ + ☒ −	$ -58,128	☐ + ☐ −	$	☐ + ☐ −	$
Net Adjustment (Total, in $ / Sq.Ft.)			($ -3 /Sq.Ft.)				
Adjusted Sale Price (in $ / Sq.Ft.)			$ 6.55		$		$

Summary of Sales Comparison Approach See attached addendum.

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Assumptions, Limiting Conditions & Scope of Work

File No.: 0906408014

Property Address:	1205-1219 Ogden Ave	City:	Downers Grove	State: IL	Zip Code: 60515
Client:	Brett Paul	Address:	745 McClintock Dr, Suite 305, Burr Ridge, IL 60527		
Appraiser:	Matthew F Nieman	Address:	1517 Raymond Ave, La Grange Park, IL 60526		

STATEMENT OF ASSUMPTIONS & LIMITING CONDITIONS

The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it. The appraiser assumes that the title is good and marketable and, therefore, will not render any opinions about the title. The property is appraised on the basis of it being under responsible ownership.

If so indicated, the appraiser has examined the available flood maps that are provided by the Federal Emergency Management Agency (or other data sources) and has noted in the appraisal report whether the subject site is located in an identified Special Flood Hazard Area. Because the appraiser is not a surveyor, he or she makes no guarantees, express or implied, regarding this determination.

The appraiser will not give testimony or appear in court because he or she made an appraisal of the property in question, unless specific arrangements to do so have been made beforehand.

If the cost approach is included in this appraisal, the appraiser has estimated the value of the land in the cost approach at its highest and best use, and the improvements at their contributory value. These separate valuations of the land and improvements must not be used in conjunction with any other appraisal and are invalid if they are so used. Unless otherwise specifically indicated, the cost approach value is not an insurance value, and should not be used as such.

The appraiser obtained the information, estimates, and opinions that were expressed in the appraisal report from sources that he or she considers to be reliable and believes them to be true and correct. The appraiser does not assume responsibility for the accuracy of such items that were furnished by other parties.

The appraiser will not disclose the contents of the appraisal report except as provided for in the Uniform Standards of Professional Appraisal Practice, and any applicable federal, state or local laws.

If this appraisal is indicated as subject to satisfactory completion, repairs, or alterations, the appraiser has based his or her appraisal report and valuation conclusion on the assumption that completion of the improvements will be performed in a workmanlike manner.

An appraiser's client is the party (or parties) who engage an appraiser in a specific assignment. Any other party acquiring this report from the client does not become a party to the appraiser-client relationship. Any persons receiving this appraisal report because of disclosure requirements applicable to the appraiser's client do not become intended users of this report unless specifically identified by the client at the time of the assignment.

The appraiser's written consent and approval must be obtained before this appraisal report can be conveyed by anyone to the public, through advertising, public relations, news, sales, or by means of any other media, or by its inclusion in a private or public database.

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

APPRAISER'S CERTIFICATION

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

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

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Certifications

File No.: 0906408014

Property Address: 1205-1219 Ogden Ave City: Downers Grove State: IL Zip Code: 60515
Client: Brett Paul Address: 745 McClintock Dr, Suite 305, Burr Ridge, IL 60527
Appraiser: Matthew F Nieman Address: 1517 Raymond Ave, La Grange Park, IL 60526

APPRAISER INDEPENDENCE REQUIREMENTS

The appraiser has prepared this appraisal in full compliance with applicable Appraiser Independence Requirements and has not performed, participated in, or been associated with any activity in violation of those requirements.

ADDITIONAL DISCLOSURE

The Intended User of this appraisal report is the Client. The Intended Use is to evaluate the property that is the subject of this appraisal in order to determine the fair market value, subject to the stated Scope of Work, purpose of the appraisal, reporting requirements of this appraisal report form, and Definition of Market Value. No additional Intended Users are identified by the appraiser. The appraiser notes that some comparables photos may have been taken from third party internet sources. However, the appraiser did perform a visual inspection for each comparable used. I performed this appraisal in accordance with the requirements of Title XI of the Financial Institution Reform, Recovery and Enforcement Act of 1989, (12 U.S.C.3331 et seq.), and any implementing regulations.

COMPENSATION

In compliance with Illinois administrative rules, the appraiser is required to disclose his/her compensation in the certification of the appraisal as follows: The compensation for this appraisal assignment is $

DEFINITION OF MARKET VALUE

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

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

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

SIGNATURES

Client Contact: Brett Paul Client Name: Brett Paul
E-Mail: brettpaul@xsiterealestate.com Address: 745 McClintock Dr, Suite 305, Burr Ridge, IL 60527

APPRAISER esign.alamode.com/verify Serial:00E40485



Appraiser Name: Matthew F Nieman
Company: Proper Appraisals LLC
Phone: (708) 903-0036 Fax:
E-Mail: info@properappraisals.com
Date Report Signed: 05/15/2026
License or Certification #: 556.005119 State: IL
Designation: Certified Residential
Expiration Date of License or Certification: 09/30/2027
Inspection of Subject: ☒ Interior & Exterior ☐ Exterior Only ☐ None
Date of Inspection: 05/13/2026

SUPERVISORY APPRAISER (if required)
or CO-APPRAISER (if applicable)

Supervisory or Co-Appraiser Name:
Company:
Phone: Fax:
E-Mail:
Date Report Signed:
License or Certification #: State:
Designation:
Expiration Date of License or Certification:
Inspection of Subject: ☐ Interior & Exterior ☐ Exterior Only ☐ None
Date of Inspection:

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3/2007

Supplemental Addendum

File No. 0906408014

Borrower	N/A						
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						

APPRAISAL DEVELOPMENT AND REPORTING PROCESS

This is an Appraisal Report presented in a concise reporting format which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(a) of the Uniform Standards of Professional Appraisal Practice. As such, it presents only summary discussions of the data, reasoning, and analyses that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation that is not provided with the report concerning the data, reasoning, and analyses is retained in the appraiser's file. The depth of the discussion contained in this report is specific to the needs of the client and/or its assigned for the intended use stated in this report. The appraiser is not responsible for the unauthorized use of this report.

To develop the opinion of value, the appraiser performed a complete appraisal process, as defined by the Uniform Standards of Professional Appraisal Practice.

In conformance with Uniform Standards of Professional Appraisal Practice Standards No. 8, Electronic Transmission of Reports, this report may utilize electronic signatures. This appraisal complies with USPAP SMT-8 and when applicable, to Federal Housing Administration or Department of Veterans Affairs Standards and Requirements. The software utilized by the appraiser to generate the appraisal protects signature security by means of a digital signature feature for each appraiser signing the report that is in conformance with Standards No. 8. Each appraiser maintains sole of their related signature through password, hardware device or other means. The appraiser is fully responsible for the integrity and authenticity of data and signatures transmitted electronically and will hold the client and/or its assigns harmless from and against any breach or failure of data integrity, signature authenticity, or breach of data security.

Adobe's Distiller software or equivalent may be utilized by appraiser to transmit this encrypted PDF-formatted appraisal. At a minimum, the software contains the following security measure:

- identifies transmission error during the transmission process, and confirms date, time and quantity of data submitted by appraiser and the date, time and quantity of data received by the Client, and/or its assigns and
- secures data from editing by means of a password, hardware device, or other means that remains in the sole control of the transmitting appraiser.

PURPOSE OF THE APPRAISAL

The purpose of this appraisal is to estimate the market value of the subject property, as of the effective date of the appraisal.

INTENDED USE / USER / CLIENT

The Intended Use is to evaluate the property that is the subject of this appraisal for market value purposes, subject to the stated Scope of Work, purpose of the appraisal, reporting requirements of this appraisal report form, and Definition of Market Value. No additional Intended Users are identified by the appraiser.

MARKET CONDITIONS

No discounts, buy downs or other concessions were noted. Current 30 year fixed rate financing at 6.5 - 7.5% and 0-2 points.

Inherent in the estimate of market value is typical exposure time for this type of property in this market environment. Reasonable exposure time is a function of price, use, condition, and motivation of parties which vary from transaction to transaction. MLS records indicate an average market time of about 7 days, which is considered a reasonable exposure time for the subject. Most neighborhood homes sell within 99% of list price, provided their design, appeal and condition are consistent with market expectations. Given the market data analyzed by the appraiser, there are no fiscal or economic trends expected to occur that would significantly impact the relatively stable market currently experienced in this neighborhood.

CONDITIONS OF APPRAISAL

The subject property is appraised in fee simple title, assuming no liens or encumbrances other than normal covenants and restrictions of record.

SALES COMPARISON APPROACH

Due to a lack of commercially zoned closed land sales within three months, it was necessary to research and analyze comparable sales going back three years from the effective date. No time adjustments have been applied to sales in the past year due to the overall stable marketing trendsfor comparable properties to the subject over that timeframe. However, time adustments have been applied to sales that closed over 1 year ago due to local appreciation. Infosparks and independent market research were utilized in determining marketing conditions.

The subject and comparable sales 1 and 3 have similar location factors of being adjacent to commercial property or on busy roads, so no adjustments were needed. Comparable sales 2 and 4 are in residential areas. Land in residential area sells at a $6/sf premium. Proper adjustments have been applied on the location line of the sales grid.

The subject has diminished functional utility due to its small size and location behind a larger parcel on Ogden Ave. This is similar to the diminshed functional utility of comparable sale 2 which has no street frontage and only can be accessed through the residential parcel next to it. Based on paired sales analysis, properties with this kind of diminshed functional utility sell for $7/sf less. Proper adjustments are applied on the functional utility line of the sales grid.

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

No adjustments were applied for zoning differences as this is already accounted for in location adjustments and based on paired sales analysis no further adjustments were necessary.

RECONCILIATION

The indicated value of the subject property is based on all comparable sales. However, more weight has been given to comparable sales 1 and 2 equally due to them having the fewest number of line item adjustments.

Subject Photo Page

Borrower	N/A						
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						



Subject Front
1205 Ogden Ave # 1219



Subject Street View 1



Subject Street View 2

Serial# 00E40485
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Photograph Addendum

Borrower	N/A						
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						



View to East



View to South East



View to North East



View to North West



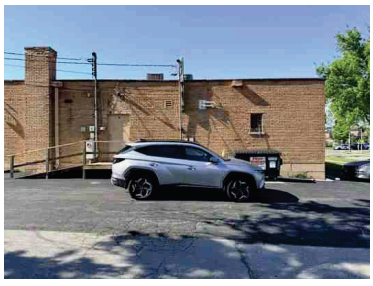
View to South West



Alley View 1



Alley View 2



View to North



Alley View 3



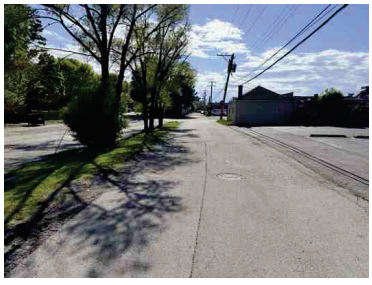
View to North



View to South



View to South West



Alley View 4



View to North West



View [illegible] /est

Photograph Addendum

Borrower	N/A						
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						



View to North



Alley View 5



South of Alley



North of Alley



Across Street from Alley



View to South West



View to West



View to South West



View to South



View to South East



View to North



View to North



Ogden Ave View 1



Ogden Ave View 2



Business f Alley

Serial# 00E40485
esign.alamode.com/verify

Photograph Addendum

Borrower	N/A						
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						



Business in Front Of Alley



Business in Front of Alley



Land in Front of Alley



Intersection View 1



Intersection View 2

Comparable Photo Page

Borrower	N/A						
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						



Comparable 1

4226 Florence Ave



Comparable 2

1112 Woodcrest Dr



Comparable 3

7940 Lemont Rd

Comparable Photo Page

Borrower	N/A						
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						



Comparable 4

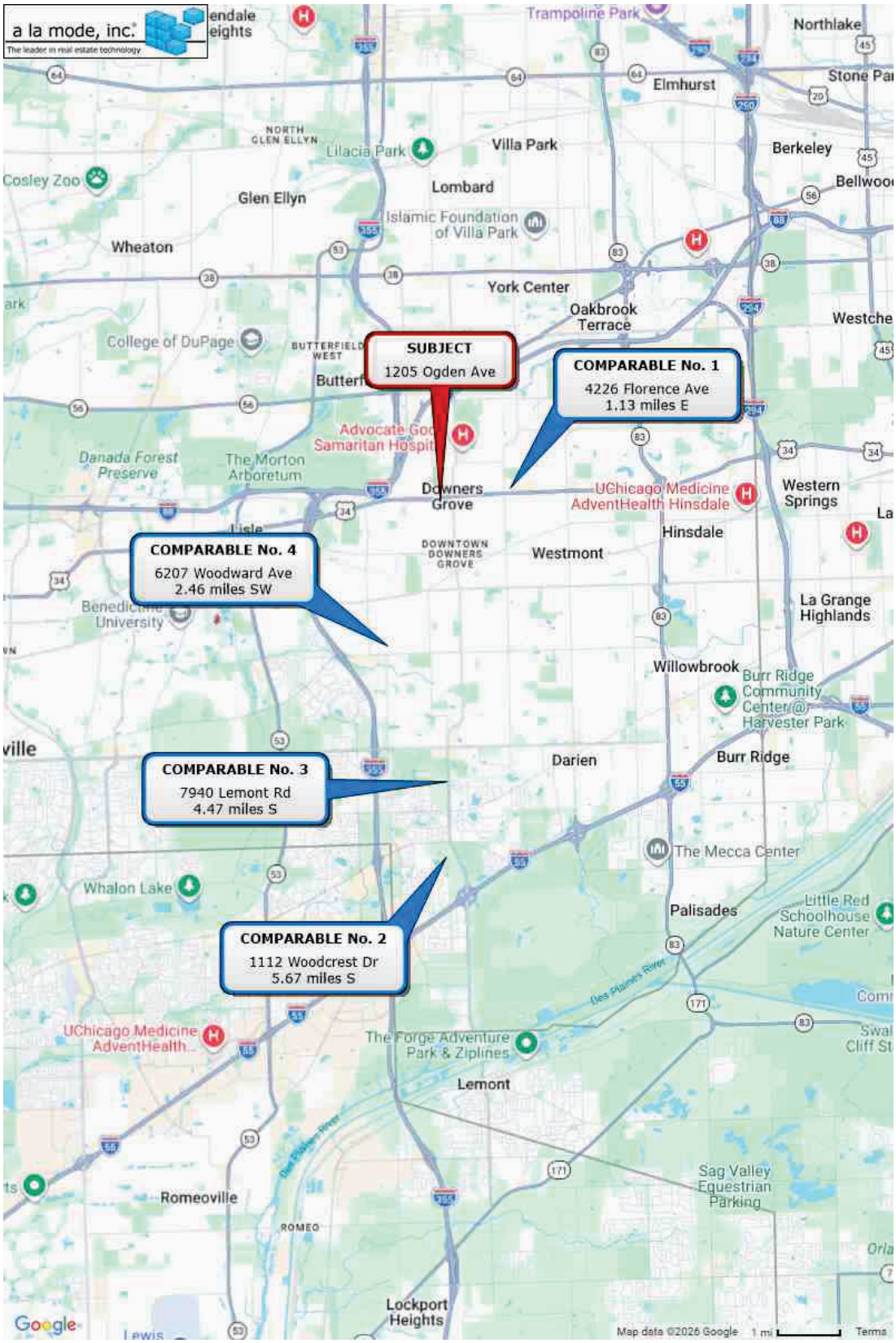
6207 Woodward Ave

Comparable 5

Comparable 6

Location Map

Borrower	N/A						
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						



Aerial Map

Borrower	N/A						
Property Address	1205-1219 Ogden Ave						
City	Downers Grove	County	DuPage	State	IL	Zip Code	60515
Lender/Client	N/A						



E&O Insurance

GREAT AMERICAN INSURANCE GROUP
301 E. Fourth Street, Cincinnati, OH 45202

DECLARATIONS
for
REAL ESTATE PROFESSIONAL
ERRORS & OMISSIONS INSURANCE POLICY

THIS IS A CLAIMS MADE INSURANCE POLICY.

THIS POLICY APPLIES ONLY TO THOSE CLAIMS THAT ARE FIRST MADE AGAINST AN INSURED DURING THE POLICY PERIOD. ALL CLAIMS MUST BE REPORTED IN WRITING TO THE COMPANY DURING THE POLICY PERIOD OR WITHIN SIXTY (60) DAYS AFTER THE END OF THE POLICY PERIOD.

Insurance is afforded by the company indicated below: (A capital stock corporation)

☒ Great American Assurance Company

Note: The Insurance Company selected above shall herein be referred to as the **Company**.

Policy Number: **RAB4450922-26** Renewal of: **RAB4450922-25**

Program Administrator: **Herbert H. Landy Insurance Agency Inc.**
100 River Ridge Drive, Suite 301
Norwood, MA 02062

Item 1. **Named Insured**: **Proper Appraisals, LLC**

Item 2. **Address**: **1517 Raymond Ave**
City, State, Zip Code: **La Grange Park, IL 60526**
Attn:

Item 3. **Policy Period**: From **04/05/2026** *(Month, Day, Year)* To **04/05/2027** *(Month, Day, Year)*
(Both dates at 12:01 a.m. Standard Time at the address of the **Named Insured** as stated in Item 2.)

Item 4. **Limits of Liability**: **(inclusive of claim expenses):**
A. $ 1,000,000 Limit of Liability - Each Claim
B. $ 1,000,000 Limit of Liability - Policy Aggregate
C. $ 500,000 Limit of Liability - Fair Housing Claims
D. $ 500,000 Limit of Liability - Fungi Claims

Item 5. **Deductible: (inclusive of Claim Expense): $ 10,000 Each Claim**

Item 6. **Premium**: $ **1,298.00**

item 7. **Retroactive Date** (if applicable): **12/29/2022**

Item 8. **Forms, Notices and Endorsements attached:**
D43100 (06/24) D43300 IL (05/13) D43444 (03/17) D43416 (05/13) D43421 (06/24) D43432 (06/24) D43427 (05/13) D43425 (06/24) IL7324 (07/21)

Authorized Representative

D43101 (03/15) Page 1 of 1

License



State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
556.005119

The person, firm, or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statutes and/or rules and regulations and is hereby authorized to engage in the activity as indicated below:

EXPIRES:
09/30/2027

CERTIFIED RESIDENTIAL REAL ESTATE APPRAISER

MATTHEW F NIEMAN
1517 RAYMOND AVE
LA GRANGE PARK, IL 60526-1360

MARIO TRETO, JR.
SECRETARY

LAURIE MURPHY
DIRECTOR

The official status of this license can be verified at IDFPR.illinois.gov

20421546

DUTCH BROS

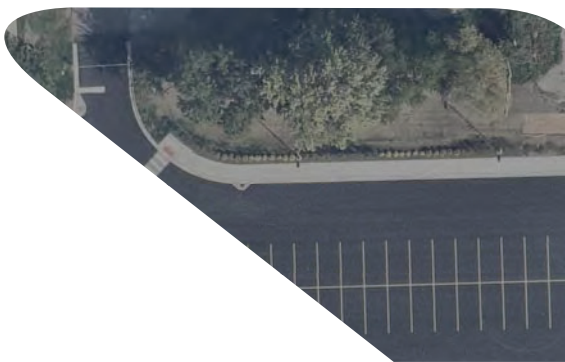
Traffic Impact Study

Downers Grove, IL

June 2026







Prepared for:

Dutch Bros, Inc.

Kimley»Horn

Kimley»Horn

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Dutch Bros to complete a traffic impact study for a commercial redevelopment located on the southwest quadrant of the Ogden Avenue/Saratoga intersection in Downers Grove, Illinois. The site would consist of a 1,244-square-foot coffee shop with no indoor seating, as well as a 3,500 square-foot retail building. The coffee shop would provide two drive-through lanes that merge into a single pick-up window. The inside lane would provide queuing space for 8 vehicles, while the outside lane would provide queuing space for 12 vehicles. Access to the site would be provided via one full access driveway to the alley immediately south of the site (South Access) and one right-in-right-out (RIRO) driveway to Ogden Avenue (North Access).

Based on a review of future traffic conditions, site-generated traffic is not expected to materially impact the study intersections. The study network is anticipated to adequately accommodate the proposed redevelopment. Additionally, the proposed drive-through is expected to accommodate projected queues; queue spillback to the internal parking lot and Ogden Avenue is not anticipated. At North Access and South Access, minor-leg stop control should be posted for outbound traffic. “No Left-Turn” signage should be posted for outbound traffic at North Access.

It should be noted that site-generated traffic is anticipated to be higher during the initial weeks of operation. A traffic mitigation plan was devised by Dutch Bros in coordination with the Village of Downers Grove and is included in the appendix.

Additional details related to the recommendations above are provided in the *Recommendations & Conclusions* section of this report.

1. INTRODUCTION

Kimley-Horn was retained by Dutch Bros to conduct a traffic impact study for a commercial redevelopment located on the southwest quadrant of the Ogden Avenue/Saratoga Avenue intersection in Downers Grove, Illinois. The subject site is highlighted in **Exhibit 1**.

The redevelopment consists of a 1,244-square-foot coffee shop with two drive-through lanes and no indoor seating, as well as a 3,500-square-foot retail building. The coffee shop would provide two drive-through lanes that merge into a single pick-up window, providing queuing space for 20 vehicles. The two existing buildings would be demolished as part of the redevelopment process. Access to the site would be provided via two existing driveways, one to Ogden Avenue and one to an existing alley connected to Saratoga Avenue and Linscott Avenue. North Access is located approximately 205 feet west of Saratoga Avenue and provides right-in-right-out (RIRO) access to Ogden Avenue. As part of the redevelopment process, North Access would be modified to include a RIRO porkchop median. South Access is located approximately 200 feet west of Saratoga Avenue and 125 feet east of Linscott Avenue and provides full access via the alley adjacent to the subject site. The second existing driveway to Ogden Avenue would be closed with the redevelopment of the site.

This report presents and documents the study methodology, summarizes data collection and development traffic characteristics, highlights the evaluation of traffic conditions on the study intersections and roadways, and identifies recommendations to address operational impacts and integrate the proposed development into the surrounding transportation system.



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EXHIBIT 1
SITE LOCATION MAP

2. EXISTING CONDITIONS

Kimley-Horn reviewed the subject site and surrounding area to collect relevant information pertaining to site context, surrounding land uses, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic control at nearby intersections, and other key transportation characteristics. This section of the report details information on the existing conditions.

Area Land Uses & Connectivity

Located in Downers Grove, Illinois, the subject site is currently developed with two commercial buildings. Surrounding properties include a mix of institutional and commercial properties. The site is immediately bounded by Ogden Avenue (US 34) to the north, Saratoga Avenue to the east, and Linscott Avenue to the west. An existing alley is located along the southern boundary of the site.

In the project vicinity, local east-west access is provided via Ogden Avenue and north-south access is provided via Main Street. Regional east-west access is provided via Interstate 88 (I-88), while regional north-south access is provided via Interstate 355 (I-355). Ogden Avenue provides a full interchange to both I-88 and I-355 approximately two miles west of the site.

Existing Roadway Characteristics

Ogden Avenue (US 34) is an east-west roadway located along the northern boundary of the site. In the project vicinity, Ogden Avenue provides two travel lanes in each direction with a two-way-left-turn lane (TWLTL). According to the Illinois Department of Transportation (IDOT), Ogden Avenue is classified as a Principal Arterial and is under the jurisdiction of IDOT. At its signalized intersection with Saratoga Avenue, Ogden Avenue provides a left-turn lane, a through lane, and a shared through/right-turn lane on each leg. At its minor-leg stop controlled intersection with Linscott Avenue, Ogden Avenue provides a through lane and shared through/right-turn lane on the west leg and two through lanes on the east leg. Within the study area, Ogden Avenue has an annual average daily traffic (AADT) volume of 30,000 vehicles per day (vpd) (2023). The posted speed limit is 35 miles per hour (mph).

Saratoga Avenue is a north-south roadway located along the eastern boundary of the site. Saratoga Avenue provides one travel lane in each direction. According to IDOT, Saratoga Avenue is classified as a Local Road under the jurisdiction of the Village of Downers Grove. At its signalized intersection with Ogden Avenue, Saratoga Avenue provides a left-turn lane and shared through/right-turn lane on each leg. At its minor-leg stop controlled intersection with the alley, Saratoga Avenue operates under free-flow condition and provides one shared movement lane on each leg. Saratoga Avenue has a posted speed limit of 25 mph.

Linscott Avenue is a north-south roadway located along the western boundary of the site. Per IDOT, Linscott Avenue is classified as a Local Road under the jurisdiction of the Village of Downers Grove. At its minor-leg stop controlled intersection with Ogden Avenue, Linscott Avenue provides a right-turn lane. At its minor-leg stop controlled intersection with the alley, Linscott Avenue operates under free-flow condition and provides one shared movement lane on each leg. The posted speed limit is 25 mph.

Alley is an east-west alleyway located along the southern boundary of the site. Through the study network, the alley provides access to commercial developments. At its intersections with Saratoga Avenue and Linscott Avenue, the alley operates under minor-leg stop control and provides one shared movement lane on each leg. There is no posted speed limit; therefore, a speed limit of 25 mph was assumed.

Traffic Count Data

Weekday turning movement count data was collected in December 2025 at the following intersections. These counts were conducted during the weekday morning (7:00 to 9:00 AM), weekday evening (4:00 to 6:00 PM), and Saturday midday (11:00 AM to 1:00 PM) peak periods. These count periods were selected in order to capture the peak travel periods in the area.

- Ogden Avenue / Saratoga Avenue
- Ogden Avenue / Linscott Avenue
- Saratoga Avenue / Alley
- Linscott Avenue / Alley

The traffic count data indicates that peak hour traffic volumes occur within the study area from 7:30 to 8:30am and 4:30 to 5:30pm during the typical weekday peak periods and 12:00 to 1:00pm during a typical Saturday midday peak period.

Additionally, weekday turning movement count data was collected in June 2026 at the intersections outlined above to capture seasonal school-generated traffic from 7:00 to 10:00am and 2:00 to 4:00pm. The morning peak hour traffic count data was generally consistent with the data collected in December 2025. For purposes of this analysis, the 3:00-4:00pm peak hour was used to analyze the school afternoon peak hour, which aligns with the Herrick Middle School release schedule.

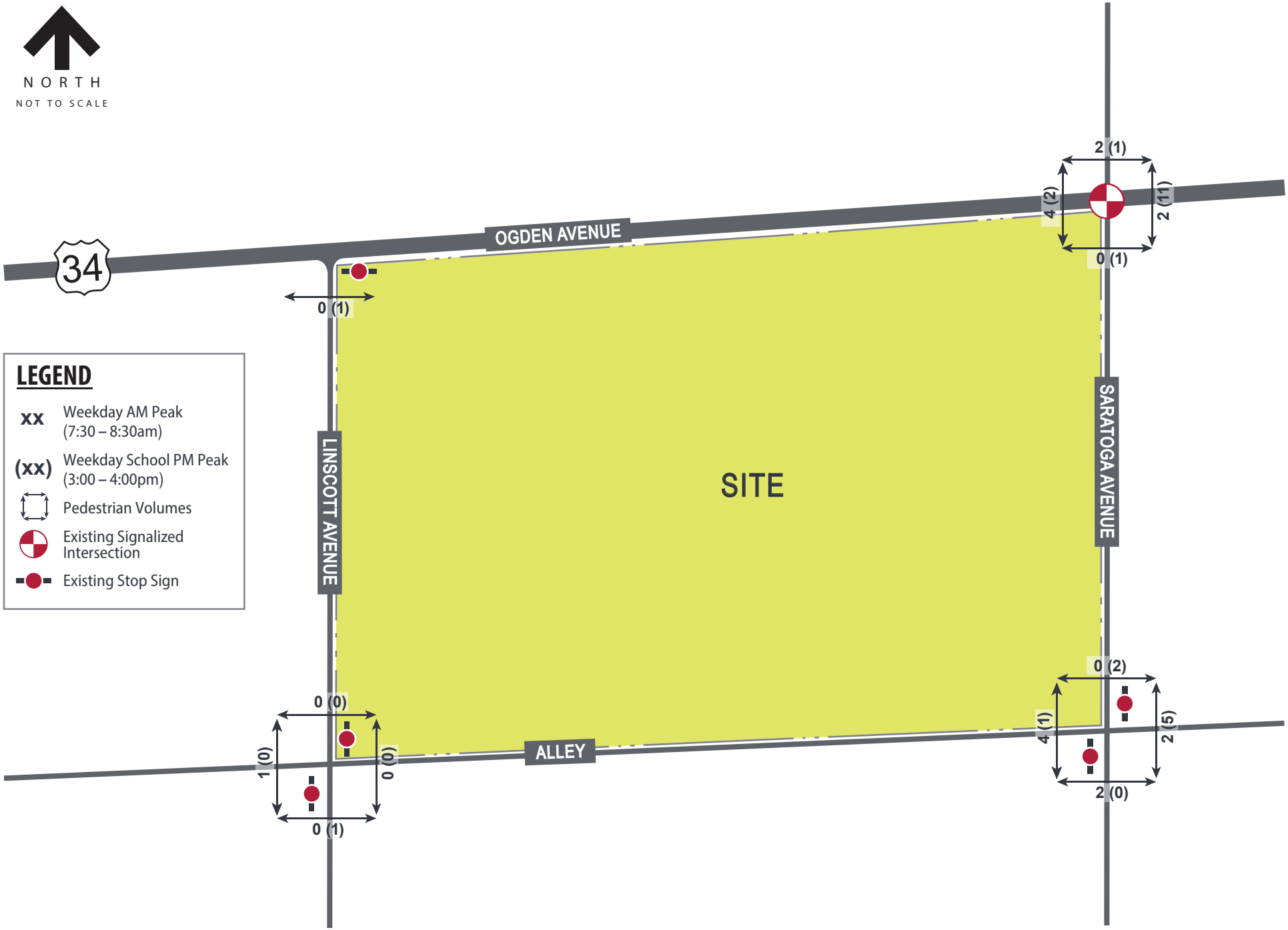
The peak hour vehicle traffic volumes were rounded to the nearest multiple of five and balanced between intersections with one exception. Volumes were not balanced between the Ogden Avenue/Saratoga Avenue and Ogden Avenue/Linscott Avenue intersections due to the presence of a private driveway. Peak hour traffic volumes are summarized in **Exhibit 2**. Pedestrian volumes from the June 2026 morning peak hour and school afternoon peak hour are presented in **Exhibit 3**. A summary of the traffic count data is provided in the appendix.



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EXHIBIT 2

EXISTING (2025 & 2026) TRAFFIC VOLUMES



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EXHIBIT 3

EXISTING (2026) PEDESTRIAN VOLUMES

Existing Capacity Analysis

Synchro capacity software was used to evaluate the existing operational conditions at the study intersections during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM) quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions[1]

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings

Table 2.2 Level of Service Grading Criteria[1]

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 7th Edition

[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under the existing conditions.

The results of the capacity analysis are summarized in **Table 2.3**. In this table, the operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. Overall intersection level of service is not reported for minor-leg stop-controlled intersections, since the majority of vehicles are able to move through the intersection with little to no delay. Signal timings were obtained from IDOT. The results are based on Synchro's HCM 7th Edition reports. Copies of the capacity analysis reports and signal timings are provided in the appendix.

Table 2.3 Existing (2025) Levels of Service

Intersection	Weekday AM Peak		Weekday School PM Peak		Weekday PM Peak		Saturday Midday Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ogden Avenue / Saratoga Avenue ★								
Eastbound	12	B	11	B	12	B	8	A
Westbound	11	B	12	B	14	B	10+	B
Northbound	56	E	60	E	59	E	56	E
Southbound	50	D[1]	61	E	57	E	58	E
Intersection	*18*	*B*	*18*	*B*	*19*	*B*	*16*	*B*
Ogden Avenue / Linscott Avenue △								
Northbound	14	B	15	B	14	B	14	B
Linscott Avenue / Alley △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Saratoga Avenue / Alley △								
Eastbound	11	B	11	B	12	B	10-	A
Westbound	13	B	10-	A	11	B	10+	B
Northbound (Left)	8	A	8	A	8	A	7	A
Southbound (Left)	8	A	8	A	8	A	8	A

★ -Signalized Intersection △-Minor-Leg Stop-Controlled Intersection

[1]Left turn movement operates at LOS E.

Under existing conditions, the study network operates acceptably with a few exceptions. At the Ogden Avenue/Saratoga Avenue intersection, the northbound approach operates at LOS E during the peak hours. During the weekday school afternoon, weekday evening, and Saturday midday peak hours, the southbound approach operates at LOS E. Additionally, the southbound left-turn movement operates at LOS E during the weekday morning peak hour. This level of delay is typical of minor-leg streets intersecting with Principal Arterials, such as Ogden Avenue, as priority is given to the through movements of Ogden Avenue. During the weekday morning peak hour, the northbound left-turn 95th percentile queue is approximately nine vehicles (225 feet), which exceeds the storage length by approximately six vehicles (150 feet). During the Saturday midday peak hour, the southbound left-turn 95th percentile queue is approximately seven vehicles (175 feet), exceeding the storage lane by approximately four vehicles (100 feet). All other study intersections and movements operate at LOS B or better with 95th percentile queues of approximately one vehicle (25 feet) or less.

3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Development Characteristics

The existing site is currently developed with two commercial buildings, which would be demolished as part of the redevelopment process. The current site provides one full-access driveway to the alley located along the southern boundary of the site (South Access). Two full-access driveways are currently provided along the south side of Ogden Avenue. The eastern driveway, located approximately 150 feet west of Saratoga Avenue, would be closed with redevelopment of the site. The western driveway, located approximately 205 feet west of Saratoga Avenue (North Access), would remain. As part of the redevelopment process, North Access would be modified for right-in/right-out access, and constructed to include a RIRO porkchop median.

The proposed site plan includes a 1,244-square-foot coffee shop with two drive-through lanes and a 3,500-square-foot retail building. The drive-through would provide two order lanes that merge into a single pick-up window and provide queuing space for approximately 20 vehicles. The inside lane would provide queuing space for 8 vehicles, while the outside lane provides queuing space for 12 vehicles. No indoor seating would be provided at the coffee shop. An end user has not been identified for the retail portion of the site. Access to the site would be provided via the RIRO driveway to Ogden Avenue (North Access) and the full movement driveway to the alley (South Access). A copy of the site plan is provided in the appendix.

Trip Generation

To determine trip generation for the coffee shop, drive through data was collected at a nearby drive-through coffee shop with no indoor seating (7 Brew Coffee located in Naperville, Illinois) on one day in June 2026. Additionally, drive-through data was provided by Dutch Bros at five similar sites in Illinois and Indiana. 7 Brew Coffee and Dutch Bros empirical entering traffic volumes are presented in **Table 3.1**. For the morning and evening peak hours, the highest hour of empirical data between 7:00-9:00am and 4:00-6:00pm, respectively, is shown in the table below. For the school afternoon peak hour, the highest hour of empirical data between 2:00-4:00pm is reflected in the table. The 7 Brew Coffee and Dutch Bros drive through data is provided in the appendix.

Table 3.1 Empirical Drive Through Data

Location	AM Peak Hour[2]	School PM Peak Hour	PM Peak Hour
7 Brew Coffee (Naperville, Illinois)[1]	82	131	105
Dutch Bros (Bloomington, Illinois)	95	102	95
Dutch Bros (Urbana, Illinois)	46	64	53
Dutch Bros (Mt. Vernon, Illinois)	36	32	30
Dutch Bros (Valparaiso, Indiana)	71	84	77
Dutch Bros (Crown Point, Indiana)	80	85	75

[1]7 Brew Coffee Drive through data was collected between 7:00-9:00am and 2:00-4:00pm. Data associated with school afternoon peak hour was assumed to be 2:00-3:00pm and evening peak hour was assumed to be 3:00-4:00pm.
[2]All drive through data reflects typical weekday conditions. For purposes of this analysis, weekday morning was applied to Saturday midday peak hour.

For the most conservative analysis, 7 Brew Coffee data was used to estimate trip generation for the proposed Dutch Bros. The 8:00-9:00am drive through data was applied to the AM peak hour and Saturday midday peak hours, 2:00-3:00pm data was applied to the School PM peak hour, and 3:00-4:00pm data was applied to the PM peak hour.

Trip generation for the retail and pass-by rates for the coffee shop were referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed use are shown in **Table 3.2** and a copy of the ITE data is provided in the appendix. ITE data is not provided for Coffee/Donut Shop with Drive-through and No Indoor Seating (LUC 938) during the Saturday midday peak hour; therefore, the weekday morning rate was applied for purposes of a conservative analysis. An end user has not been identified for the proposed retail; therefore, Strip Retail Plaza (<40k) (LUC 822) was referenced.

Table 3.2 ITE Trip Generation Data

ITE Land Use	Unit	Weekday			Saturday
		Daily	AM Peak Hour	PM Peak Hour	Midday Peak Hour
Coffee / Donut Shop with Drive-through and No Indoor Seating (LUC 938)	Per Drive-Through Lane	T = 179D 50% in/50% out	T = 53.21D – 17.43 50% in/50% out	T = 15.08D 50% in/50% out	T = 53.21D – 17.43 50% in/50% out
Strip Retail Plaza (<40k) (LUC 822)	Per 1,000 SF	T = 42.2X +229.68 50% in/50% out	T = 3.93X 55% in/45% out	Ln(T) = 0.68X + 2.77 50% in/50% out	T = 6.63X 51% in/49% out

T = Trips D= Drive-Through Lane X = 1,000 SF

For purposes of this study, site generated trips are expected to exhibit multiple routing patterns when traveling to and from the subject site, as described below:

- **Pass-by** – Pass-by traffic reflects the travel patterns of motorists who are already traveling on the adjacent study roadways and stop at the site en route to another destination. Data in the appendix of the ITE Trip Generation Manual, 12th Edition, reveals that at a Coffee/Donut Shop with Drive-through and No Indoor Seating, roughly 90 percent of vehicles during the weekday morning peak hour and 98 percent of vehicles during the weekday evening peak hour. ITE

data is not provided for daily or Saturday midday pass-by trips; therefore, the weekday morning pass-by percentage of 90 percent was applied. The weekday evening pass-by percentage of 98 percent was applied to the School Afternoon peak hour. ITE data for a Strip Retail Plaza (<40k) reveals that approximately 40 percent of vehicles during the weekday evening peak hour and 31 percent during the Saturday midday peak hour are pass-by trips. ITE data is not available for daily pass-by trips; therefore, the weekday evening percentage of 31 percent was applied. Additionally, ITE data is not available for weekday morning, so no pass-by percentage was applied for purposes of a conservative analysis.

- **Primary Trips** – Vehicles that travel to the subject development and then return directly to their place of origin are called "primary trips." Primary trips reflect new traffic volumes generated by the proposed development that would approach and depart on the same route. Trips to/from the site that are not pass-by trips are expected to be primary trips.

A comparison of total driveway trips for the empirical 7 Brew Coffee data and ITE data is provided in **Table 3.3**. As noted previously, the empirical data is higher than ITE projections. Hourly volumes were rounded to the nearest multiple of five.

Table 3.3 Empirical and ITE Coffee Shop Traffic Projections Comparison

Source	Size	Weekday			Saturday[1]
		AM Peak Hour (Entering)	School PM Peak Hour (Entering)	PM Peak Hour (Entering)	Midday Peak Hour (Entering)
Empirical 7 Brew Coffee Data	2 Drive-Through Lanes	80	130	105	80
Coffee/Donut Shop with Drive-through and No Indoor Seating (LUC 938)	2 Drive-Through Lanes	45	15[2]	15	45
Net Difference (Empirical – ITE)		*+35*	*+115*	*+90*	*+35*

[1]Saturday midday peak hour ITE data is not available. Empirical 7 Brew Coffee drive through data was only collected on a typical weekday. For purposes of this analysis, the weekday morning data was applied to Saturday midday.
[2]ITE data is not available for school afternoon peak hour (2:00-3:00pm). The evening peak hour data was assumed.

Based on the comparison above, 7 Brew Coffee empirical drive through data was used for this analysis. Trip generation projections for the coffee shop and retail are presented in **Table 3.4**.

Table 3.4 Site-Generated Traffic Projections

Source	Size	Weekday[1]									Saturday[1]		
		AM Peak Hour			School PM Peak Hour			PM Peak Hour			Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Empirical 7 Brew Coffee Data[2]	2 Drive-Through Lanes	85	80	165	130	130	260	105	105	210	85	80	165
Pass-by Trips[3]		*-75*	*-75*	*-150*	*-130*	*-125*	*-255*	*-105*	*-100*	*-205*	*-75*	*-75*	*-150*
Total New Trips (Coffee Shop)		*10*	*5*	*15*	*-*	*5*	*5*	*-*	*5*	*5*	*10*	*5*	*15*
Strip Retail (<40k) (LUC 822)	3,500 SF	10	5	15	20	20	40	20	20	40	15	10	25
Pass-by Trips		*-*	*-*	*-*	*-10*	*-10*	*-20*	*-10*	*-10*	*-20*	*-5*	*-5*	*-10*
Total New Trips (Retail)		*10*	*5*	*15*	*10*	*10*	*20*	*10*	*10*	*20*	*10*	*5*	*15*
Total New Trips (Coffee Shop + Retail)		*20*	*10*	*30*	*10*	*15*	*25*	*10*	*15*	*25*	*20*	*10*	*30*

[1]In/Out volumes are rounded to the nearest multiple of five.
[2]Entrering volumes were assumed to exit the site in the same peak hour.
[3]ITE pass-by rates were applied to the empirical 7 Brew Coffee drive through data.

The data above represents stable conditions after the initial opening weeks of the coffee shop. It should be noted that site-generated traffic is anticipated to be higher during the initial weeks of operation and during this time, more primary trips are anticipated. A traffic mitigation plan was devised by Dutch Bros in coordination with the Village of Downers Grove and is included in the appendix.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as access and parking locations, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which vehicles can travel over various sections of that system. As such, **Table 3.5** presents the anticipated directional distribution from which trips would travel to and from the site.

Table 3.5 Estimated Trip Distribution

Direction	Estimated Trip Distribution	
	Primary Trips	Pass-by Trips
East on Ogden Avenue	50%	50%
West on Ogden Avenue	45%	50%
North on Saratoga Avenue	5%	-
Total	100%	100%

The site traffic assignment, representing traffic volumes associated with the proposed redevelopment at the study intersections, is a function of the estimated trip generation (Table 3.4) and the directional distribution (Table 3.5). Based on these assumptions, coffee shop primary site trip assignment is presented in **Exhibit 4** and coffee shop pass-by trips are shown in **Exhibit 5.** Retail primary site trip assignment is shown in **Exhibit 6** and retail pass-by site-generated traffic is illustrated in **Exhibit 7.** Total site-generated traffic is presented in **Exhibit 8.**



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EXHIBIT 4

SITE TRIP ASSIGNMENT - COFFEE SHOP (PRIMARY)



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EXHIBIT 5

SITE TRIP ASSIGNMENT - COFFEE SHOP (PASS-BY)



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EXHIBIT 6

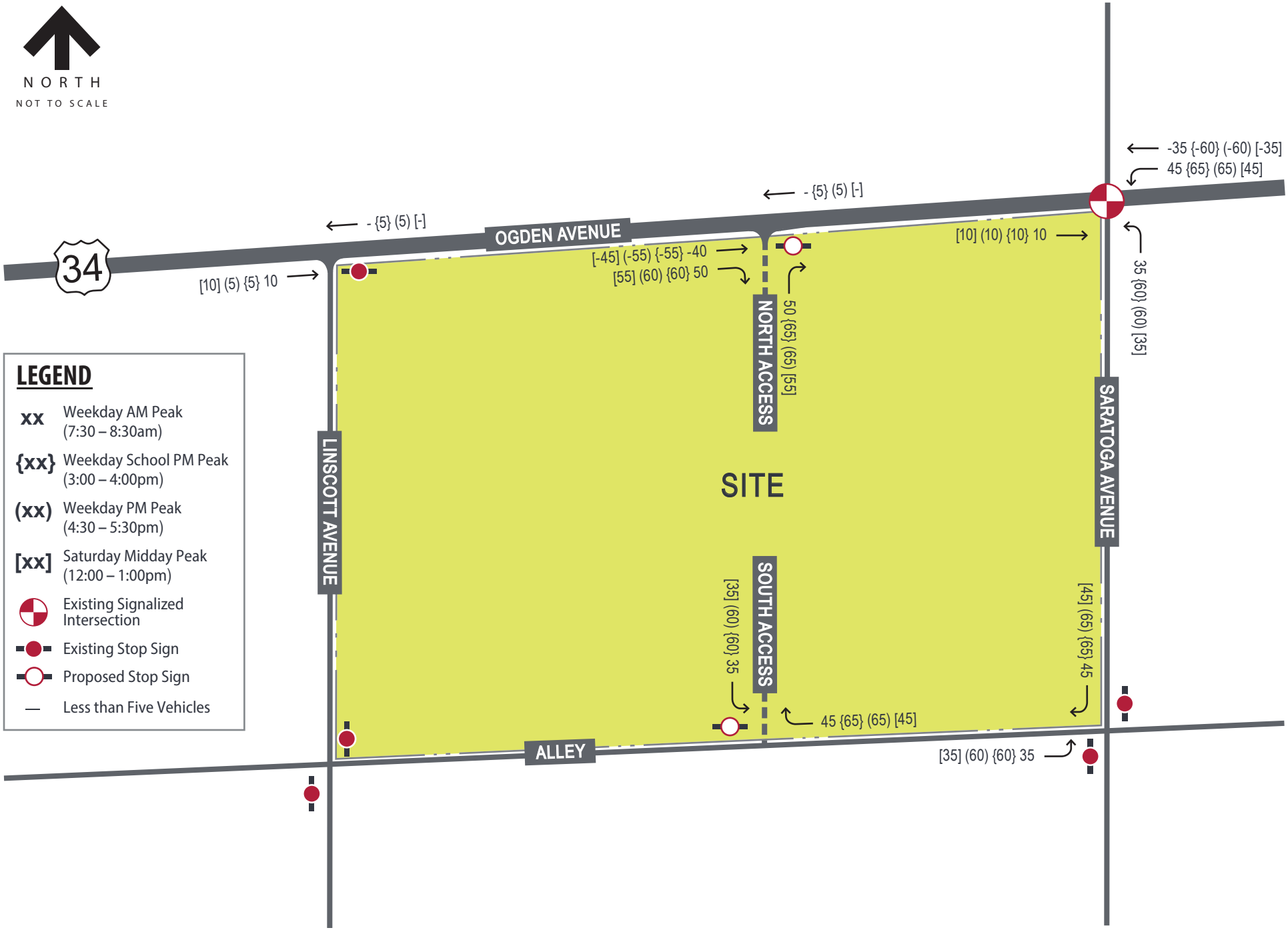
SITE TRIP ASSIGNMENT - RETAIL (PRIMARY)



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EXHIBIT 7

SITE TRIP ASSIGNMENT - RETAIL (PASS-BY)



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EXHIBIT 8

SITE TRIP ASSIGNMENT - TOTAL (COFFEE SHOP + RETAIL)

Coffee Shop Drive-Through Operations

To determine potential impacts of drive-through operations, projected drive-through queues were estimated for the proposed Dutch Bros drive-through coffee shop using the 7 Brew Coffee drive through volumes and service time. Peak drive-through activity was projected based upon an M/M/1 queuing model that factors random arrivals and service rates provided by a defined number of servers, which was conservatively assumed to be one due to the single pick-up window.

Coffee shop trip generation projections, based on 7 Brew Coffee empirical data, detailed previously in Table 3.4 were utilized to estimate the number of vehicles serviced through the drive-through. Due to no indoor seating, 100 percent of transactions are completed through the drive-through.

The average service time was calculated based on data observed at the 7 Brew Coffee, which indicates that the average drive-through service time is approximately 294 seconds. Using an M/M/1 queuing model, hourly service rates (vehicles per hour) for each peak hour were estimated using the assumption that service time through the drive-through would be 294 seconds.

Based on projected drive-through trips and estimated service rates, **Table 3.6** outlines the average projected queues within the proposed drive-through. As shown, projected queues are approximately seven to eleven vehicles during the peak hours. The site plan provides stacking for 20 vehicles, 8 vehicles in the inside lane and 12 vehicles in the outside lane. Therefore, the proposed stacking within the drive-through is expected to adequately accommodate the anticipated queues; queue spillback through the parking lot to Ogden Avenue, Saratoga Avenue, and Linscott Avenue is not anticipated.

Table 3.6 Average Projected Peak Drive-Through Queue

Description	AM Peak Hour	School PM Peak Hour	PM Peak Hour	Saturday Peak Hour
Number of Guests Served during the Peak Hour[1]	80	130	105	80
Time Spent in Drive-Through (seconds)[2]	294	294	294	294
Service Rate (vehicles per hour)	92	142	117	92
Estimated Number of Vehicles in Queue[3]	6.7	10.8	8.8	6.7

[1]Assumes that 100 percent of the total entering trips (from Table 3.4) will be serviced through the drive-through.
[2]Total time spend in drive through was estimated based on the average total service time at 7 Brew Coffee in Naperville, Illinois.
[3]Based on M/M/1 queuing model.

The results shown above are reflective of average queues during each peak hour. It should be noted that the maximum queue observed at the 7 Brew Coffee in Naperville, Illinois was approximately 24 vehicles. If such a queue is experienced at the proposed Dutch Bros, it would be contained on site, as there are 20 drive through stacking spaces and additional storage space for four or more vehicles within the site boundary. Spillback to Ogden Avenue, Saratoga Avenue, and Linscott Avenue is not anticipated.

4. FUTURE CONDITIONS

This section of the report summarizes site-specific traffic characteristics and develops future traffic projections for analysis. The project was assumed to be completed and occupied in 2027. Therefore, Year 2032 traffic projections were developed, which reflects a plus-five years analysis horizon per typical IDOT requirements.

Future (2032) No-Build Traffic Projections

Background traffic growth estimates were reviewed using data from the Chicago Metropolitan Agency for Planning (CMAP). As shown in **Table 4.1**, the background annual compounded growth rate based on CMAP year 2050 traffic projections for the study network was 0.44%. The growth rate was applied for a period of 7 years to reflect traffic growth between Year 2025 (existing traffic counts) and future Year 2032. The future no-build traffic projections for Year 2032 are presented in **Exhibit 9**.

Table 4.1 CMAP Projected Growth Rates

Roadway Segment	CMAP Projected Growth Rate
Ogden Avenue, east of Main Street	0.41%
Ogden Avenue, west of Main Street	0.48%
Main Street, north of Ogden Avenue	0.44%
Main Street, south of Ogden Avenue	0.42%
Vernard Road, north of Ogden Avenue	0.50%
Oakwood Road, south of Ogden Avenue	0.38%
Average Annual Growth Rate	0.44%

Future (2032) Build Traffic Projections

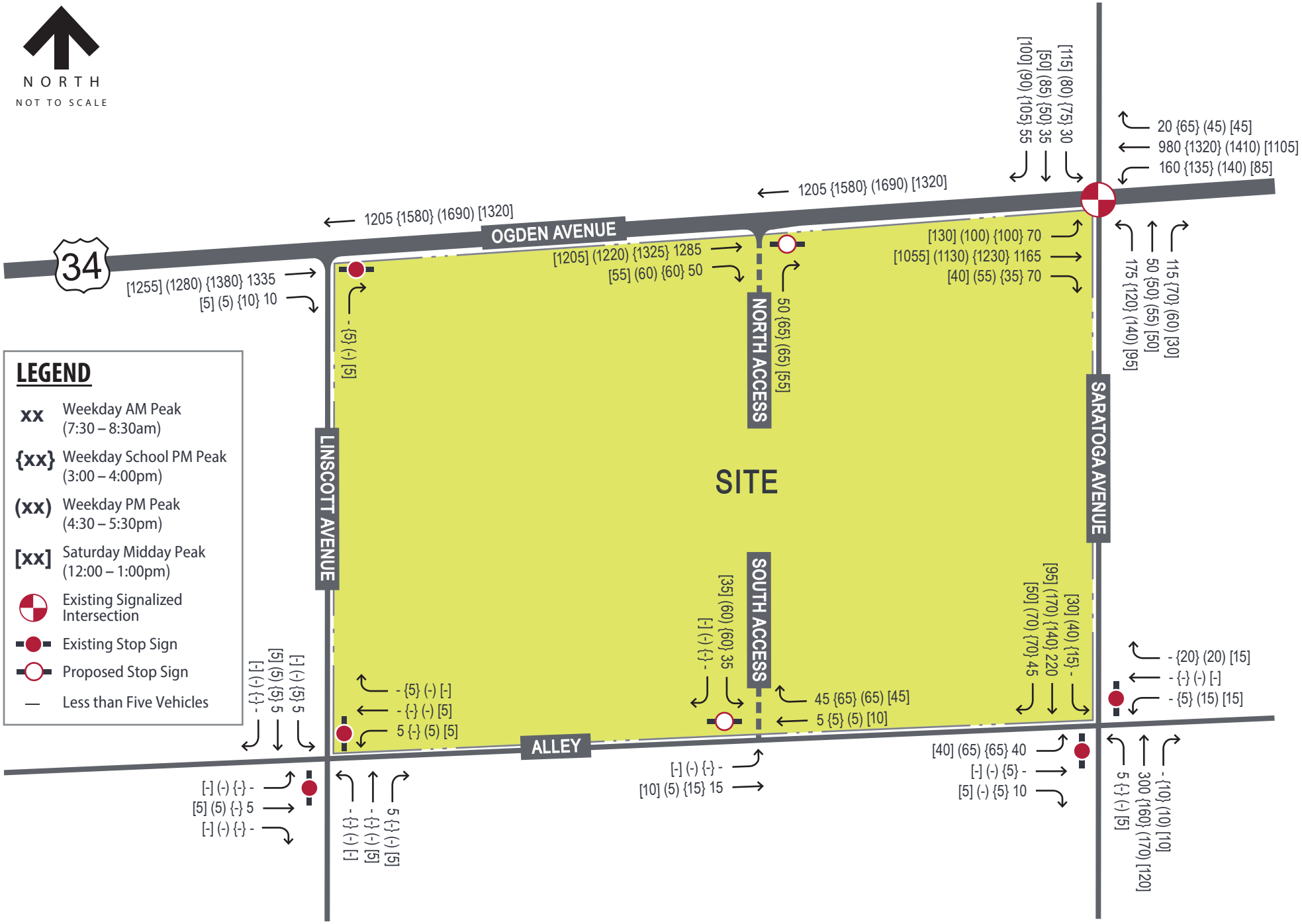
To estimate future traffic volumes with the proposed redevelopment, the total site-generated trips (Exhibit 8) were added to the background traffic projections (Exhibit 9). The resulting Year 2032 build traffic projections are depicted in **Exhibit 10**.



Kimley»Horn

EXHIBIT 9

FUTURE (2032) NO-BUILD TRAFFIC PROJECTIONS



Kimley»Horn

EXHIBIT 10

FUTURE (2032) BUILD TRAFFIC PROJECTIONS

Future Geometry

Based on the projected traffic volumes and guidance outlined in the IDOT *Bureau of Design and Environment* (*BDE) Manual*, the following turn lane warrants were evaluated at the following study intersections.

Ogden Avenue / Saratoga Avenue

The IDOT *BDE Manual* suggests the consideration of a right-turn lane at signalized intersections where the right-turning volume is 150 vehicles or greater and where there is greater than 300 vehicles per hour per lane (vphpl) on the mainline. Based on a review of build conditions, eastbound and northbound volumes do not meet this threshold. Therefore, eastbound and northbound right-turn lanes were not included in the analysis.

Saratoga Avenue / Alley

Based on guidelines for right-turn lanes at unsignalized intersections for two-lane roadways (Figure 36-3.A), projected traffic volumes do not meet warrant criteria for a southbound right-turn lane. A southbound right-turn lane was not included in the analysis.

The IDOT *BDE Manual* does not provide specific guidance for left-turn lanes on two-lane roadways with a design speed below 40 mph. Based on a review of build conditions, the northbound left-turning movement operates acceptably (LOS A). Therefore, a northbound left-turn lane was not included in the analysis.

Ogden Avenue / North Access

The IDOT *BDE Manual* does not provide specific guidance for right-turn lanes at unsignalized intersections on four-lane highways with a design speed below 50 mph. Based on the projected acceptable level of service at North Access and for uniformity of the corridor, an eastbound right-turn lane was not included in the analysis.

Alley / South Access

Based on guidelines for right-turn lanes at unsignalized intersections for two-lane roadways (Figure 36-3.A), projected traffic volumes do not meet warrant criteria for a westbound right-turn lane.

The IDOT *BDE Manual* does not provide specific guidance for left-turn lanes on two-lane roadways with a design speed below 40 mph. Based on a review of Build (2032) conditions, the eastbound left-turning movement operates acceptably (LOS A). Therefore, an eastbound left-turn lane was not included in the analysis.

Future (2032) No-Build Capacity Analysis

Based on the traffic projections presented in Exhibit 9, capacity results were identified for the study intersections under Future (2032) No-Build conditions. The results of the capacity analysis are summarized in **Table 4.2**. Copies of the Synchro reports are provided in the appendix.

Table 4.2 Future (2032) No-Build Levels of Service

Intersection	Weekday AM Peak		Weekday School PM Peak		Weekday PM Peak		Saturday Midday Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ogden Avenue / Saratoga Avenue ★								
Eastbound	13	B	11	B	12	B	9	A
Westbound	11	B	13	B	15	B	11	B
Northbound	56	E	60	E	58	E	56	E
Southbound	49	D[1]	61	E	57	E	58	E
Intersection	*18*	*B*	*18*	*B*	*20*	*B*	*17*	*B*
Ogden Avenue / Linscott Avenue △								
Northbound	14	B	15	B	14	B	14	B
Linscott Avenue / Alley △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Saratoga Avenue / Alley △								
Eastbound	11	B	11	B	12	B	10-	A
Westbound	13	B	10-	A	11	B	10+	B
Northbound (Left)	8	A	8	A	8	A	7	A
Southbound (Left)	8	A	8	A	8	A	8	A

★ -Signalized Intersection △-Minor-Leg Stop-Controlled Intersection

[1]Left turn movement operates at LOS E.

With the introduction of background traffic growth, the study intersections operate with similar levels of delay as compared to existing conditions. Delay is projected to increase by one second or less and 95th percentile queues are expected to increase by one vehicle (25 feet) or less.

Future (2032) Build Capacity Analysis

Based on the traffic projections presented in Exhibit 10, capacity results were identified for the study intersections under Future (2032) Build conditions. The results of the capacity analysis are summarized in **Table 4.3.** Copies of the Synchro reports are provided in the appendix.

Table 4.3 Future (2032) Build Levels of Service

Intersection	Weekday AM Peak		Weekday School PM Peak		Weekday PM Peak		Saturday Midday Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ogden Avenue / Saratoga Avenue ★								
Eastbound	16	B	16	B	17	B	11	B
Westbound	13	B	16	B	19	B	12	B
Northbound	56	E	59	E	60	E	56	E
Southbound	46	D	53	D[1]	50	D	53	D[1]
Intersection	*20*	*C*	*21*	*C*	*24*	*C*	*18*	*B*
Ogden Avenue / Linscott Avenue △								
Northbound	15	B	15	C	14	B	14	B
Linscott Avenue / Alley △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Saratoga Avenue / Alley △								
Eastbound	14	B	12	B	14	B	11	B
Westbound	13	B	10-	A	11	B	10+	B
Northbound (Left)	8	A	8	A	8	A	8	A
Southbound (Left)	8	A	8	A	8	A	8	A
Ogden Avenue / North Access △								
Northbound	16	C	17	C	16	C	15	C
Alley / South Access △								
Eastbound (Left)	7	A	7	A	7	A	7	A
Southbound	9	A	9	A	9	A	9	A

★ -Signalized Intersection △-Minor-Leg Stop-Controlled Intersection

[1]Left turn movement operates at LOS E.

With the addition of site-generated traffic, the study network operates similarly to no-build conditions. Delay is expected to increase by five seconds or less, while 95th percentile queues are projected to increase by four vehicles (100 feet) or less. Additionally, the proposed access driveways are anticipated to operate at LOS C or better with 95th percentile queues projected to be one vehicle (25 feet) or less.

5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the following recommendations were identified to facilitate access to the site and limit the impact of the proposed development on the surrounding area's traffic conditions:

Ogden Avenue / North Access

- Install a RIRO porkchop median.
- Install "No Left-Turn" signage for outbound traffic.
- Install minor-leg stop control with a stop sign and stop bar for outbound traffic.
- Provide one inbound and one outbound lane.

Alley / South Access

- Install minor-leg stop control with a stop sign and stop bar for outbound traffic at the alley access and at Saratoga Avenue and Linscott Avenue.

Based on a review of future traffic projections, site-generated traffic is not expected to materially impact the study intersections. Under Future (2032) Build conditions, the study network is expected to operate similar to no-build conditions. Additionally, the access driveways are anticipated to operate at LOS C or better with the projected 95th percentile queues at one vehicle (25 feet) or less during the peak hours. Drive-through demand is expected to be accommodated within the proposed stacking provided onsite; queue spillback to Ogden Avenue, Saratoga Avenue, and Linscott Avenue is not expected.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site and roadway improvement plans for the subject redevelopment. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bars. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

IDOT Signal Timings

7 Brew Coffee Drive Through Data

Dutch Bros Drive Through Data

Opening Day Traffic Mitigation Plan

Existing (2025) Capacity Reports

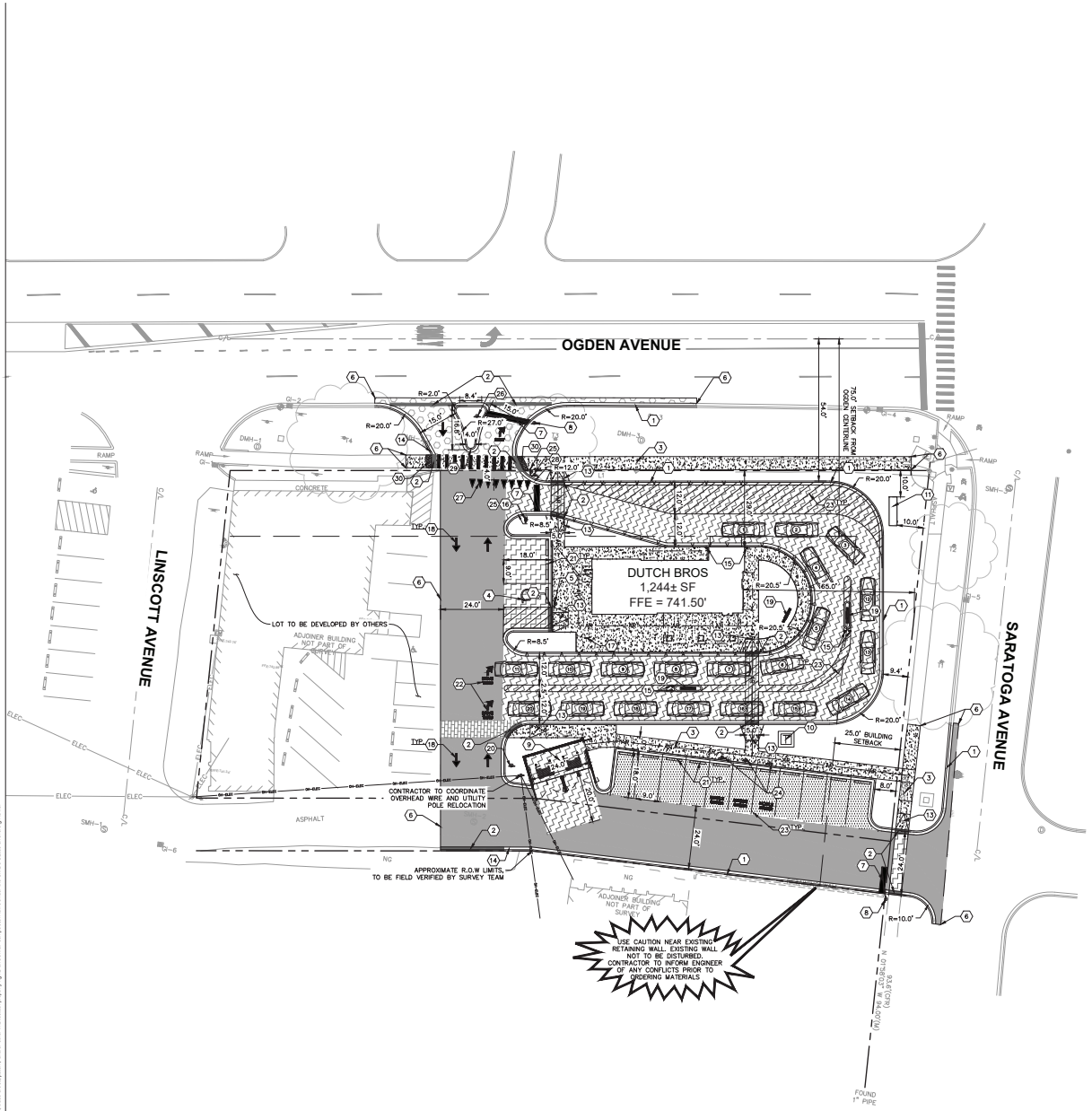
Data from ITE Trip Generation Manual, 12th Edition

CMAP Year 2050 Traffic Projections

Future (2032) No-Build Capacity Reports

Future (2032) Build Capacity Reports

CONCEPTUAL SITE PLAN



The term DUTCH BROS, and all associated logos, slogans, designs, content, information, and other materials displayed, contained herein, and made available by Dutch Bros, including but not limited to, the "look and feel" of the establishments and products, all text, images, colors, configurations, graphics, designs, illustrations, photographs, and pictures (collectively, the "Materials") are owned by and/or licensed to DB Franchising USA, LLC and are protected by copyright, trademark, trade dress, patent, and/or other intellectual property rights and/or unfair competition laws under the United States and foreign laws.

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1-800-892-0123

DUTCH BROS

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

PARKING SPACES PROVIDED	= 13 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 1 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 1 SPACES
TOTAL PARKING SPACES PROVIDED	= 14 SPACES

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- IDOT ASPHALT PAVEMENT — MATCH EXISTING SECTION OR SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- PAVERS — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- AR — ACCESSIBLE ROUTE

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8)
6. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
7. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
8. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
9. TRASH ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
10. TRANSFORMER PAD (FOR REFERENCE ONLY)
11. MONUMENT OR PYLON SIGN (SEE ARCHITECTURAL PLANS FOR DETAILS)
12. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
13. ACCESSIBLE RAMP (SEE DETAILS)
14. 3-FT TRANSITION CURB
15. BOLLARD, TYP. (SEE DETAILS)
16. EXIT ONLY/THANK YOU SIGN (SEE ARCHITECTURAL PLAN FOR DETAILS)
17. BIKE RACK (SEE LANDSCAPE PLAN FOR DETAILS)
18. PAVEMENT DIRECTIONAL MARKINGS, TYP.
19. DRIVE-THRU EQUIPMENT (SEE ARCHITECTURAL PLANS FOR DETAILS)
20. DRIVE-THRU DIRECTIONAL SIGNAGE (SEE ARCHITECTURAL PLANS FOR DETAILS)
21. CONCRETE PARKING BUMPER, TYP. (SEE DETAILS)
22. DRIVE-THRU DIRECTIONAL MARKINGS, TYP. (SEE DETAILS)
23. 4" WIDE PAVEMENT MARKING, TYP.
24. MOBILE ORDER SIGNAGE (SEE ARCHITECTURAL PLANS FOR DETAILS)
25. 'DO NOT ENTER' SIGN (MUTCD R5-1)
26. 'NO LEFT TURN' SIGN (MUTCD R3-2)
27. YIELD LINE MARKING (MUTCD 3B.16)
28. 'YIELD TO PEDESTRIAN' SIGN (MUTCD R1-5)
29. IDOT M-TYPE CURB AND GUTTER (IDOT STANDARD DETAIL 606001-08)
30. 2' WIDE DETECTABLE WARNING (SEE DETAILS)

CHIPMAN DESIGN ARCHITECTURE INC

I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, THE SAME COMPLY TO APPLICABLE LAWS, RULES, REGULATIONS, AND ORDINANCES, OF DOWNERS GROVE, IL RELATING TO SITE DESIGN.

ANNA ELAINE SAMPSON 062-076715 STATE OF ILLINOIS

Date of Expiration: 11-30-27

CASE ENGINEERING INC.
796 MERUS CT. FENTON, MO, 63026
T: 636.349.1600

KIMLEY-HORN AND ASSOCIATES
4201 WINFIELD RD, WARRENVILLE IL, 60555
T: 630.487.5550

Project No: IL1102
Dutch Bros Coffee - New Freestanding Store
1205 Ogden Ave. Downers Grove, IL 60515

For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A2 PROTOTYPE - 06/27/25

ISSUED FOR PERMIT

02/03/2026

REV:	DATE:	DESCRIPTION:

SHEET NAME:
SITE PLAN

DRAWN BY: MD | CHECKED BY: AS

SHEET NUMBER:
C3.0

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TRAFFIC COUNT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/4/2025

Data - Total

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	9	3	7	0	6	0	7	0	4	202	10	0	10	192	4	0	454
7:15 AM	26	2	10	0	7	2	15	0	12	257	14	0	10	193	5	0	553
7:30 AM	21	2	23	0	8	4	16	0	17	294	11	0	24	234	4	0	658
7:45 AM	31	12	19	0	8	9	13	0	17	311	14	0	19	281	3	0	737
8:00 AM	36	11	30	0	9	6	14	0	20	238	28	0	28	250	4	0	674
8:15 AM	48	26	38	0	6	14	11	0	15	279	16	0	40	219	10	0	722
8:30 AM	20	6	12	0	8	5	17	0	18	247	5	0	10	238	9	0	595
8:45 AM	7	4	9	0	13	3	14	0	22	272	11	0	3	248	6	0	612
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	198	66	148	0	65	43	107	0	125	2100	109	0	144	1855	45	0	5005
APPROACH %'s :	48.06%	16.02%	35.92%	0.00%	30.23%	20.00%	49.77%	0.00%	5.36%	89.97%	4.67%	0.00%	7.05%	90.75%	2.20%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	136	51	110	0	31	33	54	0	69	1122	69	0	111	984	21	0	2791
PEAK HR FACTOR :	0.708	0.490	0.724	0.000	0.861	0.589	0.844	0.000	0.863	0.902	0.616	0.000	0.694	0.875	0.525	0.000	0.947
	0.663				0.952				0.921				0.921				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	9	9	0	19	12	25	0	28	290	9	0	14	331	13	0	768
4:15 PM	11	11	11	0	16	11	26	0	23	271	11	0	30	393	11	0	825
4:30 PM	22	9	20	0	14	18	22	0	26	262	12	0	12	349	9	0	775
4:45 PM	20	11	13	0	25	13	16	0	20	271	12	0	21	351	17	0	790
5:00 PM	10	12	11	0	24	23	20	0	27	275	17	0	21	334	10	0	784
5:15 PM	29	19	14	0	15	19	26	0	20	279	13	0	23	391	8	0	856
5:30 PM	18	11	15	0	15	7	29	0	21	250	12	0	29	315	8	0	730
5:45 PM	17	11	18	0	8	10	13	0	23	261	11	0	16	311	10	0	709
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	136	93	111	0	136	113	177	0	188	2159	97	0	166	2775	86	0	6237
APPROACH %'s :	40.00%	27.35%	32.65%	0.00%	31.92%	26.53%	41.55%	0.00%	7.69%	88.34%	3.97%	0.00%	5.48%	91.67%	2.84%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	81	51	58	0	78	73	84	0	93	1087	54	0	77	1425	44	0	3205
PEAK HR FACTOR :	0.698	0.671	0.725	0.000	0.780	0.793	0.808	0.000	0.861	0.974	0.794	0.000	0.837	0.911	0.647	0.000	0.936
	0.766				0.877				0.967				0.916				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/4/2025

Data - Cars

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	3	7	0	5	0	7	0	4	194	10	0	10	189	4	0	441
7:15 AM	25	2	9	0	7	2	15	0	12	252	14	0	9	186	5	0	538
7:30 AM	18	2	19	0	8	4	16	0	16	288	11	0	23	230	4	0	639
7:45 AM	29	12	15	0	8	9	13	0	16	306	14	0	19	272	3	0	716
8:00 AM	35	11	30	0	9	6	13	0	20	235	26	0	27	243	4	0	659
8:15 AM	47	26	35	0	6	14	11	0	15	268	16	0	36	210	10	0	694
8:30 AM	19	6	12	0	8	5	17	0	17	238	5	0	10	234	9	0	580
8:45 AM	6	4	9	0	13	3	14	0	22	266	11	0	3	242	6	0	599
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	187	66	136	0	64	43	106	0	122	2047	107	0	137	1806	45	0	4866
APPROACH %'s :	48.07%	16.97%	34.96%	0.00%	30.05%	20.19%	49.77%	0.00%	5.36%	89.94%	4.70%	0.00%	6.89%	90.85%	2.26%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	129	51	99	0	31	33	53	0	67	1097	67	0	105	955	21	0	2708
PEAK HR FACTOR :	0.686	0.490	0.707	0.000	0.861	0.589	0.828	0.000	0.838	0.896	0.644	0.000	0.729	0.878	0.525	0.000	0.946
	0.646				0.944				0.916				0.919				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	9	9	0	19	12	25	0	28	284	9	0	14	322	13	0	753
4:15 PM	11	11	11	0	15	11	26	0	23	262	11	0	30	391	11	0	813
4:30 PM	22	9	20	0	14	18	22	0	26	260	12	0	12	344	9	0	768
4:45 PM	19	11	12	0	25	13	16	0	20	269	12	0	21	346	17	0	781
5:00 PM	10	12	11	0	24	23	20	0	27	273	17	0	21	332	10	0	780
5:15 PM	29	19	14	0	14	19	26	0	20	276	13	0	23	386	8	0	847
5:30 PM	17	11	15	0	15	7	29	0	21	247	12	0	29	311	8	0	722
5:45 PM	17	11	18	0	8	10	13	0	23	259	11	0	16	309	10	0	705
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	134	93	110	0	134	113	177	0	188	2130	97	0	166	2741	86	0	6169
APPROACH %'s :	39.76%	27.60%	32.64%	0.00%	31.60%	26.65%	41.75%	0.00%	7.78%	88.20%	4.02%	0.00%	5.55%	91.58%	2.87%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	80	51	57	0	77	73	84	0	93	1078	54	0	77	1408	44	0	3176
PEAK HR FACTOR :	0.690	0.671	0.713	0.000	0.770	0.793	0.808	0.000	0.861	0.976	0.794	0.000	0.837	0.912	0.647	0.000	0.937
	0.758				0.873				0.966				0.917				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/4/2025

Data - HT

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	1	0	0	0	0	8	0	0	0	3	0	0	13
7:15 AM	1	0	1	0	0	0	0	0	0	5	0	0	1	7	0	0	15
7:30 AM	3	0	4	0	0	0	0	0	1	6	0	0	1	4	0	0	19
7:45 AM	2	0	4	0	0	0	0	0	1	5	0	0	0	9	0	0	21
8:00 AM	1	0	0	0	0	0	1	0	0	3	2	0	1	7	0	0	15
8:15 AM	1	0	3	0	0	0	0	0	0	11	0	0	4	9	0	0	28
8:30 AM	1	0	0	0	0	0	0	0	1	9	0	0	0	4	0	0	15
8:45 AM	1	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	0	12	0	1	0	1	0	3	53	2	0	7	49	0	0	139
APPROACH %'s :	47.83%	0.00%	52.17%	0.00%	50.00%	0.00%	50.00%	0.00%	5.17%	91.38%	3.45%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	7	0	11	0	0	0	1	0	2	25	2	0	6	29	0	0	83
PEAK HR FACTOR :	0.583	0.000	0.688	0.000	0.000	0.000	0.250	0.000	0.500	0.568	0.250	0.000	0.375	0.806	0.000	0.000	0.741
	0.643				0.250				0.659				0.673				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	0	15
4:15 PM	0	0	0	0	1	0	0	0	0	9	0	0	0	2	0	0	12
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
4:45 PM	1	0	1	0	0	0	0	0	0	2	0	0	0	5	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:15 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	5	0	0	9
5:30 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	8
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	2	0	0	0	0	29	0	0	0	34	0	0	68
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	1	0	0	0	0	9	0	0	0	17	0	0	29
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.850	0.000	0.000	0.806
	0.250				0.250				0.750				0.850				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/4/2025

Data - Bikes

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy **Project ID:** 25-780042-001
City: Downers Grove **Date:** 12/4/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Saratoga Ave		Saratoga Ave		US 34/Ogden Ave/Walter Payton Memorial Hwy		US 34/Ogden Ave/Walter Payton Memorial Hwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	10	0	1	11
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	11	0	2	13
APPROACH %'s :					0.00%	100.00%	0.00%	100.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	11	0	1	12
PEAK HR FACTOR :						0.275		0.250	0.273
					0.275		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	3	0	0	0	3
4:30 PM	0	1	0	0	1	0	1	0	3
4:45 PM	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	2	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	1	8	1	1	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	88.89%	11.11%	100.00%	0.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	1	0	1	3	0	1	0	6
PEAK HR FACTOR :		0.250		0.250	0.750		0.250		0.500
	0.250		0.250		0.750		0.250		

Prepared by National Data & Surveying Services

Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy

Peak Hour Turning Movement Count

ID: 25-780042-001
City: Downers Grove

Day: Thursday
Date: 12/4/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	2791 AM	0 NOON	3205 PM
TEV			
PHF	0.95		0.94

SOUTHBOUND (Saratoga Ave)

	L	T	R	U	Total	
AM	54	33	31	0	141	AM
NOON	0	0	0	0	0	NOON
PM	84	73	78	0	188	PM

EASTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	AM	NOON	PM
	1174	0	1590
0	0	0	0
1	69	0	93
2	1122	0	1087
0	69	0	54

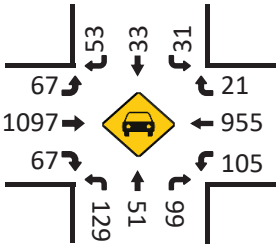
WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	PM	NOON	AM
0	44	0	21
2	1425	0	984
1	77	0	111
0	0	0	0
	1223	0	1263

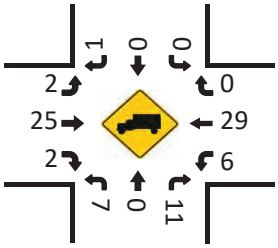
NORTHBOUND (Saratoga Ave)

	L	T	R	U	Total	
PM	204	0	81	51	58	PM
NOON	0	0	0	0	0	NOON
AM	213	0	136	51	110	AM

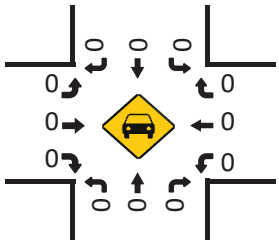
Cars (AM)



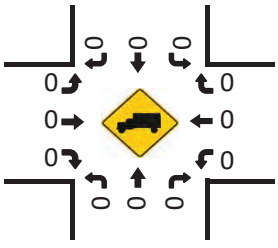
HT (AM)



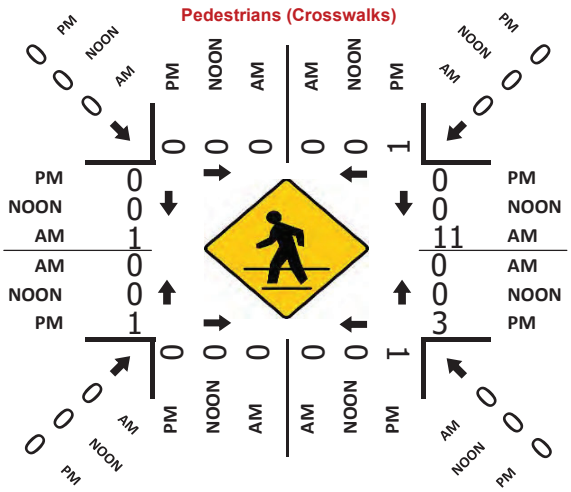
Cars (NOON)



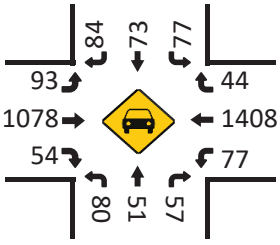
HT (NOON)



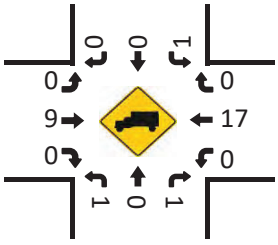
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-001
Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove

Day: Thursday
Date: 12/4/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Saratoga Ave Northbound						Saratoga Ave Southbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Eastbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	9	3	7	0	0	19	6	0	7	0	0	13	4	202	10	0	0	216	10	192	4	0	0	206	454
7:15 AM	26	2	10	0	0	38	7	2	15	0	0	24	12	257	14	0	1	283	10	193	5	0	0	208	553
7:30 AM	21	2	23	0	0	46	8	4	16	0	0	28	17	294	11	0	0	322	24	234	4	0	0	262	658
7:45 AM	31	12	19	0	0	62	8	9	13	0	0	30	17	311	14	0	0	342	19	281	3	0	1	303	737
Total	87	19	59	0	0	165	29	15	51	0	0	95	50	1064	49	0	1	1163	63	900	16	0	1	979	2402
8:00 AM	36	11	30	0	0	77	9	6	14	0	0	29	20	238	28	0	1	286	28	250	4	0	10	282	674
8:15 AM	48	26	38	0	0	112	6	14	11	0	0	31	15	279	16	0	0	310	40	219	10	0	0	269	722
8:30 AM	20	6	12	0	0	38	8	5	17	0	0	30	18	247	5	0	0	270	10	238	9	0	0	257	595
8:45 AM	7	4	9	0	0	20	13	3	14	0	0	30	22	272	11	0	0	305	3	248	6	0	0	257	612
Total	111	47	89	0	0	247	36	28	56	0	0	120	75	1036	60	0	1	1171	81	955	29	0	10	1065	2603
BREAK																									
4:00 PM	9	9	9	0	0	27	19	12	25	0	0	56	28	290	9	0	0	327	14	331	13	0	1	358	768
4:15 PM	11	11	11	0	0	33	16	11	26	0	0	53	23	271	11	0	0	305	30	393	11	0	3	434	825
4:30 PM	22	9	20	0	0	51	14	18	22	0	1	54	26	262	12	0	1	300	12	349	9	0	1	370	775
4:45 PM	20	11	13	0	0	44	25	13	16	0	0	54	20	271	12	0	0	303	21	351	17	0	1	389	790
Total	62	40	53	0	0	155	74	54	89	0	1	217	97	1094	44	0	1	1235	77	1424	50	0	6	1551	3158
5:00 PM	10	12	11	0	1	33	24	23	20	0	0	67	27	275	17	0	0	319	21	334	10	0	0	365	784
5:15 PM	29	19	14	0	0	62	15	19	26	0	0	60	20	279	13	0	0	312	23	391	8	0	1	422	856
5:30 PM	18	11	15	0	0	44	15	7	29	0	0	51	21	250	12	0	0	283	29	315	8	0	0	352	730
5:45 PM	17	11	18	0	0	46	8	10	13	0	0	31	23	261	11	0	0	295	16	311	10	0	2	337	709
Total	74	53	58	0	1	185	62	59	88	0	0	209	91	1065	53	0	0	1209	89	1351	36	0	3	1476	3079
Grand Total	334	159	259	0	1	752	201	156	284	0	1	641	313	4259	206	0	3	4778	310	4630	131	0	20	5071	11242
Apprch %	44.4	21.1	34.4	0.0	0.1		31.4	24.3	44.3	0.0	0.2		6.6	89.1	4.3	0.0	0.1		6.1	91.3	2.6	0.0	0.4		
Total %	3.0	1.4	2.3	0.0	0.0	6.7	1.8	1.4	2.5	0.0	0.0	5.7	2.8	37.9	1.8	0.0	0.0	42.5	2.8	41.2	1.2	0.0	0.2	45.1	
Cars, PU, Vans	321	159	246	0		726	198	156	283	0		637	310	4177	204	0		4691	303	4547	131	0		4981	11035
% Cars, PU, Vans	96.1	100.0	95.0	0.0		96.5	98.5	100.0	99.6	0.0		99.4	99.0	98.1	99.0	0.0		98.2	97.7	98.2	100.0	0.0		98.2	98.2
Heavy trucks	13	0	13	0		26	3	0	1	0		4	3	82	2	0		87	7	83	0	0		90	207
%Heavy trucks	3.9	0.0	5.0	0.0		3.5	1.5	0.0	0.4	0.0		0.6	1.0	1.9	1.0	0.0		1.8	2.3	1.8	0.0	0.0		1.8	1.8

Project ID: 25-780042-001
Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Me
City: Downers Grove

PEAK HOURS

Day: Thursday
Date: 12/4/2025

AM

	Saratoga Ave Northbound					Saratoga Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	21	2	23	0	46	8	4	16	0	28	17	294	11	0	322	24	234	4	0	262	658
7:45 AM	31	12	19	0	62	8	9	13	0	30	17	311	14	0	342	19	281	3	0	303	737
8:00 AM	36	11	30	0	77	9	6	14	0	29	20	238	28	0	286	28	250	4	0	282	674
8:15 AM	48	26	38	0	112	6	14	11	0	31	15	279	16	0	310	40	219	10	0	269	722
Total Volume	136	51	110	0	297	31	33	54	0	118	69	1122	69	0	1260	111	984	21	0	1116	2791
% App. Total	45.8	17.2	37.0	0.0	100	26.3	28.0	45.8	0.0	100	5.5	89.0	5.5	0.0	100	9.9	88.2	1.9	0.0	100	
PHF					0.663					0.952					0.921					0.921	0.947
Cars, PU, Vans	129	51	99	0	279	31	33	53	0	117	67	1097	67	0	1231	105	955	21	0	1081	2708
% Cars, PU, Vans	94.9	100.0	90.0	0.0	93.9	100.0	100.0	98.1	0.0	99.2	97.1	97.8	97.1	0.0	97.7	94.6	97.1	100.0	0.0	96.9	97.0
Heavy trucks	7	0	11	0	18	0	0	1	0	1	2	25	2	0	29	6	29	0	0	35	83
%Heavy trucks	5.1	0.0	10.0	0.0	6.1	0.0	0.0	1.9	0.0	0.8	2.9	2.2	2.9	0.0	2.3	5.4	2.9	0.0	0.0	3.1	3.0

PM

	Saratoga Ave Northbound					Saratoga Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	22	9	20	0	51	14	18	22	0	54	26	262	12	0	300	12	349	9	0	370	775
4:45 PM	20	11	13	0	44	25	13	16	0	54	20	271	12	0	303	21	351	17	0	389	790
5:00 PM	10	12	11	0	33	24	23	20	0	67	27	275	17	0	319	21	334	10	0	365	784
5:15 PM	29	19	14	0	62	15	19	26	0	60	20	279	13	0	312	23	391	8	0	422	856
Total Volume	81	51	58	0	190	78	73	84	0	235	93	1087	54	0	1234	77	1425	44	0	1546	3205
% App. Total	42.6	26.8	30.5	0.0	100	33.2	31.1	35.7	0.0	100	7.5	88.1	4.4	0.0	100	5.0	92.2	2.8	0.0	100	
PHF					0.766					0.877					0.967					0.916	0.936
Cars, PU, Vans	80	51	57	0	188	77	73	84	0	234	93	1078	54	0	1225	77	1408	44	0	1529	3176
% Cars, PU, Vans	98.8	100.0	98.3	0.0	98.9	98.7	100.0	100.0	0.0	99.6	100.0	99.2	100.0	0.0	99.3	100.0	98.8	100.0	0.0	98.9	99.1
Heavy trucks	1	0	1	0	2	1	0	0	0	1	0	9	0	0	9	0	17	0	0	17	29
%Heavy trucks	1.2	0.0	1.7	0.0	1.1	1.3	0.0	0.0	0.0	0.4	0.0	0.8	0.0	0.0	0.7	0.0	1.2	0.0	0.0	1.1	0.9

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/6/2025

Data - Total

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	5	5	6	0	23	9	22	0	18	237	8	0	13	249	10	0	605
11:15 AM	19	15	15	0	31	7	15	0	20	266	8	0	16	272	10	0	694
11:30 AM	14	14	15	0	28	10	17	0	25	252	12	0	12	294	14	0	707
11:45 AM	14	13	9	0	16	14	24	0	36	258	8	0	19	274	20	0	705
12:00 PM	11	10	6	0	24	11	23	0	34	246	13	0	9	268	12	0	667
12:15 PM	20	8	8	0	25	14	23	0	40	233	10	0	12	274	7	0	674
12:30 PM	13	14	10	0	32	10	28	0	26	260	8	0	8	263	10	0	682
12:45 PM	16	12	8	0	29	8	21	0	27	274	10	0	12	300	16	0	733
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	112	91	77	0	208	83	173	0	226	2026	77	0	101	2194	99	0	5467
APPROACH %'s :	40.00%	32.50%	27.50%	0.00%	44.83%	17.89%	37.28%	0.00%	9.70%	86.99%	3.31%	0.00%	4.22%	91.65%	4.14%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	60	44	32	0	110	43	95	0	127	1013	41	0	41	1105	45	0	2756
PEAK HR FACTOR :	0.750	0.786	0.800	0.000	0.859	0.768	0.848	0.000	0.794	0.924	0.788	0.000	0.854	0.921	0.703	0.000	0.940
	0.919				0.886				0.949				0.908				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/6/2025

Data - Cars

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	5	5	6	0	23	9	18	0	18	236	8	0	13	246	10	0	597
11:15 AM	19	15	15	0	30	7	14	0	20	261	8	0	15	269	10	0	683
11:30 AM	14	14	15	0	28	10	17	0	25	251	12	0	12	290	14	0	702
11:45 AM	14	13	9	0	16	14	24	0	36	252	8	0	19	273	20	0	698
12:00 PM	11	10	6	0	24	11	22	0	34	242	13	0	9	259	11	0	652
12:15 PM	20	8	8	0	25	14	22	0	40	231	10	0	12	272	7	0	669
12:30 PM	13	14	9	0	32	10	28	0	26	256	8	0	8	259	10	0	673
12:45 PM	16	12	8	0	29	8	21	0	26	268	10	0	12	299	16	0	725
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	112	91	76	0	207	83	166	0	225	1997	77	0	100	2167	98	0	5399
APPROACH %'s :	40.14%	32.62%	27.24%	0.00%	45.39%	18.20%	36.40%	0.00%	9.79%	86.86%	3.35%	0.00%	4.23%	91.63%	4.14%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	60	44	31	0	110	43	93	0	126	997	41	0	41	1089	44	0	2719
PEAK HR FACTOR :	0.750	0.786	0.861	0.000	0.859	0.768	0.830	0.000	0.788	0.930	0.788	0.000	0.854	0.911	0.688	0.000	0.938
	0.938				0.879				0.957				0.898				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/6/2025

Data - HT

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	4	0	0	1	0	0	0	3	0	0	8
11:15 AM	0	0	0	0	1	0	1	0	0	5	0	0	1	3	0	0	11
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7
12:00 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	9	1	0	15
12:15 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	5
12:30 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0	0	9
12:45 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	1	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	0	7	0	1	29	0	0	1	27	1	0	68
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	12.50%	0.00%	87.50%	0.00%	3.33%	96.67%	0.00%	0.00%	3.45%	93.10%	3.45%	0.00%	
PEAK HR :	**12:00 PM - 01:00 PM**																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	2	0	1	16	0	0	0	16	1	0	37
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.667	0.000	0.000	0.000	0.444	0.250	0.000	0.617
	0.250				0.500				0.607				0.425				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: Signalized

Project ID: 25-780042-001
Date: 12/6/2025

Data - Bikes

NS/EW Streets:	Saratoga Ave				Saratoga Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%									
PEAK HR :	**12:00 PM - 01:00 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy **Project ID:** 25-780042-001
City: Downers Grove **Date:** 12/6/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Saratoga Ave		Saratoga Ave		US 34/Ogden Ave/Walter Payton Memorial Hwy		US 34/Ogden Ave/Walter Payton Memorial Hwy		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	2	2
11:30 AM	0	0	0	0	0	2	0	1	3
11:45 AM	1	0	0	0	1	1	0	0	3
12:00 PM	0	0	0	0	0	0	2	0	2
12:15 PM	0	0	0	0	1	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	1	1	1	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	3	4	4	3	15
APPROACH %'s :	100.00%	0.00%			42.86%	57.14%	57.14%	42.86%	
PEAK HR :	**12:00 PM - 01:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	2	1	4	0	7
PEAK HR FACTOR :					0.500	0.250	0.500		0.583
					0.375		0.500		

Prepared by National Data & Surveying Services

Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy

Peak Hour Turning Movement Count

ID: 25-780042-001
City: Downers Grove

Day: Saturday
Date: 12/6/2025

PEAK HOURS	COUNT PERIODS
AM: NONE	AM: NONE
NOON: 12:00 PM - 01:00 PM	NOON: 11:00 AM - 12:45 PM
PM: NONE	PM: NONE

SOUTHBOUND (Saratoga Ave)

AM	0	0	0	0	0	AM
NOON	95	43	110	0	216	NOON
PM	0	0	0	0	0	PM

0 1 1 0

EASTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

AM	NOON	PM	
0	1260	0	
0	0	0	0
0	127	0	1
0	1013	0	2
0	41	0	0
AM	NOON	PM	

WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

PM	NOON	AM	
0	45	0	0
0	1105	0	2
0	41	0	1
0	0	0	0
0	1155	0	
PM	NOON	AM	

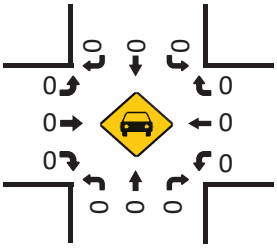
0 1 1 0

NORTHBOUND (Saratoga Ave)

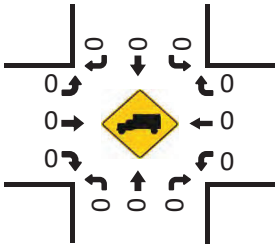
PM	0	0	0	0	0	PM
NOON	125	0	60	44	32	NOON
AM	0	0	0	0	0	AM

CONTROL			
Signalized			
TEV	0 AM	2756 NOON	0 PM
PHF		0.94	

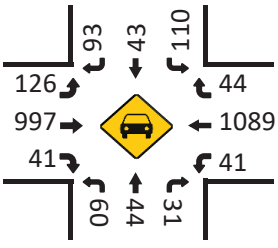
Cars (AM)



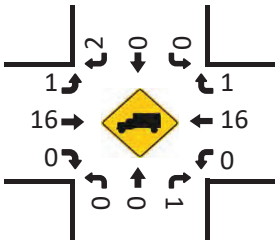
HT (AM)



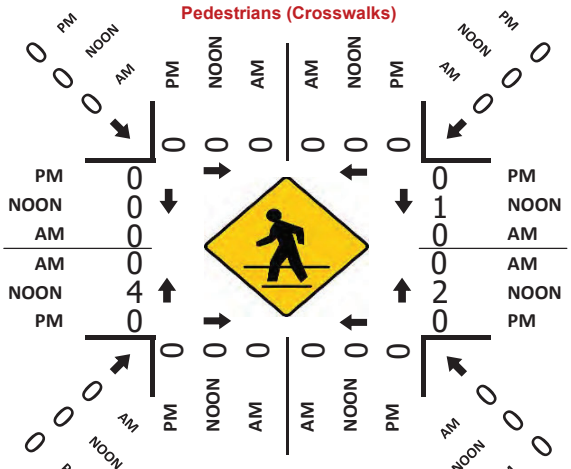
Cars (NOON)



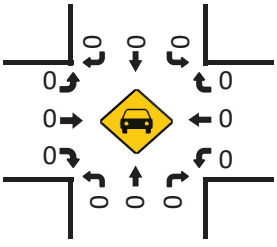
HT (NOON)



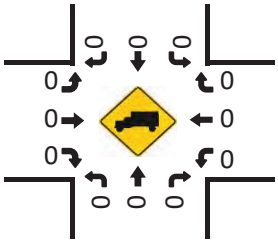
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-001
Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove

Day: Saturday
Date: 12/6/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Saratoga Ave Northbound						Saratoga Ave Southbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Eastbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	5	5	6	0	0	16	23	9	22	0	0	54	18	237	8	0	0	263	13	249	10	0	0	272	605
11:15 AM	19	15	15	0	0	49	31	7	15	0	0	53	20	266	8	0	2	294	16	272	10	0	0	298	694
11:30 AM	14	14	15	0	0	43	28	10	17	0	0	55	25	252	12	0	1	289	12	294	14	0	2	320	707
11:45 AM	14	13	9	0	0	36	16	14	24	0	1	54	36	258	8	0	0	302	19	274	20	0	2	313	705
Total	52	47	45	0	0	144	98	40	78	0	1	216	99	1013	36	0	3	1148	60	1089	54	0	4	1203	2711
12:00 PM	11	10	6	0	0	27	24	11	23	0	0	58	34	246	13	0	2	293	9	268	12	0	0	289	667
12:15 PM	20	8	8	0	0	36	25	14	23	0	0	62	40	233	10	0	1	283	12	274	7	0	1	293	674
12:30 PM	13	14	10	0	0	37	32	10	28	0	0	70	26	260	8	0	0	294	8	263	10	0	0	281	682
12:45 PM	16	12	8	0	0	36	29	8	21	0	0	58	27	274	10	0	1	311	12	300	16	0	2	328	733
Total	60	44	32	0	0	136	110	43	95	0	0	248	127	1013	41	0	4	1181	41	1105	45	0	3	1191	2756
BREAK																									
Grand Total	112	91	77	0	0	280	208	83	173	0	1	464	226	2026	77	0	7	2329	101	2194	99	0	7	2394	5467
Apprch %	40.0	32.5	27.5	0.0	0.0		44.8	17.9	37.3	0.0	0.2		9.7	87.0	3.3	0.0	0.3		4.2	91.6	4.1	0.0	0.3		
Total %	2.0	1.7	1.4	0.0	0.0	5.1	3.8	1.5	3.2	0.0	0.0	8.5	4.1	37.1	1.4	0.0	0.1	42.6	1.8	40.1	1.8	0.0	0.1	43.8	
Cars, PU, Vans	112	91	76	0		279	207	83	166	0		456	225	1997	77	0		2299	100	2167	98	0		2365	5399
% Cars, PU, Vans	100.0	100.0	98.7	0.0		99.6	99.5	100.0	96.0	0.0		98.3	99.6	98.6	100.0	0.0		98.7	99.0	98.8	99.0	0.0		98.8	98.8
Heavy Trucks	0	0	1	0		1	1	0	7	0		8	1	29	0	0		30	1	27	1	0		29	68
%Heavy Trucks	0.0	0.0	1.3	0.0		0.4	0.5	0.0	4.0	0.0		1.7	0.4	1.4	0.0	0.0		1.3	1.0	1.2	1.0	0.0		1.2	1.2

Project ID: 25-780042-001
Location: Saratoga Ave & US 34/Ogden Ave/Walter Payton Me
City: Downers Grove

PEAK HOURS

Day: Saturday
Date: 12/6/2025

NOON

	Saratoga Ave Northbound					Saratoga Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	11	10	6	0	27	24	11	23	0	58	34	246	13	0	293	9	268	12	0	289	667
12:15 PM	20	8	8	0	36	25	14	23	0	62	40	233	10	0	283	12	274	7	0	293	674
12:30 PM	13	14	10	0	37	32	10	28	0	70	26	260	8	0	294	8	263	10	0	281	682
12:45 PM	16	12	8	0	36	29	8	21	0	58	27	274	10	0	311	12	300	16	0	328	733
Total Volume	60	44	32	0	136	110	43	95	0	248	127	1013	41	0	1181	41	1105	45	0	1191	2756
% App. Total	44.1	32.4	23.5	0.0	100	44.4	17.3	38.3	0.0	100	10.8	85.8	3.5	0.0	100	3.4	92.8	3.8	0.0	100	
PHF					0.919					0.886					0.949					0.908	0.940
Cars, PU, Vans	60	44	32	0	136	109	43	93	0	245	127	997	41	0	1165	40	1088	44	0	1172	2718
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	99.1	100.0	97.9	0.0	98.8	100.0	98.4	100.0	0.0	98.6	97.6	98.5	97.8	0.0	98.4	98.6
Heavy Trucks	0	0	0	0	0	1	0	2	0	3	0	16	0	0	16	1	17	1	0	19	38
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.9	0.0	2.1	0.0	1.2	0.0	1.6	0.0	0.0	1.4	2.4	1.5	2.2	0.0	1.6	1.4

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/4/2025

Data - Total

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	217	2	0	0	210	0	0	430
7:15 AM	1	0	0	0	0	0	0	0	0	294	2	0	0	233	0	0	530
7:30 AM	0	0	0	0	0	0	0	0	0	328	0	0	1	268	0	0	597
7:45 AM	0	0	0	0	0	0	0	0	0	347	2	0	0	329	0	0	678
8:00 AM	0	0	2	0	0	0	0	0	0	293	3	0	0	294	0	0	592
8:15 AM	0	0	0	0	0	0	0	0	0	317	6	0	0	280	0	0	603
8:30 AM	0	0	1	0	0	0	0	0	0	282	2	0	0	294	0	0	579
8:45 AM	0	0	1	0	0	0	0	0	0	304	1	0	0	261	0	0	567
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	5	0	0	0	0	0	0	2382	18	0	1	2169	0	0	4576
APPROACH %'s :	16.67%	0.00%	83.33%	0.00%					0.00%	99.25%	0.75%	0.00%	0.05%	99.95%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	1285	11	0	1	1171	0	0	2470
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.926	0.458	0.000	0.250	0.890	0.000	0.000	0.911
	0.250								0.928				0.891				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	328	1	0	0	365	0	0	694
4:15 PM	0	0	1	0	0	0	0	0	0	302	0	0	0	443	0	0	746
4:30 PM	0	0	0	0	0	0	0	0	0	305	1	0	0	406	0	0	712
4:45 PM	0	0	0	0	0	0	0	0	0	304	1	0	0	400	0	0	705
5:00 PM	0	0	0	0	0	0	0	0	0	319	0	0	1	375	0	0	695
5:15 PM	1	0	1	0	0	0	0	0	0	305	0	0	0	451	0	0	758
5:30 PM	1	0	0	0	0	0	0	0	0	289	1	0	0	370	0	0	661
5:45 PM	0	0	0	0	0	0	0	0	0	297	1	0	0	341	0	0	639
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	2	0	0	0	0	0	0	2449	5	0	1	3151	0	0	5610
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%					0.00%	99.80%	0.20%	0.00%	0.03%	99.97%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	1233	2	0	1	1632	0	0	2870
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.966	0.500	0.000	0.250	0.905	0.000	0.000	0.947
	0.250								0.968				0.905				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/4/2025

Data - Cars

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	211	2	0	0	204	0	0	418
7:15 AM	1	0	0	0	0	0	0	0	0	289	2	0	0	225	0	0	517
7:30 AM	0	0	0	0	0	0	0	0	0	319	0	0	1	260	0	0	580
7:45 AM	0	0	0	0	0	0	0	0	0	343	2	0	0	318	0	0	663
8:00 AM	0	0	2	0	0	0	0	0	0	287	3	0	0	286	0	0	578
8:15 AM	0	0	0	0	0	0	0	0	0	306	6	0	0	270	0	0	582
8:30 AM	0	0	1	0	0	0	0	0	0	272	2	0	0	290	0	0	565
8:45 AM	0	0	1	0	0	0	0	0	0	298	1	0	0	254	0	0	554
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	5	0	0	0	0	0	0	2325	18	0	1	2107	0	0	4457
APPROACH %'s :	16.67%	0.00%	83.33%	0.00%					0.00%	99.23%	0.77%	0.00%	0.05%	99.95%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	1255	11	0	1	1134	0	0	2403
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.915	0.458	0.000	0.250	0.892	0.000	0.000	0.906
	0.250								0.917				0.892				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	323	1	0	0	357	0	0	681
4:15 PM	0	0	1	0	0	0	0	0	0	293	0	0	0	439	0	0	733
4:30 PM	0	0	0	0	0	0	0	0	0	304	1	0	0	401	0	0	706
4:45 PM	0	0	0	0	0	0	0	0	0	302	1	0	0	395	0	0	698
5:00 PM	0	0	0	0	0	0	0	0	0	318	0	0	1	373	0	0	692
5:15 PM	1	0	1	0	0	0	0	0	0	302	0	0	0	447	0	0	751
5:30 PM	1	0	0	0	0	0	0	0	0	286	1	0	0	366	0	0	654
5:45 PM	0	0	0	0	0	0	0	0	0	295	1	0	0	339	0	0	635
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	2	0	0	0	0	0	0	2423	5	0	1	3117	0	0	5550
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%					0.00%	99.79%	0.21%	0.00%	0.03%	99.97%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	1226	2	0	1	1616	0	0	2847
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.964	0.500	0.000	0.250	0.904	0.000	0.000	0.948
	0.250								0.965				0.904				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/4/2025

Data - HT

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	13
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0	15
8:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
8:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	10	0	0	21
8:30 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0	0	14
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	57	0	0	0	62	0	0	119
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	30	0	0	0	37	0	0	67
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.682	0.000	0.000	0.000	0.841	0.000	0.000	0.798
									0.682				0.841				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	13
4:15 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	4	0	0	13
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	26	0	0	0	34	0	0	60
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	7	0	0	0	16	0	0	23
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.800	0.000	0.000	0.821
									0.583				0.800				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/4/2025

Data - Bikes

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy **Project ID:** 25-780042-002
City: Downers Grove **Date:** 12/4/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Linscott Ave		Linscott Ave		US 34/Ogden Ave/Walter Payton Memorial Hwy		US 34/Ogden Ave/Walter Payton Memorial Hwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy

Peak Hour Turning Movement Count

ID: 25-780042-002
City: Downers Grove

Day: Thursday
Date: 12/4/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(NB)

	AM	NOON	PM
TEV	2470	0	2870
PHF	0.91		0.95

SOUTHBOUND (Linscott Ave)

	L	T	R	U	
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0

EASTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	AM	NOON	PM
U	0	0	0
L	0	0	0
T	1285	0	1233
R	11	0	2
	1171	0	1633

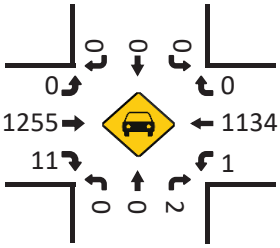
WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

	PM	NOON	AM
U	0	0	0
L	1632	0	1171
T	1	0	1
R	0	0	0
	1234	0	1287

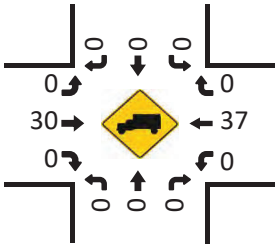
NORTHBOUND (Linscott Ave)

	L	T	R	U	
PM	3	0	1	0	1
NOON	0	0	0	0	0
AM	12	0	0	0	2

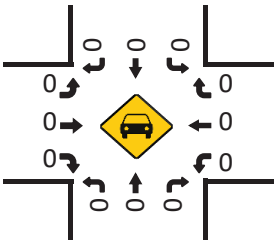
Cars (AM)



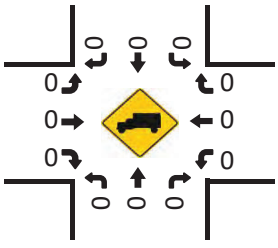
HT (AM)



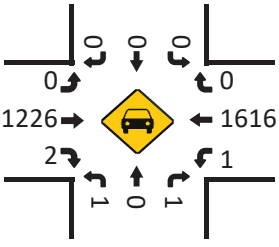
Cars (NOON)



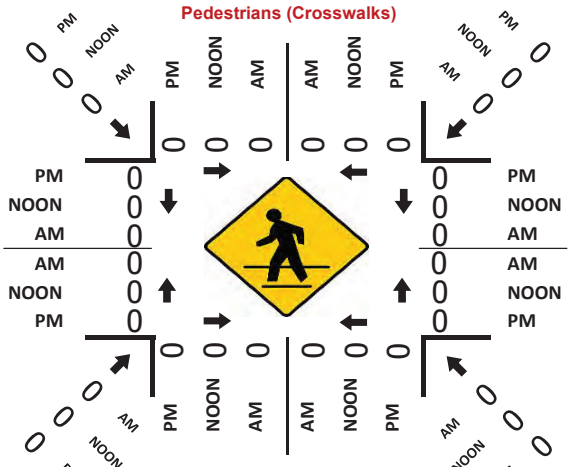
HT (NOON)



Cars (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0

Project ID: 25-780042-002
Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove

Day: Thursday
Date: 12/4/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Linscott Ave Northbound						Linscott Ave Southbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Eastbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	217	2	0	0	219	0	210	0	0	0	210	430
7:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	294	2	0	0	296	0	233	0	0	0	233	530
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	328	0	0	0	328	1	268	0	0	0	269	597
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	347	2	0	0	349	0	329	0	0	0	329	678
Total	1	0	1	0	0	2	0	0	0	0	0	0	0	1186	6	0	0	1192	1	1040	0	0	0	1041	2235
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	293	3	0	0	296	0	294	0	0	0	294	592
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	317	6	0	0	323	0	280	0	0	0	280	603
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	282	2	0	0	284	0	294	0	0	0	294	579
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	304	1	0	0	305	0	261	0	0	0	261	567
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	1196	12	0	0	1208	0	1129	0	0	0	1129	2341
BREAK																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	328	1	0	0	329	0	365	0	0	0	365	694
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	302	0	0	0	302	0	443	0	0	0	443	746
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	305	1	0	0	306	0	406	0	0	0	406	712
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	304	1	0	0	305	0	400	0	0	0	400	705
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	1239	3	0	0	1242	0	1614	0	0	0	1614	2857
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	319	0	0	0	319	1	375	0	0	0	376	695
5:15 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	305	0	0	0	305	0	451	0	0	0	451	758
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	289	1	0	0	290	0	370	0	0	0	370	661
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	297	1	0	0	298	0	341	0	0	0	341	639
Total	2	0	1	0	0	3	0	0	0	0	0	0	0	1210	2	0	0	1212	1	1537	0	0	0	1538	2753
Grand Total	3	0	7	0	0	10	0	0	0	0	0	0	0	4831	23	0	0	4854	2	5320	0	0	0	5322	10186
Apprch %	30.0	0.0	70.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	99.5	0.5	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.4	0.2	0.0	0.0	47.7	0.0	52.2	0.0	0.0	0.0	52.2	
Cars, PU, Vans	3	0	7	0		10	0	0	0	0		0	0	4748	23	0		4771	2	5224	0	0		5226	10007
% Cars, PU, Vans	100.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	98.3	100.0	0.0		98.3	100.0	98.2	0.0	0.0		98.2	98.2
Heavy trucks	0	0	0	0		0	0	0	0	0		0	0	83	0	0		83	0	96	0	0		96	179
%Heavy trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.7	0.0	0.0		1.7	0.0	1.8	0.0	0.0		1.8	1.8

Project ID: 25-780042-002
Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Mer
City: Downers Grove

PEAK HOURS

Day: Thursday
Date: 12/4/2025

AM

	Linscott Ave Northbound					Linscott Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	328	0	0	328	1	268	0	0	269	597
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	347	2	0	349	0	329	0	0	329	678
8:00 AM	0	0	2	0	2	0	0	0	0	0	0	293	3	0	296	0	294	0	0	294	592
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	317	6	0	323	0	280	0	0	280	603
Total Volume	0	0	2	0	2	0	0	0	0	0	0	1285	11	0	1296	1	1171	0	0	1172	2470
% App. Total	0.0	0.0	100.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.2	0.8	0.0	100	0.1	99.9	0.0	0.0	100	
PHF					0.250										0.928					0.891	0.911
Cars, PU, Vans	0	0	2	0	2	0	0	0	0	0	0	1255	11	0	1266	1	1134	0	0	1135	2403
% Cars, PU, Vans	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	97.7	100.0	0.0	97.7	100.0	96.8	0.0	0.0	96.8	97.3
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	37	0	0	37	67
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	3.2	0.0	0.0	3.2	2.7

PM

	Linscott Ave Northbound					Linscott Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	305	1	0	306	0	406	0	0	406	712
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	304	1	0	305	0	400	0	0	400	705
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	319	0	0	319	1	375	0	0	376	695
5:15 PM	1	0	1	0	2	0	0	0	0	0	0	305	0	0	305	0	451	0	0	451	758
Total Volume	1	0	1	0	2	0	0	0	0	0	0	1233	2	0	1235	1	1632	0	0	1633	2870
% App. Total	50.0	0.0	50.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.8	0.2	0.0	100	0.1	99.9	0.0	0.0	100	
PHF					0.250										0.968					0.905	0.947
Cars, PU, Vans	1	0	1	0	2	0	0	0	0	0	0	1226	2	0	1228	1	1616	0	0	1617	2847
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	99.4	100.0	0.0	99.4	100.0	99.0	0.0	0.0	99.0	99.2
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	16	0	0	16	23
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	1.0	0.0	0.0	1.0	0.8

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/6/2025

Data - Total

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	267	0	0	0	275	0	0	542
11:15 AM	0	0	0	0	0	0	0	0	0	299	0	0	0	297	0	0	596
11:30 AM	0	0	0	0	0	0	0	0	0	301	1	0	0	330	0	0	632
11:45 AM	0	0	1	0	0	0	0	0	0	294	1	0	0	311	0	0	607
12:00 PM	0	0	2	0	0	0	0	0	0	291	1	0	0	307	0	0	601
12:15 PM	1	0	0	0	0	0	0	0	0	302	0	0	0	326	0	0	629
12:30 PM	0	0	2	0	0	0	0	0	0	289	2	0	0	307	0	0	600
12:45 PM	0	0	0	0	0	0	0	0	0	322	0	0	0	342	0	0	664
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	5	0	0	0	0	0	0	2365	5	0	0	2495	0	0	4871
APPROACH %'s :	16.67%	0.00%	83.33%	0.00%					0.00%	99.79%	0.21%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	1	0	4	0	0	0	0	0	0	1204	3	0	0	1282	0	0	2494
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.935	0.375	0.000	0.000	0.937	0.000	0.000	0.939
	0.625								0.937				0.937				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/6/2025

Data - Cars

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	266	0	0	0	268	0	0	534
11:15 AM	0	0	0	0	0	0	0	0	0	294	0	0	0	294	0	0	588
11:30 AM	0	0	0	0	0	0	0	0	0	300	1	0	0	325	0	0	626
11:45 AM	0	0	1	0	0	0	0	0	0	287	1	0	0	310	0	0	599
12:00 PM	0	0	2	0	0	0	0	0	0	287	1	0	0	298	0	0	588
12:15 PM	1	0	0	0	0	0	0	0	0	300	0	0	0	323	0	0	624
12:30 PM	0	0	2	0	0	0	0	0	0	285	2	0	0	303	0	0	592
12:45 PM	0	0	0	0	0	0	0	0	0	315	0	0	0	341	0	0	656
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	5	0	0	0	0	0	0	2334	5	0	0	2462	0	0	4807
APPROACH %'s :	16.67%	0.00%	83.33%	0.00%					0.00%	99.79%	0.21%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	**12:00 PM - 01:00 PM**																TOTAL
PEAK HR VOL :	1	0	4	0	0	0	0	0	0	1187	3	0	0	1265	0	0	2460
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.942	0.375	0.000	0.000	0.927	0.000	0.000	0.938
	0.625								0.944				0.927				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/6/2025

Data - HT

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	8
11:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
11:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
12:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0	0	13
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
12:45 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	31	0	0	0	33	0	0	64
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	34
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.607	0.000	0.000	0.000	0.472	0.000	0.000	0.654
									0.607				0.472				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove
Control: 1-Way Stop(NB)

Project ID: 25-780042-002
Date: 12/6/2025

Data - Bikes

NS/EW Streets:	Linscott Ave				Linscott Ave				US 34/Ogden Ave/Walter Payton Memorial Hwy				US 34/Ogden Ave/Walter Payton Memorial Hwy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy **Project ID:** 25-780042-002
City: Downers Grove **Date:** 12/6/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Linscott Ave		Linscott Ave		US 34/Ogden Ave/Walter Payton Memorial Hwy		US 34/Ogden Ave/Walter Payton Memorial Hwy		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	2	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	2
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	**12:00 PM - 01:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy

Peak Hour Turning Movement Count

ID: 25-780042-002
City: Downers Grove

Day: Saturday
Date: 12/6/2025

PEAK HOURS

AM	NONE
NOON	12:00 PM - 01:00 PM
PM	NONE

COUNT PERIODS

AM	NONE
NOON	11:00 AM - 12:45 PM
PM	NONE

CONTROL: 1-Way Stop(NB)

	AM	NOON	PM
TEV	0	2494	0
PHF		0.94	

SOUTHBOUND (Linscott Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

AM	NOON	PM	
0	1283	0	
0	0	0	0
0	0	0	0
0	1204	0	2
0	3	0	0
AM	NOON	PM	

WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

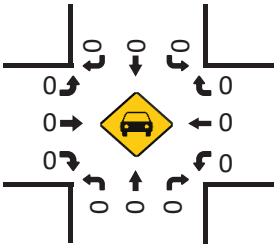
PM	NOON	AM	
0	0	0	0
0	1282	0	2
0	0	0	0
0	0	0	0
0	1208	0	
PM	NOON	AM	

NORTHBOUND (Linscott Ave)

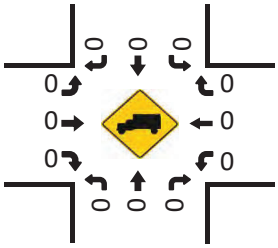
PM	0	0	0	0	0	PM
NOON	3	0	1	0	4	NOON
AM	0	0	0	0	0	AM

0 0 0 0 | 0 0 1 0

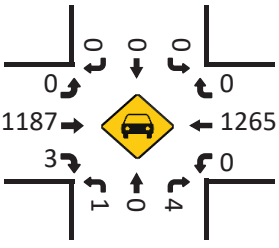
Cars (AM)



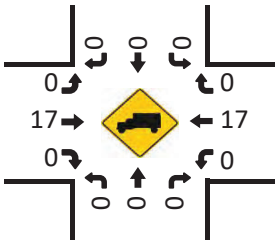
HT (AM)



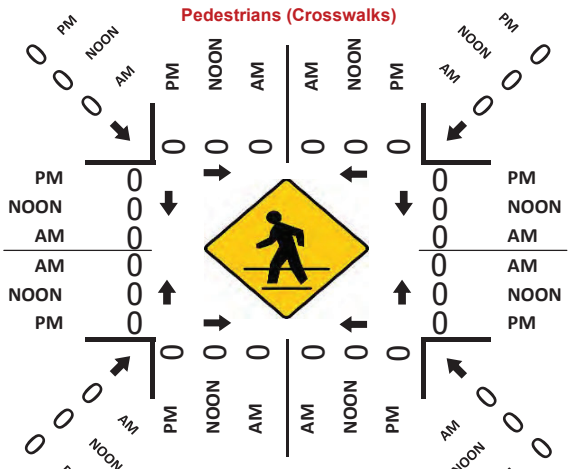
Cars (NOON)



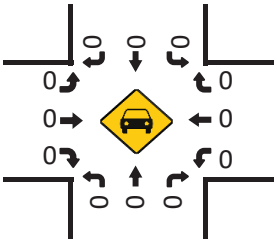
HT (NOON)



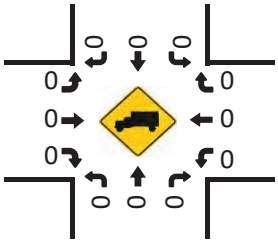
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-002
Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
City: Downers Grove

Day: Saturday
Date: 12/6/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Linscott Ave Northbound						Linscott Ave Southbound						US 34/Ogden Ave/Walter Payton Memorial Hw Eastbound						US 34/Ogden Ave/Walter Payton Memorial Hwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	267	0	0	0	267	0	275	0	0	0	275	542
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	299	0	0	0	299	0	297	0	0	0	297	596
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	301	1	0	0	302	0	330	0	0	0	330	632
11:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	294	1	0	0	295	0	311	0	0	2	311	607
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	1161	2	0	0	1163	0	1213	0	0	2	1213	2377
12:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	291	1	0	0	292	0	307	0	0	0	307	601
12:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	302	0	0	0	302	0	326	0	0	0	326	629
12:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	289	2	0	0	291	0	307	0	0	0	307	600
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	322	0	0	0	322	0	342	0	0	0	342	664
Total	1	0	4	0	0	5	0	0	0	0	0	0	0	1204	3	0	0	1207	0	1282	0	0	0	1282	2494
BREAK																									
Grand Total	1	0	5	0	0	6	0	0	0	0	0	0	0	2365	5	0	0	2370	0	2495	0	0	2	2495	4871
Apprch %	16.7	0.0	83.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	99.8	0.2	0.0	0.0		0.0	100.0	0.0	0.0	0.1		
Total %	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.6	0.1	0.0	0.0	48.7	0.0	51.2	0.0	0.0	0.0	51.2	
Cars, PU, Vans	1	0	5	0		6	0	0	0	0		0	0	2334	5	0		2339	0	2462	0	0		2462	4807
% Cars, PU, Vans	100.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	98.7	100.0	0.0		98.7	0.0	98.7	0.0	0.0		98.7	98.7
Heavy Trucks	0	0	0	0		0	0	0	0	0		0	0	31	0	0		31	0	33	0	0		33	64
%Heavy Trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.3	0.0	0.0		1.3	0.0	1.3	0.0	0.0		1.3	1.3

Project ID: 25-780042-002
Location: Linscott Ave & US 34/Ogden Ave/Walter Payton Mer
City: Downers Grove

PEAK HOURS

Day: Saturday
Date: 12/6/2025

NOON

	Linscott Ave Northbound					Linscott Ave Southbound					4/Ogden Ave/Walter Payton Memorial Eastbound					4/Ogden Ave/Walter Payton Memorial Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	2	0	2	0	0	0	0	0	0	291	1	0	292	0	307	0	0	307	601
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	302	0	0	302	0	326	0	0	326	629
12:30 PM	0	0	2	0	2	0	0	0	0	0	0	289	2	0	291	0	307	0	0	307	600
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	322	0	0	322	0	342	0	0	342	664
Total Volume	1	0	4	0	5	0	0	0	0	0	0	1204	3	0	1207	0	1282	0	0	1282	2494
% App. Total	20.0	0.0	80.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.8	0.2	0.0	100	0.0	100.0	0.0	0.0	100	
PHF					0.625										0.937					0.937	0.939
Cars, PU, Vans	1	0	4	0	5	0	0	0	0	0	0	1187	3	0	1190	0	1265	0	0	1265	2460
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	100.0	0.0	98.6	0.0	98.7	0.0	0.0	98.7	98.6
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	17	0	0	17	34
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	1.3	0.0	0.0	1.3	1.4

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/4/2025

Data - Total

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave					WESTBOUND2		
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0			
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	4
8:00 AM	0	2	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	0	1	0	3	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	5
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	5	5	0	6	3	1	0	9	0	3	0	0	0	0	1	0	3	0	0	36
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	31.58%	15.79%	5.26%	0.00%	47.37%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	75.00%			
PEAK HR :	07:30 AM - 08:30 AM																				TOTAL
PEAK HR VOL :	0	2	2	0	6	2	0	0	4	0	3	0	0	0	0	0	0	2	0	0	21
PEAK HR FACTOR :	0.000	0.250	0.500	0.000	0.500	0.250	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.583
			0.333				0.500					0.375				0.250					

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0			
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	2	2	0	0	5	1	0	0	0	0	0	0	5	2	0	0	0	2	0	19
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%					71.43%	28.57%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL
PEAK HR VOL :	0	1	1	0	0	3	0	0	0	0	0	0	0	3	1	0	0	0	1	0	10
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.625
			0.250				0.750									0.333					

Explanation for extra leg movements

Movements enterine the extra lee

SL2 Movements comine from SB on Linscott Ave enterine into the Extra Lee (4337 Linscott Ave)

WU2 Movements coming from WB on Alley/N/O Linscott Place Apartment Dwy entering into the Extra Leg (4337 Pwy)

Movements exitine the extra lee

W2R2 Movements exitine from Extra Lee (4337 Linscott Avelentering into Linscott Ave NB.

W2U2 Movements exiting from Extra Leg (4337 Linscott Avelentering into Alley/N/O Linscott Place Apartment Dwy EB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/4/2025

Data - Cars

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					WESTBOUND2		
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	4
8:00 AM	0	2	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	0	1	0	3	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	5
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	5	5	0	6	3	1	0	9	0	3	0	0	0	0	1	0	3	0	0	36
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	31.58%	15.79%	5.26%	0.00%	47.37%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	75.00%			
PEAK HR :	07:30 AM - 08:30 AM																				TOTAL
PEAK HR VOL :	0	2	2	0	6	2	0	0	4	0	3	0	0	0	0	0	0	2	0	0	21
PEAK HR FACTOR :	0.000	0.250	0.500	0.000	0.500	0.250	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.583
		0.333					0.500				0.375					0.250					

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	5	1	0	0	0	0	0	0	5	2	0	0	0	2	0	18
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%					71.43%	28.57%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL
PEAK HR VOL :	0	1	1	0	0	3	0	0	0	0	0	0	0	3	1	0	0	0	1	0	10
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.625
		0.250					0.750									0.333					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/4/2025

Data - HT

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					WESTBOUND2		
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	07:30 AM - 08:30 AM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%																	
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/4/2025

Data - Bikes

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND					WESTBOUND2		
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	07:30 AM - 08:30 AM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Project ID: 25-780042-003
Date: 12/4/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Linscott Ave		Linscott Ave		Alley/N/O Linscott Place Apartment Dwy/4337		Alley/N/O Linscott Place Apartment Dwy/4337				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	2	0	2
APPROACH %'s :									100.00%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :									0.250		0.250
									0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	1
APPROACH %'s :									0.00%	100.00%	
PEAK HR :	**04:30 PM - 05:30 PM**										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	1
PEAK HR FACTOR :										0.250	0.250
										0.250	

Prepared by National Data & Surveying Services

Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave

Peak Hour Turning Movement Count

ID: 25-780042-003
City: Downers Grove

Day: Thursday
Date: 12/4/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Linscott Ave

	L	T	R	U	Total	
AM	0	2	6	0	2	AM
NOON	0	0	0	0	0	NOON
PM	0	3	0	0	1	PM

EASTBOUND — Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave

	L	T	R	U	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	3	0	0	0	3	PM
AM	0	0	1	0	1	AM
NOON	0	0	0	0	0	NOON
PM	0	0	1	0	1	PM

WESTBOUND — Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave

	L	T	R	U	Total	
AM	0	0	0	0	0	AM
NOON	1	0	0	0	1	NOON
PM	3	0	0	0	3	PM
AM	0	0	0	0	0	AM
NOON	1	0	0	0	1	NOON
PM	1	0	11	0	12	PM

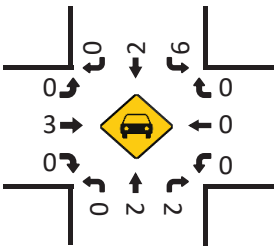
NORTHBOUND — Linscott Ave

	L	T	R	U	Total	
PM	6	0	0	1	1	PM
NOON	0	0	0	0	0	NOON
AM	2	0	0	2	2	AM

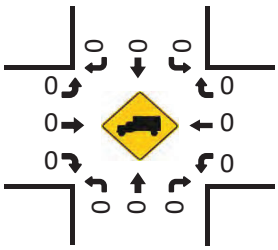
CONTROL: 1-Way Stop(WB)

		AM	NOON	PM
TEV		15	0	9
PHF		0.58		0.63

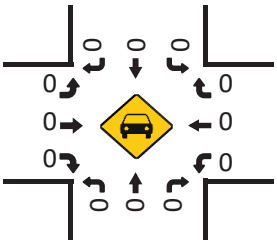
Cars (AM)



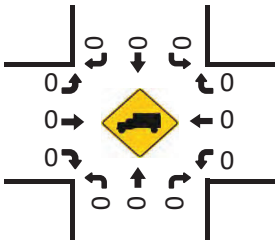
HT (AM)



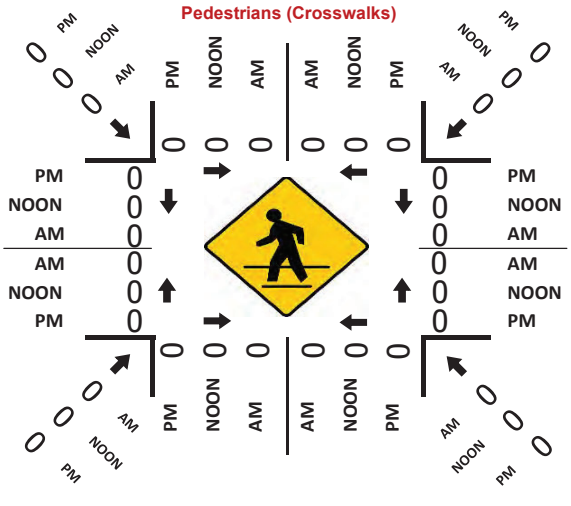
Cars (NOON)



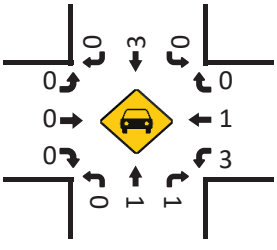
HT (NOON)



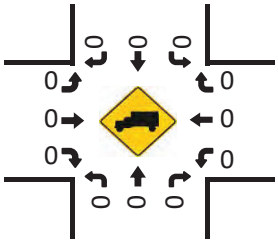
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-003
Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove

Day: Thursday
Date: 12/4/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Linscott Ave Northbound						Linscott Ave Southbound						I/O Linscott Place Apartment Dwy/4337 Linsc Eastbound						N/O Linscott Place Apartment Dwy/4337 Linscc Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	2	1	0	0	3	3	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	7
8:15 AM	0	0	1	0	0	1	3	2	0	0	0	5	0	2	0	0	0	2	0	0	0	0	0	0	8
8:30 AM	0	1	1	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	3	4	0	0	7	6	3	1	0	0	10	0	3	0	0	0	3	0	0	1	0	0	1	21
BREAK																									
4:00 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	4
5:15 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:30 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	5
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	0	3	0	2	1	0	0	3	0	0	0	0	0	0	5	2	0	0	0	7	13
Grand Total	0	7	7	0	0	14	6	8	2	0	0	16	0	3	0	0	0	3	5	2	1	0	0	8	41
Apprch %	0.0	50.0	50.0	0.0	0.0		37.5	50.0	12.5	0.0	0.0		0.0	100.0	0.0	0.0	0.0		62.5	25.0	12.5	0.0	0.0		
Total %	0.0	17.1	17.1	0.0	0.0	34.1	14.6	19.5	4.9	0.0	0.0	39.0	0.0	7.3	0.0	0.0	0.0	7.3	12.2	4.9	2.4	0.0	0.0	19.5	
Cars, PU, Vans	0	7	6	0		13	6	8	2	0		16	0	3	0	0		3	5	2	1	0		8	40
% Cars, PU, Vans	0.0	100.0	85.7	0.0		92.9	100.0	100.0	100.0	0.0		100.0	0.0	100.0	0.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	97.6
Heavy trucks	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	1
%Heavy trucks	0.0	0.0	14.3	0.0		7.1	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	2.4

Project ID: 25-780042-003
Location: Linscott Ave & Alley/N/O Linscott Place Apartment I
City: Downers Grove

PEAK HOURS

Day: Thursday
Date: 12/4/2025

AM

	Linscott Ave Northbound					Linscott Ave Southbound					Linscott Place Apartment Dwy/4337 Li Eastbound					Linscott Place Apartment Dwy/4337 Li Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	1	0	3	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	7
8:15 AM	0	0	1	0	1	3	2	0	0	5	0	2	0	0	2	0	0	0	0	0	8
Total Volume	0	2	2	0	4	6	2	0	0	8	0	3	0	0	3	0	0	0	0	0	15
% App. Total	0.0	50.0	50.0	0.0	100	75.0	25.0	0.0	0.0	100	0.0	100.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.333					0.500					0.375					0.250	0.583
Cars, PU, Vans	0	2	2	0	4	6	2	0	0	8	0	3	0	0	3	0	0	0	0	0	15
% Cars, PU, Vans	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Linscott Ave Northbound					Linscott Ave Southbound					Linscott Place Apartment Dwy/4337 Li Eastbound					Linscott Place Apartment Dwy/4337 Li Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	4
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total Volume	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	3	1	0	0	4	9
% App. Total	0.0	50.0	50.0	0.0	100	0.0	100.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	75.0	25.0	0.0	0.0	100	
PHF					0.250					0.750										0.333	0.625
Cars, PU, Vans	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	3	1	0	0	4	9
% Cars, PU, Vans	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/6/2025

Data - Total

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave						
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND						
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
12:15 PM	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	4
12:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	3	1	0	0	1	0	1	0	1	5	1	0	0	1	1	18
APPROACH %'S :	0.00%	66.67%	33.33%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	14.29%	71.43%	14.29%	0.00%	0.00%	50.00%	50.00%	
PEAK HR :	12:00 PM - 01:00 PM																				TOTAL
PEAK HR VOL :	0	1	1	0	0	1	1	0	0	1	0	1	0	1	2	1	0	0	1	1	12
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.250	0.600
		0.500					0.250					0.250				0.500					

Explanation for extra leg movements

Movements entering the extra leg

SL2	Movements comine from SB on Linscott Ave enterine into the Extra Lee (4337 Linscott Ave)
WU2	Movements comine from WB on Alley/N/O Linscott Place Apartment Dwy enterine into the Extra Lee (4337 Pwy)

Movements exiting the extra leg

W2R2	Movements exiting from Extra Leg (4337 Linscott Ave)entering into Linscott Ave NB.
W2U2	Movements exitine from Extra Lee (4337 Linscott Ave)enterine into Alley/N/O Linscott Place Apartment Dwy EB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/6/2025

Data - Cars

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
12:15 PM	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	4
12:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	3	1	0	0	1	0	1	0	1	5	1	0	0	1	1	18
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	14.29%	71.43%	14.29%	0.00%	0.00%	50.00%	50.00%	
PEAK HR :	**12:00 PM - 01:00 PM**																				TOTAL
PEAK HR VOL :	0	1	1	0	0	1	1	0	0	1	0	1	0	1	2	1	0	0	1	1	12
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.250	0.600
		0.500					0.250					0.250				0.500					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/6/2025

Data - HT

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SL2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2	0 W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	12:00 PM - 01:00 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove
Control: 1-Way Stop(WB)

Project ID: 25-780042-003
Date: 12/6/2025

Data - Bikes

NS/EW Streets:	Linscott Ave				Linscott Ave					Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave				Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave							
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND							
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SL2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2	0 W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	WU2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																					
PEAK HR :	12:00 PM - 01:00 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove

Project ID: 25-780042-003
Date: 12/6/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Linscott Ave		Linscott Ave		Alley/N/O Linscott Place Apartment Dwy/4337		Alley/N/O Linscott Place Apartment Dwy/4337				
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	2	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	2	0	0	2
APPROACH %'s :							0.00%	100.00%			
PEAK HR :	**12:00 PM - 01:00 PM**										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :											

Prepared by National Data & Surveying Services

Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave

Peak Hour Turning Movement Count

ID: 25-780042-003
City: Downers Grove

Day: Saturday
Date: 12/6/2025

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:00 PM - 01:00 PM	11:00 AM - 12:45 PM
NONE	NONE

CONTROL: 1-Way Stop(WB)

	AM	NOON	PM
TEV	0	10	0
PHF		0.60	

SOUTHBOUND (Linscott Ave)

	L	T	R	U	Total	
AM	0	0	0	0	0	AM
NOON	1	1	0	0	3	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave)

	AM	NOON	PM
U	0	3	0
L	0	0	0
T	0	1	0
T	0	0	0
R	0	1	0

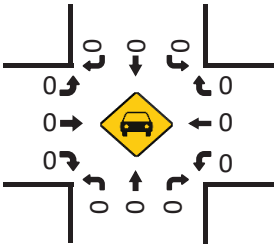
WESTBOUND (Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave)

	PM	NOON	AM
U	0	1	0
L	0	2	0
T	0	1	0
T	0	0	0
R	0	1	0

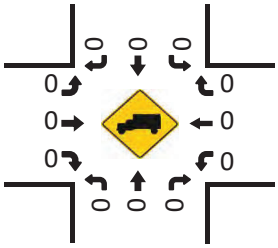
NORTHBOUND (Linscott Ave)

	L	T	T	R	Total	
PM	0	0	0	0	0	PM
NOON	3	0	0	1	1	NOON
AM	0	0	0	0	0	AM

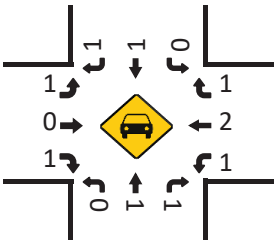
Cars (AM)



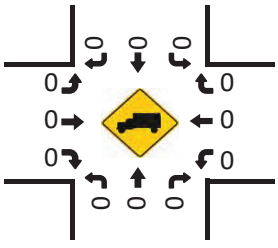
HT (AM)



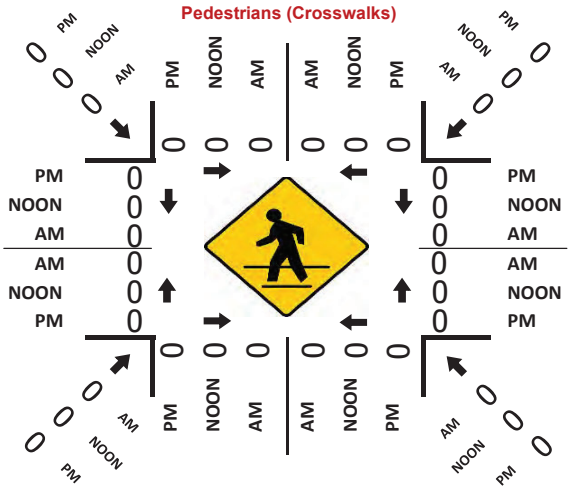
Cars (NOON)



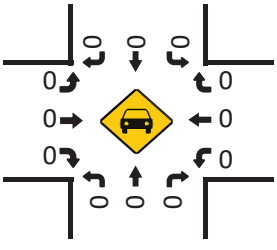
HT (NOON)



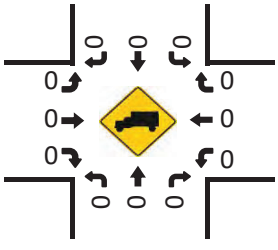
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-003
Location: Linscott Ave & Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave
City: Downers Grove

Day: Saturday
Date: 12/6/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Linscott Ave Northbound						Linscott Ave Southbound						I/O Linscott Place Apartment Dwy/4337 Linsc Eastbound						N/O Linscott Place Apartment Dwy/4337 Linscc Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	2	0	0	1	0	0	0	1	3
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	2	0	0	3	0	0	0	3	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	0	1	4
12:30 PM	0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	1	1	0	0	2	0	1	1	0	0	2	1	0	1	0	0	2	1	2	1	0	0	4	10
BREAK																									
Grand Total	0	2	1	0	0	3	0	3	1	0	0	4	1	0	1	0	2	2	1	5	1	0	0	7	16
Apprch %	0.0	66.7	33.3	0.0	0.0		0.0	75.0	25.0	0.0	0.0		50.0	0.0	50.0	0.0	100.0		14.3	71.4	14.3	0.0	0.0		
Total %	0.0	12.5	6.3	0.0	0.0	18.8	0.0	18.8	6.3	0.0	0.0	25.0	6.3	0.0	6.3	0.0	12.5	12.5	6.3	31.3	6.3	0.0	0.0	43.8	
Cars, PU, Vans	0	2	1	0		3	0	3	1	0		4	1	0	1	0		2	1	5	1	0		7	16
% Cars, PU, Vans	0.0	100.0	100.0	0.0		100.0	0.0	100.0	100.0	0.0		100.0	100.0	0.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0
Heavy Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0

Project ID: 25-780042-003
Location: Linscott Ave & Alley/N/O Linscott Place Apartment I
City: Downers Grove

PEAK HOURS

Day: Saturday
Date: 12/6/2025

NOON

	Linscott Ave Northbound					Linscott Ave Southbound					Linscott Place Apartment Dwy/4337 Li Eastbound					Linscott Place Apartment Dwy/4337 Li Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	4
12:30 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	1	1	0	2	0	1	1	0	2	1	0	1	0	2	1	2	1	0	4	10
% App. Total	0.0	50.0	50.0	0.0	100	0.0	50.0	50.0	0.0	100	50.0	0.0	50.0	0.0	100	25.0	50.0	25.0	0.0	100	
PHF					0.500					0.250					0.250					0.500	0.600
Cars, PU, Vans	0	1	1	0	2	0	1	1	0	2	1	0	1	0	2	1	2	1	0	4	10
% Cars, PU, Vans	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/4/2025

Data - Total

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	19	0	0	2	18	0	0	0	0	0	0	0	0	0	0	39
7:15 AM	0	42	0	0	1	25	0	0	0	0	1	0	0	0	0	0	69
7:30 AM	0	48	0	0	0	39	0	0	0	0	0	0	0	0	0	0	87
7:45 AM	2	60	0	0	1	41	0	0	0	0	1	0	0	0	1	0	106
8:00 AM	3	77	1	0	1	61	0	0	1	0	4	0	0	0	0	0	148
8:15 AM	0	101	0	0	0	70	0	1	1	0	7	0	0	0	0	0	180
8:30 AM	1	36	0	0	3	17	0	0	1	0	0	0	1	0	0	0	59
8:45 AM	1	19	2	0	1	13	0	1	1	0	0	0	0	0	1	0	39
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	402	3	0	9	284	0	2	4	0	13	0	1	0	2	0	727
APPROACH %'s :	1.70%	97.57%	0.73%	0.00%	3.05%	96.27%	0.00%	0.68%	23.53%	0.00%	76.47%	0.00%	33.33%	0.00%	66.67%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	286	1	0	2	211	0	1	2	0	12	0	0	0	1	0	521
PEAK HR FACTOR :	0.417	0.708	0.250	0.000	0.500	0.754	0.000	0.250	0.500	0.000	0.429	0.000	0.000	0.000	0.250	0.000	0.724
	0.723				0.754				0.438				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	27	4	0	7	28	0	0	0	0	3	0	5	0	2	0	76
4:15 PM	0	29	4	0	5	47	0	0	1	0	1	0	3	0	4	0	94
4:30 PM	0	48	3	0	6	37	0	0	0	0	0	0	3	0	1	0	98
4:45 PM	0	36	1	0	10	36	0	0	2	0	0	0	4	0	7	0	96
5:00 PM	1	27	6	0	10	48	2	0	1	0	0	0	3	0	5	0	103
5:15 PM	0	56	0	0	12	42	2	0	1	0	1	0	5	0	8	0	127
5:30 PM	2	34	4	0	9	36	2	0	3	0	1	0	7	0	8	0	106
5:45 PM	0	40	8	0	11	25	0	0	3	0	1	0	8	0	3	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	297	30	0	70	299	6	0	11	0	7	0	38	0	38	0	799
APPROACH %'s :	0.91%	90.00%	9.09%	0.00%	18.67%	79.73%	1.60%	0.00%	61.11%	0.00%	38.89%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	167	10	0	38	163	4	0	4	0	1	0	15	0	21	0	424
PEAK HR FACTOR :	0.250	0.746	0.417	0.000	0.792	0.849	0.500	0.000	0.500	0.000	0.250	0.000	0.750	0.000	0.656	0.000	0.835
	0.795				0.854				0.625				0.692				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/4/2025

Data - Cars

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	18	0	0	2	18	0	0	0	0	0	0	0	0	0	0	38
7:15 AM	0	40	0	0	1	24	0	0	0	0	1	0	0	0	0	0	66
7:30 AM	0	39	0	0	0	38	0	0	0	0	0	0	0	0	0	0	77
7:45 AM	2	57	0	0	1	41	0	0	0	0	1	0	0	0	0	0	102
8:00 AM	3	76	1	0	1	58	0	0	1	0	4	0	0	0	0	0	144
8:15 AM	0	97	0	0	0	66	0	1	1	0	7	0	0	0	0	0	172
8:30 AM	1	35	0	0	3	17	0	0	1	0	0	0	1	0	0	0	58
8:45 AM	1	18	2	0	1	13	0	1	1	0	0	0	0	0	1	0	38
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	380	3	0	9	275	0	2	4	0	13	0	1	0	1	0	695
APPROACH %'s :	1.79%	97.44%	0.77%	0.00%	3.15%	96.15%	0.00%	0.70%	23.53%	0.00%	76.47%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	269	1	0	2	203	0	1	2	0	12	0	0	0	0	0	495
PEAK HR FACTOR :	0.417	0.693	0.250	0.000	0.500	0.769	0.000	0.250	0.500	0.000	0.429	0.000	0.000	0.000	0.000	0.000	0.719
	0.709				0.769				0.438								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	27	4	0	7	28	0	0	0	0	2	0	5	0	2	0	75
4:15 PM	0	29	4	0	5	47	0	0	1	0	1	0	3	0	4	0	94
4:30 PM	0	48	3	0	6	37	0	0	0	0	0	0	3	0	1	0	98
4:45 PM	0	34	1	0	10	36	0	0	2	0	0	0	4	0	7	0	94
5:00 PM	1	27	6	0	10	48	2	0	1	0	0	0	3	0	5	0	103
5:15 PM	0	56	0	0	12	42	2	0	1	0	1	0	5	0	8	0	127
5:30 PM	2	33	4	0	9	36	2	0	3	0	1	0	7	0	8	0	105
5:45 PM	0	40	8	0	11	25	0	0	3	0	1	0	8	0	3	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	294	30	0	70	299	6	0	11	0	6	0	38	0	38	0	795
APPROACH %'s :	0.92%	89.91%	9.17%	0.00%	18.67%	79.73%	1.60%	0.00%	64.71%	0.00%	35.29%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	165	10	0	38	163	4	0	4	0	1	0	15	0	21	0	422
PEAK HR FACTOR :	0.250	0.737	0.417	0.000	0.792	0.849	0.500	0.000	0.500	0.000	0.250	0.000	0.750	0.000	0.656	0.000	0.831
	0.786				0.854				0.625				0.692				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/4/2025

Data - HT

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4
8:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	22	0	0	0	9	0	0	0	0	0	0	0	0	1	0	32
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	0	17	0	0	0	8	0	0	0	0	0	0	0	0	1	0	26
PEAK HR FACTOR :	0.000	0.472	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.650
		0.472				0.500									0.250		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	**04:30 PM - 05:30 PM**																TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250															

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/4/2025

Data - Bikes

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange In **Project ID:** 25-780042-004
City: Downers Grove **Date:** 12/4/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Saratoga Ave		Saratoga Ave		Alley/ProDental/AAA Jewelry & Diamond		Alley/ProDental/AAA Jewelry & Diamond		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	0	0	2	0	0	4
8:00 AM	0	0	1	0	0	10	0	1	12
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	14	0	2	19
APPROACH %'s :			100.00%	0.00%	0.00%	100.00%	0.00%	100.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	3	0	0	13	0	1	17
PEAK HR FACTOR :			0.375			0.325		0.250	0.354
			0.375			0.325		0.250	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	3	0	0	4
4:15 PM	0	0	0	0	3	1	0	0	4
4:30 PM	0	0	0	0	1	0	1	0	2
4:45 PM	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	1	3	0	0	4
5:15 PM	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	7	8	1	0	16
APPROACH %'s :					46.67%	53.33%	100.00%	0.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	3	4	1	0	8
PEAK HR FACTOR :					0.750	0.333	0.250		0.500
					0.438		0.250		

Prepared by National Data & Surveying Services

Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy

Peak Hour Turning Movement Count

ID: 25-780042-004
City: Downers Grove

Day: Thursday
Date: 12/4/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: 2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	521	0	424
PHF	0.72		0.83

SOUTHBOUND (Saratoga Ave)

	Left	Thru	Thru	Right	Total	
AM	0	211	2	1	290	AM
NOON	0	0	0	0	0	NOON
PM	4	163	38	0	192	PM

EASTBOUND (Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy)

	AM	NOON	PM
Left	0	0	0
Thru	0	1	0
Thru	0	0	0
Right	0	0	0
	5	0	5
Left	0	0	0
Thru	2	0	4
Thru	0	0	0
Right	12	0	1
	AM	NOON	PM

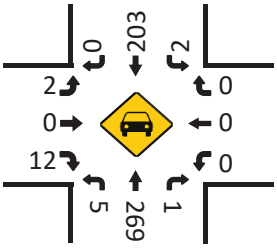
WESTBOUND (Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy)

	PM	NOON	AM
Left	0	0	0
Thru	1	0	0
Thru	0	0	0
Right	0	0	0
	21	0	1
Left	0	0	0
Thru	1	0	0
Thru	0	0	0
Right	0	0	0
	48	0	3
	PM	NOON	AM

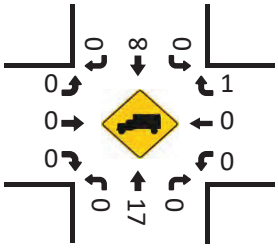
NORTHBOUND (Saratoga Ave)

	Left	Thru	Thru	Right	Total	
PM	179	0	1	167	10	PM
NOON	0	0	0	0	0	NOON
AM	223	0	5	286	1	AM

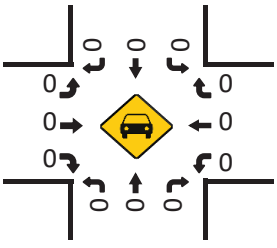
Cars (AM)



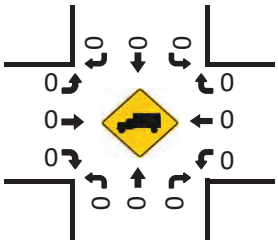
HT (AM)



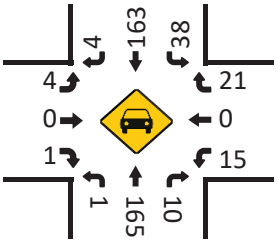
Cars (NOON)



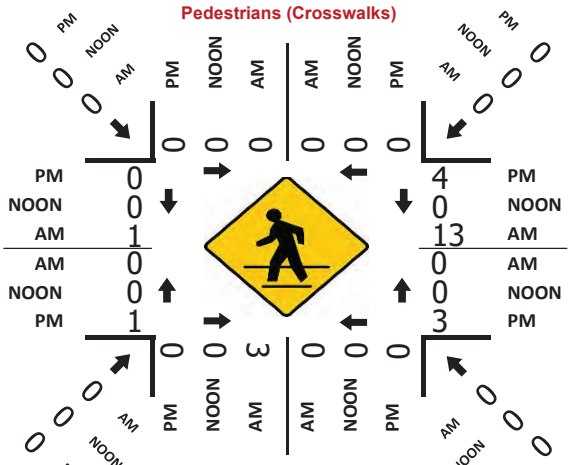
HT (NOON)



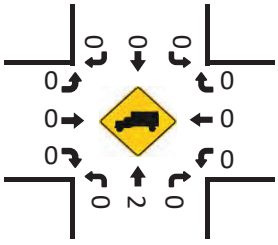
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Project ID: 25-780042-004
Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove

Day: Thursday
Date: 12/4/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Saratoga Ave Northbound						Saratoga Ave Southbound						AA Jewelry & Diamond Exchange Inc/Chipotle Eastbound						AA Jewelry & Diamond Exchange Inc/Chipotle Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	19	0	0	0	19	2	18	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	39
7:15 AM	0	42	0	0	0	42	1	25	0	0	0	26	0	0	1	0	1	1	0	0	0	0	0	0	69
7:30 AM	0	48	0	0	0	48	0	39	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	87
7:45 AM	2	60	0	0	2	62	1	41	0	0	0	42	0	0	1	0	0	1	0	0	1	0	2	1	106
Total	2	169	0	0	2	171	4	123	0	0	0	127	0	0	2	0	1	2	0	0	1	0	2	1	301
8:00 AM	3	77	1	0	1	81	1	61	0	0	0	62	1	0	4	0	1	5	0	0	0	0	10	0	148
8:15 AM	0	101	0	0	0	101	0	70	0	1	0	71	1	0	7	0	0	8	0	0	0	0	1	0	180
8:30 AM	1	36	0	0	0	37	3	17	0	0	0	20	1	0	0	0	0	1	1	0	0	0	0	1	59
8:45 AM	1	19	2	0	0	22	1	13	0	1	0	15	1	0	0	0	0	1	0	0	1	0	1	1	39
Total	5	233	3	0	1	241	5	161	0	2	0	168	4	0	11	0	1	15	1	0	1	0	12	2	426
BREAK																									
4:00 PM	0	27	4	0	0	31	7	28	0	0	0	35	0	0	3	0	0	3	5	0	2	0	4	7	76
4:15 PM	0	29	4	0	0	33	5	47	0	0	0	52	1	0	1	0	0	2	3	0	4	0	4	7	94
4:30 PM	0	48	3	0	0	51	6	37	0	0	0	43	0	0	0	0	1	0	3	0	1	0	1	4	98
4:45 PM	0	36	1	0	0	37	10	36	0	0	0	46	2	0	0	0	0	2	4	0	7	0	1	11	96
Total	0	140	12	0	0	152	28	148	0	0	0	176	3	0	4	0	1	7	15	0	14	0	10	29	364
5:00 PM	1	27	6	0	0	34	10	48	2	0	0	60	1	0	0	0	0	1	3	0	5	0	4	8	103
5:15 PM	0	56	0	0	0	56	12	42	2	0	0	56	1	0	1	0	0	2	5	0	8	0	1	13	127
5:30 PM	2	34	4	0	0	40	9	36	2	0	0	47	3	0	1	0	0	4	7	0	8	0	0	15	106
5:45 PM	0	40	8	0	0	48	11	25	0	0	0	36	3	0	1	0	0	4	8	0	3	0	0	11	99
Total	3	157	18	0	0	178	42	151	6	0	0	199	8	0	3	0	0	11	23	0	24	0	5	47	435
Grand Total	10	699	33	0	3	742	79	583	6	2	0	670	15	0	20	0	3	35	39	0	40	0	29	79	1526
Apprch %	1.3	94.2	4.4	0.0	0.4		11.8	87.0	0.9	0.3	0.0		42.9	0.0	57.1	0.0	8.6		49.4	0.0	50.6	0.0	36.7		
Total %	0.7	45.8	2.2	0.0	0.2	48.6	5.2	38.2	0.4	0.1	0.0	43.9	1.0	0.0	1.3	0.0	0.2	2.3	2.6	0.0	2.6	0.0	1.9	5.2	
Cars, PU, Vans	10	674	33	0		717	79	574	6	2		661	15	0	19	0		34	39	0	39	0		78	1490
% Cars, PU, Vans	100.0	96.4	100.0	0.0		96.6	100.0	98.5	100.0	100.0		98.7	100.0	0.0	95.0	0.0		97.1	100.0	0.0	97.5	0.0		98.7	97.6
Heavy trucks	0	25	0	0		25	0	9	0	0		9	0	0	1	0		1	0	0	1	0		1	36
%Heavy trucks	0.0	3.6	0.0	0.0		3.4	0.0	1.5	0.0	0.0		1.3	0.0	0.0	5.0	0.0		2.9	0.0	0.0	2.5	0.0		1.3	2.4

Project ID: 25-780042-004
Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diar
City: Downers Grove

PEAK HOURS

Day: Thursday
Date: 12/4/2025

AM

	Saratoga Ave Northbound					Saratoga Ave Southbound					ewelry & Diamond Exchange Inc/Chip Eastbound					ewelry & Diamond Exchange Inc/Chip Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	48	0	0	48	0	39	0	0	39	0	0	0	0	0	0	0	0	0	0	87
7:45 AM	2	60	0	0	62	1	41	0	0	42	0	0	1	0	1	0	0	1	0	1	106
8:00 AM	3	77	1	0	81	1	61	0	0	62	1	0	4	0	5	0	0	0	0	0	148
8:15 AM	0	101	0	0	101	0	70	0	1	71	1	0	7	0	8	0	0	0	0	0	180
Total Volume	5	286	1	0	292	2	211	0	1	214	2	0	12	0	14	0	0	1	0	1	521
% App. Total	1.7	97.9	0.3	0.0	100	0.9	98.6	0.0	0.5	100	14.3	0.0	85.7	0.0	100	0.0	0.0	100.0	0.0	100	
PHF					0.723					0.754					0.438					0.250	0.724
Cars, PU, Vans	5	269	1	0	275	2	203	0	1	206	2	0	12	0	14	0	0	0	0	0	495
% Cars, PU, Vans	100.0	94.1	100.0	0.0	94.2	100.0	96.2	0.0	100.0	96.3	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95.0
Heavy trucks	0	17	0	0	17	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	26
%Heavy trucks	0.0	5.9	0.0	0.0	5.8	0.0	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	5.0

PM

	Saratoga Ave Northbound					Saratoga Ave Southbound					ewelry & Diamond Exchange Inc/Chip Eastbound					ewelry & Diamond Exchange Inc/Chip Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	48	3	0	51	6	37	0	0	43	0	0	0	0	0	3	0	1	0	4	98
4:45 PM	0	36	1	0	37	10	36	0	0	46	2	0	0	0	2	4	0	7	0	11	96
5:00 PM	1	27	6	0	34	10	48	2	0	60	1	0	0	0	1	3	0	5	0	8	103
5:15 PM	0	56	0	0	56	12	42	2	0	56	1	0	1	0	2	5	0	8	0	13	127
Total Volume	1	167	10	0	178	38	163	4	0	205	4	0	1	0	5	15	0	21	0	36	424
% App. Total	0.6	93.8	5.6	0.0	100	18.5	79.5	2.0	0.0	100	80.0	0.0	20.0	0.0	100	41.7	0.0	58.3	0.0	100	
PHF					0.795					0.854					0.625					0.692	0.835
Cars, PU, Vans	1	166	10	0	177	38	163	4	0	205	4	0	1	0	5	15	0	21	0	36	423
% Cars, PU, Vans	100.0	99.4	100.0	0.0	99.4	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.8
Heavy trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
%Heavy trucks	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/6/2025

Data - Total

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
11:00 AM	1	15	0	0	3	26	1	0	2	0	1	0	0	0	0	0	49
11:15 AM	0	45	4	0	7	24	0	0	1	0	0	0	1	0	5	0	87
11:30 AM	0	36	1	0	7	25	1	0	1	0	0	0	1	0	5	0	77
11:45 AM	0	30	1	0	7	33	2	0	0	0	0	0	0	0	4	0	77
12:00 PM	0	23	3	0	10	21	2	0	2	1	1	0	3	0	4	0	70
12:15 PM	1	24	3	0	8	26	1	1	2	0	0	0	4	0	7	0	77
12:30 PM	1	34	0	0	6	16	2	1	1	0	1	0	5	0	1	0	68
12:45 PM	0	33	4	0	5	25	1	0	1	0	0	0	2	0	2	0	73
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	240	16	0	53	196	10	2	10	1	3	0	16	0	28	0	578
APPROACH %'s :	1.16%	92.66%	6.18%	0.00%	20.31%	75.10%	3.83%	0.77%	71.43%	7.14%	21.43%	0.00%	36.36%	0.00%	63.64%	0.00%	
PEAK HR :	**12:00 PM - 01:00 PM**																TOTAL
PEAK HR VOL :	2	114	10	0	29	88	6	2	6	1	2	0	14	0	14	0	288
PEAK HR FACTOR :	0.500	0.838	0.625	0.000	0.725	0.846	0.750	0.500	0.750	0.250	0.500	0.000	0.700	0.000	0.500	0.000	0.935
		0.851				0.868				0.563				0.636			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/6/2025

Data - Cars

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	1	15	0	0	3	26	1	0	2	0	1	0	0	0	0	0	49
11:15 AM	0	45	4	0	7	23	0	0	1	0	0	0	1	0	5	0	86
11:30 AM	0	36	1	0	7	25	1	0	1	0	0	0	1	0	5	0	77
11:45 AM	0	30	1	0	7	33	2	0	0	0	0	0	0	0	4	0	77
12:00 PM	0	23	3	0	10	21	2	0	2	1	1	0	3	0	4	0	70
12:15 PM	1	24	3	0	8	26	1	1	2	0	0	0	4	0	7	0	77
12:30 PM	1	33	0	0	6	16	2	1	1	0	1	0	5	0	1	0	67
12:45 PM	0	33	4	0	5	25	1	0	1	0	0	0	2	0	2	0	73
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	239	16	0	53	195	10	2	10	1	3	0	16	0	28	0	576
APPROACH %'s :	1.16%	92.64%	6.20%	0.00%	20.38%	75.00%	3.85%	0.77%	71.43%	7.14%	21.43%	0.00%	36.36%	0.00%	63.64%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	2	113	10	0	29	88	6	2	6	1	2	0	14	0	14	0	287
PEAK HR FACTOR :	0.500	0.856	0.625	0.000	0.725	0.846	0.750	0.500	0.750	0.250	0.500	0.000	0.700	0.000	0.500	0.000	0.932
		0.845				0.868				0.563				0.636			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/6/2025

Data - HT

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	**12:00 PM - 01:00 PM**																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250															

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove
Control: 2-Way Stop(EB/WB)

Project ID: 25-780042-004
Date: 12/6/2025

Data - Bikes

NS/EW Streets:	Saratoga Ave				Saratoga Ave				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	**12:00 PM - 01:00 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Ir **Project ID:** 25-780042-004
City: Downers Grove **Date:** 12/6/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Saratoga Ave		Saratoga Ave		Alley/ProDental/AAA Jewelry & Diamond		Alley/ProDental/AAA Jewelry & Diamond		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	1	0	0	1
11:15 AM	0	0	2	0	0	0	0	2	4
11:30 AM	0	0	0	0	0	1	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	2	0	2
12:15 PM	0	0	0	0	1	0	1	0	2
12:30 PM	0	0	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	1	1	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	0	2	3	4	3	14
APPROACH %'s :			100.00%	0.00%	40.00%	60.00%	57.14%	42.86%	
PEAK HR :	**12:00 PM - 01:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	2	1	4	0	7
PEAK HR FACTOR :					0.500	0.250	0.500		0.875
					0.750		0.500		

Prepared by National Data & Surveying Services

Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy

Peak Hour Turning Movement Count

ID: 25-780042-004
City: Downers Grove

Day: Saturday
Date: 12/6/2025

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:00 PM - 01:00 PM	11:00 AM - 12:45 PM
NONE	NONE

SOUTHBOUND (Saratoga Ave)

AM	0	0	0	0	0	AM
NOON	6	88	29	2	136	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy)

AM	NOON	PM	
0	8	0	
0	0	0	0
0	6	0	0
0	1	0	1
0	2	0	0
AM	NOON	PM	

WESTBOUND (Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy)

PM	NOON	AM	
0	14	0	0
0	0	0	1
0	14	0	0
0	0	0	0
0	40	0	
PM	NOON	AM	

CONTROL: 2-Way Stop(EB/WB)

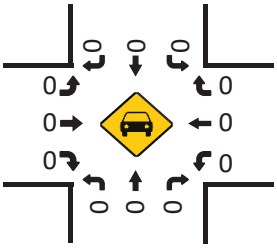
	AM	NOON	PM
TEV	0	288	0
PHF		0.94	

NORTHBOUND (Saratoga Ave)

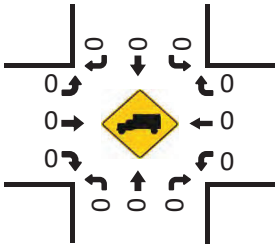
PM	0	0	0	0	0	PM
NOON	104	0	2	114	10	NOON
AM	0	0	0	0	0	AM

0 1 0 0 | 0 0 1 0

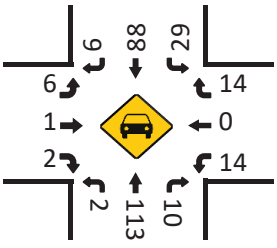
Cars (AM)



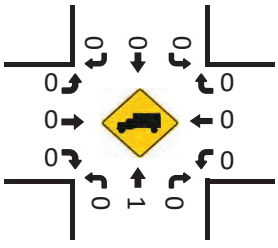
HT (AM)



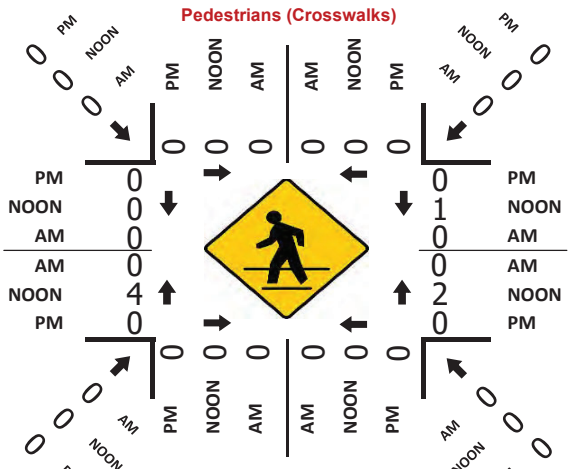
Cars (NOON)



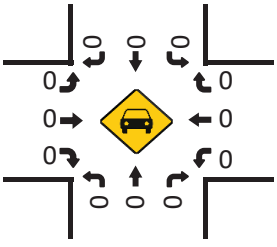
HT (NOON)



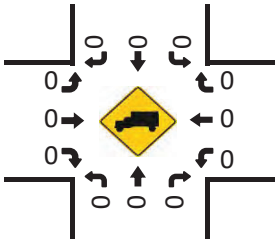
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-780042-004
Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy
City: Downers Grove

Day: Saturday
Date: 12/6/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Saratoga Ave Northbound						Saratoga Ave Southbound						AA Jewelry & Diamond Exchange Inc/Chipotle Eastbound						AAA Jewelry & Diamond Exchange Inc/Chipotle Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	1	15	0	0	0	16	3	26	1	0	0	30	2	0	1	0	0	3	0	0	0	0	1	0	49
11:15 AM	0	45	4	0	2	49	7	24	0	0	0	31	1	0	0	0	2	1	1	0	5	0	0	6	87
11:30 AM	0	36	1	0	0	37	7	25	1	0	0	33	1	0	0	0	1	1	1	0	5	0	1	6	77
11:45 AM	0	30	1	0	0	31	7	33	2	0	0	42	0	0	0	0	0	0	0	0	4	0	0	4	77
Total	1	126	6	0	2	133	24	108	4	0	0	136	4	0	1	0	3	5	2	0	14	0	2	16	290
12:00 PM	0	23	3	0	0	26	10	21	2	0	0	33	2	1	1	0	2	4	3	0	4	0	0	7	70
12:15 PM	1	24	3	0	0	28	8	26	1	1	0	36	2	0	0	0	1	2	4	0	7	0	1	11	77
12:30 PM	1	34	0	0	0	35	6	16	2	1	0	25	1	0	1	0	0	2	5	0	1	0	1	6	68
12:45 PM	0	33	4	0	0	37	5	25	1	0	0	31	1	0	0	0	1	1	2	0	2	0	1	4	73
Total	2	114	10	0	0	126	29	88	6	2	0	125	6	1	2	0	4	9	14	0	14	0	3	28	288
BREAK																									
Grand Total	3	240	16	0	2	259	53	196	10	2	0	261	10	1	3	0	7	14	16	0	28	0	5	44	578
Apprch %	1.2	92.7	6.2	0.0	0.8		20.3	75.1	3.8	0.8	0.0		71.4	7.1	21.4	0.0	50.0		36.4	0.0	63.6	0.0	11.4		
Total %	0.5	41.5	2.8	0.0	0.3	44.8	9.2	33.9	1.7	0.3	0.0	45.2	1.7	0.2	0.5	0.0	1.2	2.4	2.8	0.0	4.8	0.0	0.9	7.6	
Cars, PU, Vans	3	239	16	0		258	53	195	10	2		260	10	1	3	0		14	16	0	28	0		44	576
% Cars, PU, Vans	100.0	99.6	100.0	0.0		99.6	100.0	99.5	100.0	100.0		99.6	100.0	100.0	100.0	0.0		100.0	100.0	0.0	100.0	0.0		100.0	99.7
Heavy Trucks	0	1	0	0		1	0	1	0	0		1	0	0	0	0		0	0	0	0	0		0	2
%Heavy Trucks	0.0	0.4	0.0	0.0		0.4	0.0	0.5	0.0	0.0		0.4	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.3

Project ID: 25-780042-004
Location: Saratoga Ave & Alley/ProDental/AAA Jewelry & Diar
City: Downers Grove

PEAK HOURS

Day: Saturday
Date: 12/6/2025

NOON

	Saratoga Ave Northbound					Saratoga Ave Southbound					ewelry & Diamond Exchange Inc/Chip Eastbound					ewelry & Diamond Exchange Inc/Chip Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	23	3	0	26	10	21	2	0	33	2	1	1	0	4	3	0	4	0	7	70
12:15 PM	1	24	3	0	28	8	26	1	1	36	2	0	0	0	2	4	0	7	0	11	77
12:30 PM	1	34	0	0	35	6	16	2	1	25	1	0	1	0	2	5	0	1	0	6	68
12:45 PM	0	33	4	0	37	5	25	1	0	31	1	0	0	0	1	2	0	2	0	4	73
Total Volume	2	114	10	0	126	29	88	6	2	125	6	1	2	0	9	14	0	14	0	28	288
% App. Total	1.6	90.5	7.9	0.0	100	23.2	70.4	4.8	1.6	100	66.7	11.1	22.2	0.0	100	50.0	0.0	50.0	0.0	100	
PHF					0.851					0.868					0.563					0.636	0.935
Cars, PU, Vans	2	114	10	0	126	29	87	6	2	124	6	1	2	0	9	14	0	14	0	28	287
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	98.9	100.0	100.0	99.2	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.7
Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Prepared by National Data & Surveying Services

Saratoga Ave & US 34/Ogden Ave

Peak Hour Turning Movement Count

ID: 26-780099-001
City: Downers Grove

Day: Thursday
Date: 6/4/2026

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	03:00 PM - 04:00 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	2:00 PM - 04:00 PM

SOUTHBOUND (Saratoga Ave)

AM	62	18	41	0	98 AM
NOON	0	0	0	0	0 NOON
PM	101	48	76	0	206 PM

0 1 1 0

EASTBOUND (US 34/Ogden Ave)

AM	NOON	PM		
1194	0	1506		
0	0	0	0	
51	0	93	1	
1266	0	1188	2	
46	0	37	0	
AM	NOON	PM		

WESTBOUND (US 34/Ogden Ave)

PM	NOON	AM		
65	0	20	0	
1344	0	1029	2	
70	0	104	1	
0	0	0	0	
1335	0	1406		
PM	NOON	AM		

CONTROL

Signalized

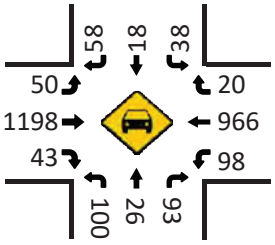
TEV	2866 AM	0 NOON	3202 PM
PHF	0.88		0.95

0 1 1 0

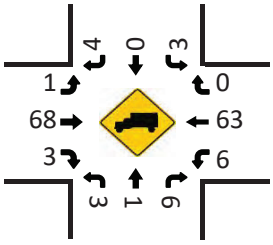
NORTHBOUND (Saratoga Ave)

PM	155	0	61	48	71 PM
NOON	0	0	0	0	0 NOON
AM	168	0	103	27	99 AM

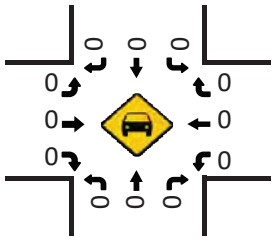
Cars (AM)



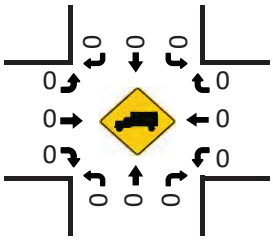
Total Trucks (AM)



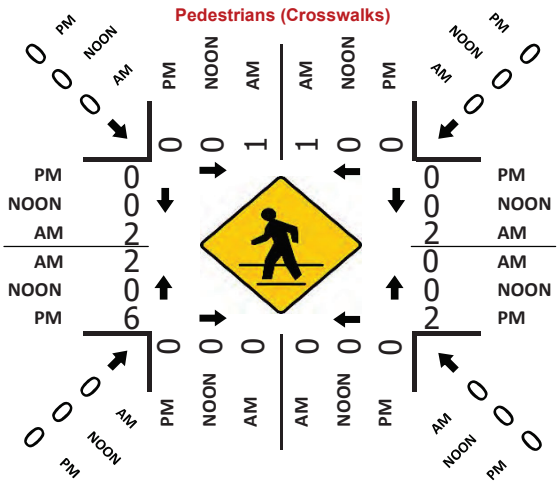
Cars (NOON)



Total Trucks (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0

Prepared by National Data & Surveying Services

Linscott Ave & US 34/Ogden Ave

Peak Hour Turning Movement Count

ID: 26-780099-002
City: Downers Grove

Day: Thursday
Date: 6/4/2026

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	03:00 PM - 04:00 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	NONE
PM	2:00 PM - 04:00 PM

SOUTHBOUND (Linscott Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (US 34/Ogden Ave)

AM	NOON	PM	
1179	0	1536	⇦
1	0	0	↶ 0
0	0	0	↱ 0
1364	0	1339	→ 2
10	0	9	↴ 0
AM	NOON	PM	

WESTBOUND (US 34/Ogden Ave)

PM	NOON	AM	
0	0	0	↰ 0
1536	0	1177	← 2
1	0	0	↶ 0
0	0	0	↰ 0
1342	0	1369	⇨
PM	NOON	AM	

CONTROL

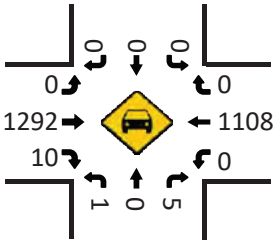
1-Way Stop(NB)

TEV	2558 AM	0 NOON	2888 PM
PHF	0.95		0.92

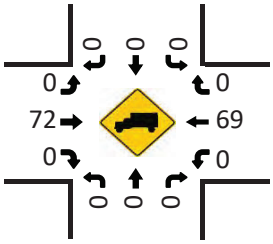
NORTHBOUND (Linscott Ave)

PM	10	0	0	0	3	PM
NOON	0	0	0	0	0	NOON
AM	10	0	1	0	5	AM

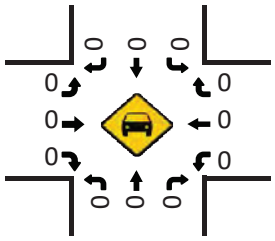
Cars (AM)



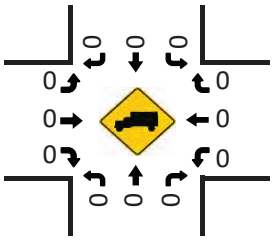
Total Trucks (AM)



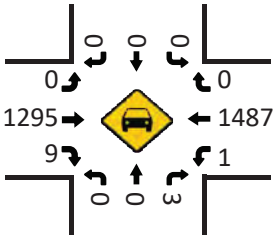
Cars (NOON)



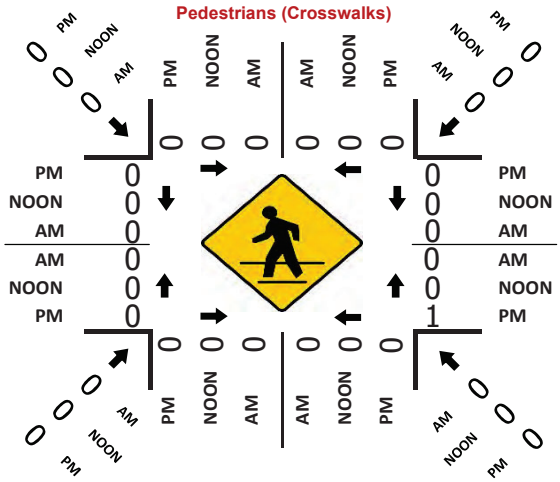
Total Trucks (NOON)



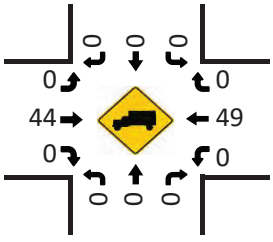
Cars (PM)



Pedestrians (Crosswalks)



Total Trucks (PM)



Prepared by National Data & Surveying Services

Saratoga Ave & AAA Jewelry & Diamond Exchange Inc Alley/Chipotle Mexican Grill Dwy

Peak Hour Turning Movement Count

ID: 26-780099-003
City: Downers Grove

Day: Thursday
Date: 6/4/2026

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 10:00 AM
NONE	NONE
03:00 PM - 04:00PM	2:00 PM - 04:00 PM

SOUTHBOUND (Saratoga Ave)

AM	1	166	2	0	236	AM
NOON	0	0	0	0	0	NOON
PM	5	134	17	0	178	PM

EASTBOUND (AAA Jewelry & Diamond Exchange Inc Alley/Chipotle Mexican Grill Dwy)

AM	NOON	PM	
7	0	6	
0	0	0	0
1	0	7	0
0	0	0	1
5	0	6	0
AM	NOON	PM	

WESTBOUND (AAA Jewelry & Diamond Exchange Inc Alley/Chipotle Mexican Grill Dwy)

PM	NOON	AM	
20	0	3	0
0	0	0	1
7	0	3	0
0	0	0	0
27	0	5	
PM	NOON	AM	

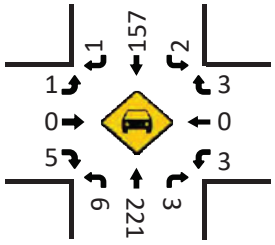
CONTROL: 2-Way Stop(EB/WB)

TEV	422	0	358
	AM	NOON	PM
PHF	0.54		0.64

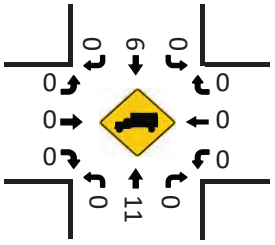
NORTHBOUND (Saratoga Ave)

PM	147	0	1	151	10	PM
NOON	0	0	0	0	0	NOON
AM	174	0	6	232	3	AM

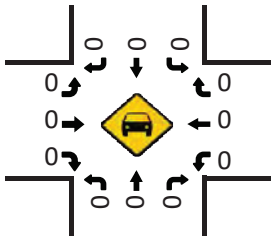
Cars (AM)



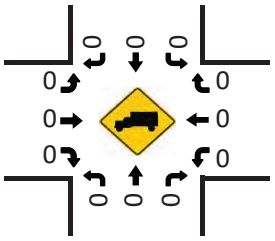
Total Trucks (AM)



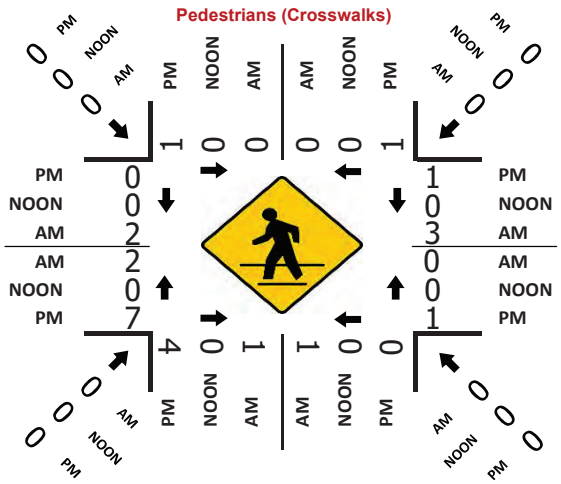
Cars (NOON)



Total Trucks (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
1
PM
NOON
AM
0
0
2
AM
NOON
PM
2
0
7
PM
NOON
AM
0
0
0
0
1
0
0
0
0
0
0
0
0
0
0
0

Prepared by National Data & Surveying Services

Linscott Ave & RE/MAX Enterprises Alley/Pepper's Pet Grooming Alley

Peak Hour Turning Movement Count

ID: 26-780099-004
City: Downers Grove

Day: Thursday
Date: 6/4/2026

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 10:00 AM
NONE	NONE
03:00 PM - 04:00 PM	2:00 PM - 04:00 PM

SOUTHBOUND (Linscott Ave)

AM	0	6	3	0	6	AM
NOON	0	0	0	0	0	NOON
PM	1	3	6	0	4	PM

EASTBOUND (RE/MAX Enterprises Alley/Pepper's Pet Grooming Alley)

AM	NOON	PM		
4	0	3		
0	0	0	↱	0
0	0	0	↱	0
3	0	1	→	1
1	0	0	↳	0
AM	NOON	PM		

WESTBOUND (RE/MAX Enterprises Alley/Pepper's Pet Grooming Alley)

PM	NOON	AM		
2	0	0	↰	0
2	0	3	←	1
1	0	2	↰	0
1	0	0	↰	0
10	0	7		
PM	NOON	AM		

NORTHBOUND (Linscott Ave)

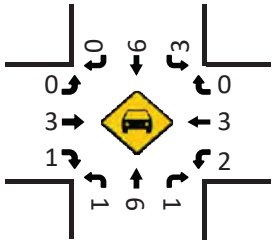
PM	4	0	0	2	2	PM
NOON	0	0	0	0	0	NOON
AM	9	0	1	6	1	AM

CONTROL

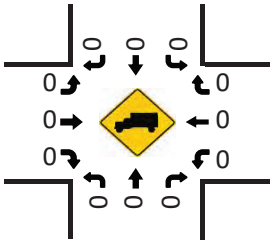
1-Way Stop(WB)

TEV	26 AM	0 NOON	21 PM
PHF	0.81		0.53

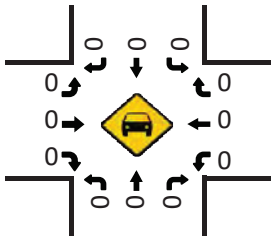
Cars (AM)



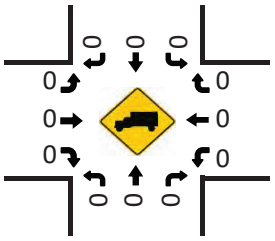
Total Trucks (AM)



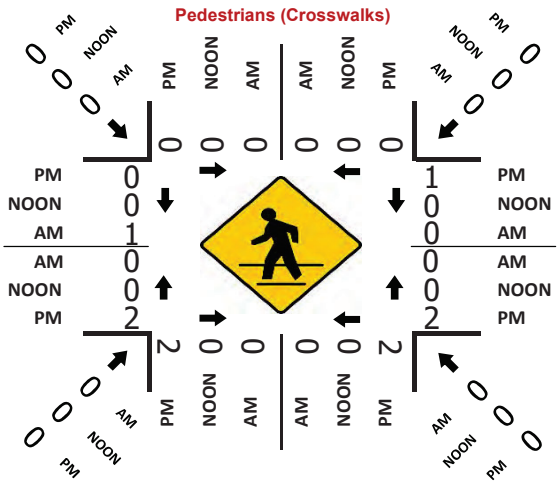
Cars (NOON)



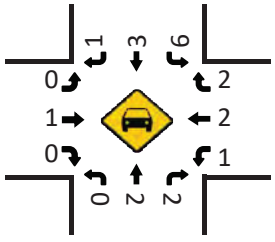
Total Trucks (NOON)



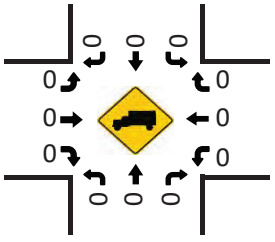
Pedestrians (Crosswalks)



Cars (PM)



Total Trucks (PM)



IDOT SIGNAL TIMINGS

US 34 (OGDEN) @ IL 83 WEST RAMP US 34 (OGDEN) & SARATOGA AVE 12/5/2025 9:42

↑ master cont. ↑ LOCAL INTRSCTN

By-Phase Timing Data

	Phase											
Direction	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	3	15	0	7	3	15	0	7	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0
Ped Clearance	0	10	0	19	0	13	0	18	0	7	0	7
Veh Extension	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	15	60	20	30	15	60	20	30	0	0	0	0
Max 2	15	60	20	30	15	60	20	30	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0
Det. Fail Max	9	30	0	20	9	30	0	20	0	0	0	0
Yellow Change	3.5	4.5	3.0	4.5	3.5	4.5	3.0	4.5	3.0	3.0	3.0	3.0
Red Clearance	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	30	0	0	0	30	0	0	0	0	0	0
Time B4 Reduction	0	25	0	0	0	25	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	15	0	0	0	15	0	0	0	0	0	0
Minimum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0

US 34 (OGDEN) @ IL 83 WEST RAMP US 34 (OGDEN) & SARATOGA AVE 12/5/2025 9:42

↑master ↑LOCAL

Coordination Patterns

Pattern 1

Cycle Length . . 130 COS 111
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 60 3- 0 4- 25
Phase 5- 15 6- 60 7- 0 8- 25
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 2

Cycle Length . . 130 COS 211
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 13 2- 61 3- 0 4- 26
Phase 5- 13 6- 61 7- 0 8- 26
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 3

Cycle Length . . 140 COS 311
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 13 2- 60 3- 0 4- 27
Phase 5- 13 6- 60 7- 0 8- 27
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Splits in % of Cycle Length and Include Yellow or Yellow + All Red

US 34 (OGDEN) @ IL 83 WEST RAMP US 34 (OGDEN) & SARATOGA AVE 12/5/2025 9:42

↑master cont. ↑LOCAL INT.

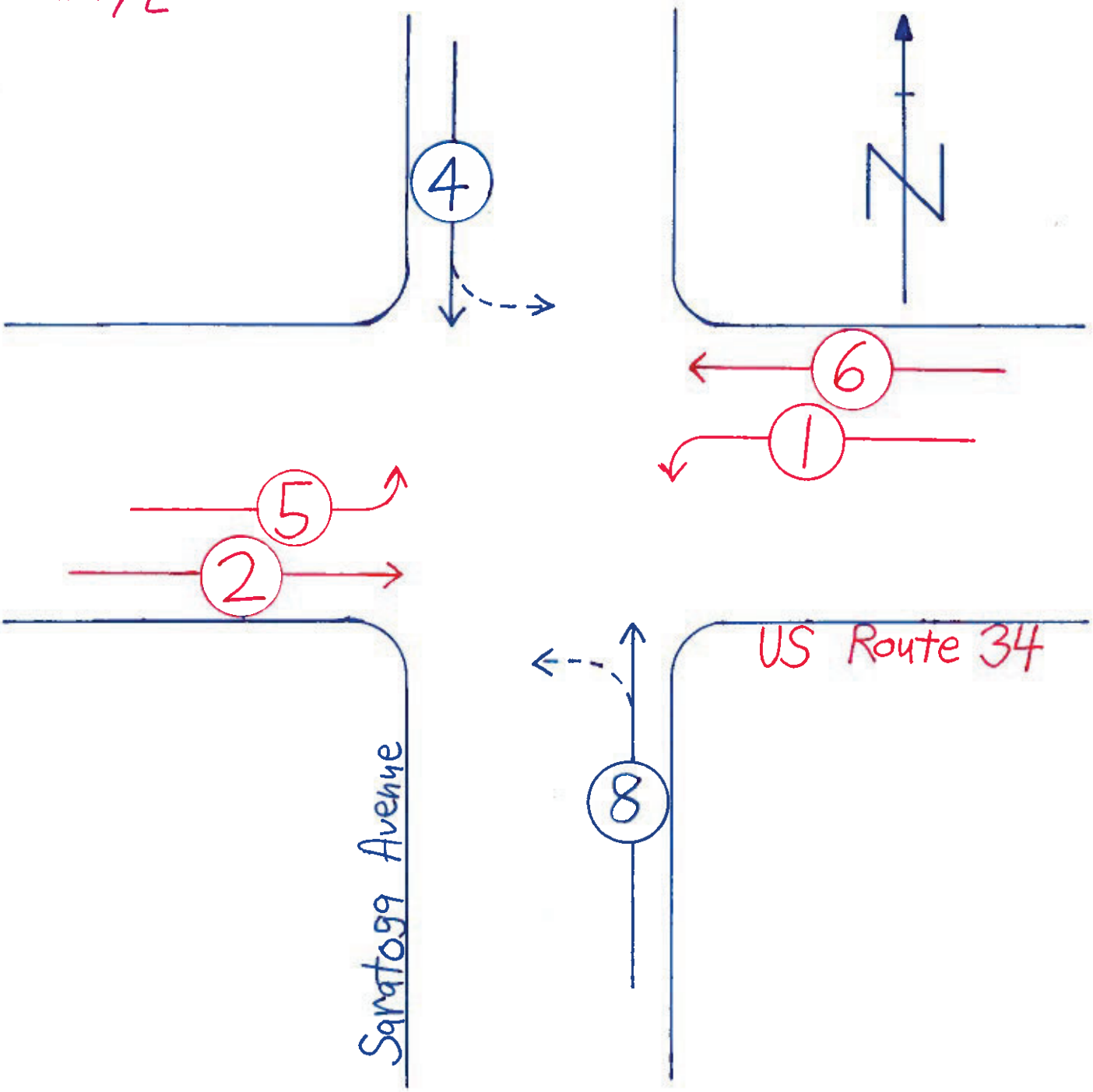
NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0600	2	NO
2	1	0900	1	NO
3	1	1500	3	NO
4	1	1900	1	NO
5	1	2200	4	NO
6	2	0700	1	NO
7	2	2200	4	NO
8	3	0900	1	NO
9	3	2100	4	NO

Monday-Friday

Saturday

Sunday



US 34 (OGDEN) @ IL 83 WEST RAMP US 34 (OGDEN) & SARATOGA AVE 12/5/2025 9:42

↑master controller ↑LOCAL INT.

TOD Weekly/Yearly

Weekly Program Numbers

	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	3	1	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Tuesday. . .	1	1	1	1	1	1	1	1	1	1	Program No.
Wednesday. .	1	1	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Saturday . .	2	1	1	1	1	1	1	1	1	1	Program No.

Week of Year

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

7 BREW COFFEE DRIVE THROUGH DATA

Kimley»Horn

7 Brew – Naperville, IL

Location: _____ Flow ↓ Flow ↓

Date: 6/9/26

Weather Condition: Cloudy

DRIVE-THRU STACKING OBSERVATIONS

	TIME	MAX QUEUE - Lane 1	MAX QUEUE - Lane 2	SERVICE TIME 1	SERVICE TIME 2	TIME	MAX QUEUE - Lane 1	MAX QUEUE - Lane 2	SERVICE TIME 1	SERVICE TIME 2	
1	7:00 AM			0:00	2:19	2:00 PM			0:17	5:37	2
1	7:05 AM			0:00	1:53	2:05 PM			—	—	
1	7:10 AM			0:30	2:48	2:10 PM			1:38	2:23	1
2	7:15 AM			0:00	2:44	2:15 PM			1:23	2:06	1
1	7:20 AM			0:00	2:09	2:20 PM			1:19	3:14	
2	7:25 AM			0:17	4:28	2:25 PM			0:56	5:22	2
2	7:30 AM			0:22	5:18	2:30 PM			—	—	
	7:35 AM			—	—	2:35 PM			3:43	9:57	2
2	7:40 AM			1:27	3:48	2:40 PM			—	—	
	7:45 AM			—	—	2:45 PM			1:19	5:57	1
1	7:50 AM			0:00	2:56	2:50 PM			—	—	
2	7:55 AM			0:00	2:41	2:55 PM			0:15	3:12	2
1	8:00 AM			0:27	3:18	3:00 PM			2:01	2:50	1
1	8:05 AM			0:00	1:55	3:05 PM			0:14	5:21	1
1	8:10 AM			0:43	8:58	3:10 PM			—	—	
	8:15 AM			—	—	3:15 PM			0:21	8:55	2
2	8:20 AM			0:46	4:05	3:20 PM			—	—	
	8:25 AM			—	—	3:25 PM			0:23	10:11	1
1	8:30 AM			0:15	3:21	3:30 PM			—	—	
1	8:35 AM			0:15	2:20	3:35 PM			—	—	
2	8:40 AM			0:50	4:46	3:40 PM			1:03	8:26	1
1	8:45 AM			0:34	1:21	3:45 PM			—	—	
2	8:50 AM			1:06	2:14	3:50 PM			0:44	5:17	1
1	8:55 AM			0:00	1:19	3:55 PM			—	—	

Kimley»Horn

7 Brew – Naperville, IL

Date:_____

Location:_____

Weather Condition:_____

DRIVE-THRU STACKING OBSERVATIONS

TIME	MAX QUEUE - Lane 1	MAX QUEUE - Lane 2	SERVICE TIME 1	SERVICE TIME 2	TIME	MAX QUEUE - Lane 1	MAX QUEUE - Lane 2	SERVICE TIME 1	SERVICE TIME 2
7:00 AM	1	0			2:00 PM	4	7		
7:05 AM	1	1			2:05 PM	4	7		
7:10 AM	2	0			2:10 PM	6	4		
7:15 AM	2	1			2:15 PM	6	5		
7:20 AM	2	1			2:20 PM	6	6		
7:25 AM	3	2			2:25 PM	5	5		
7:30 AM	3	4			2:30 PM	9	8		
7:35 AM	4	1			2:35 PM	10	13	← *	
7:40 AM	6	1			2:40 PM	10	13	← *	
7:45 AM	4	1			2:45 PM	10	13	← *	
7:50 AM	1	0			2:50 PM	10	11		
7:55 AM	3	0			2:55 PM	6	9		
8:00 AM	1	0			3:00 PM	5	5		
8:05 AM	2	2			3:05 PM	6	5		
8:10 AM	3	4			3:10 PM	6	5		
8:15 AM	5	8			3:15 PM	6	6		
8:20 AM	7	8			3:20 PM	3	7		
8:25 AM	6	8			3:25 PM	7	8		
8:30 AM	5	3			3:30 PM	7	6		
8:35 AM	4	4			3:35 PM	6	7		
8:40 AM	2	1			3:40 PM	6	5		
8:45 AM	3	5			3:45 PM	6	9		
8:50 AM	2	3			3:50 PM	7	6		
8:55 AM	3	0			3:55 PM	7	7		
9:00 AM	2	0			4:00 PM	4	6		

- see next sheet

* backed up to entrance → makes single line @ *

Kimley»Horn

7:00-7:15 Entering: 21
7:15-7:30 Entering: 18
7:30-7:45 Entering: 18
7:45-8:00 Entering: 8
7-8AM Total Entering: 65
8:00-8:15 Entering: 24
8:15-8:30 Entering: 20
8:30-8:45 Entering: 24
8:45-9:00 Entering: 14
8-9AM Total Entering: 82

2:00-2:15 Entering: 29
2:15-2:30 Entering: 34
2:30-2:45 Entering: 42
2:45-3:00 Entering: 26
2-3PM Total Entering: 131
3:00-3:15 Entering: 26
3:15-3:30 Entering: 28
3:30-3:45 Entering: 25
3:45-4:00 Entering: 24
3-4PM Total Entering:

Max Queue: Maximum queue observed during the 5-minute period

Service Time 1: How long does it take the car from arriving at the queue to ordering (so if there is no queue, this should be 0)

Service Time 2: Order window to receiving order and leaving

DUTCH BROS DRIVE THROUGH DATA

2510 Laporte Ave,
Valparaiso, IN 46383

IN0701	Avg. Guest
4:00 AM	3
5:00 AM	18
6:00 AM	36
7:00 AM	59
8:00 AM	71
9:00 AM	85
10:00 AM	94
11:00 AM	89
12:00 PM	86
1:00 PM	86
2:00 PM	83
3:00 PM	84
4:00 PM	77
5:00 PM	65
6:00 PM	58
7:00 PM	48
8:00 PM	36
9:00 PM	23
10:00 PM	12
11:00 PM	-
12:00 AM	-

671 E 109th Place,
Crown Point, IN 46307

	Avg. Guest
4:00 AM	3
5:00 AM	26
6:00 AM	52
7:00 AM	68
8:00 AM	80
9:00 AM	85
10:00 AM	88
11:00 AM	87
12:00 PM	85
1:00 PM	85
2:00 PM	85
3:00 PM	81
4:00 PM	75
5:00 PM	71
6:00 PM	63
7:00 PM	58
8:00 PM	49
9:00 PM	33
10:00 PM	18
11:00 PM	1
12:00 AM	-

502 IAA Dr, Bloomington, IL 61701

IL1301	Avg. Guest
4:00 AM	2
5:00 AM	25
6:00 AM	53
7:00 AM	80
8:00 AM	95
9:00 AM	93
10:00 AM	104
11:00 AM	101
12:00 PM	103
1:00 PM	98
2:00 PM	102
3:00 PM	97
4:00 PM	95
5:00 PM	80
6:00 PM	72
7:00 PM	66
8:00 PM	54
9:00 PM	35
10:00 PM	14
11:00 PM	-
12:00 AM	-

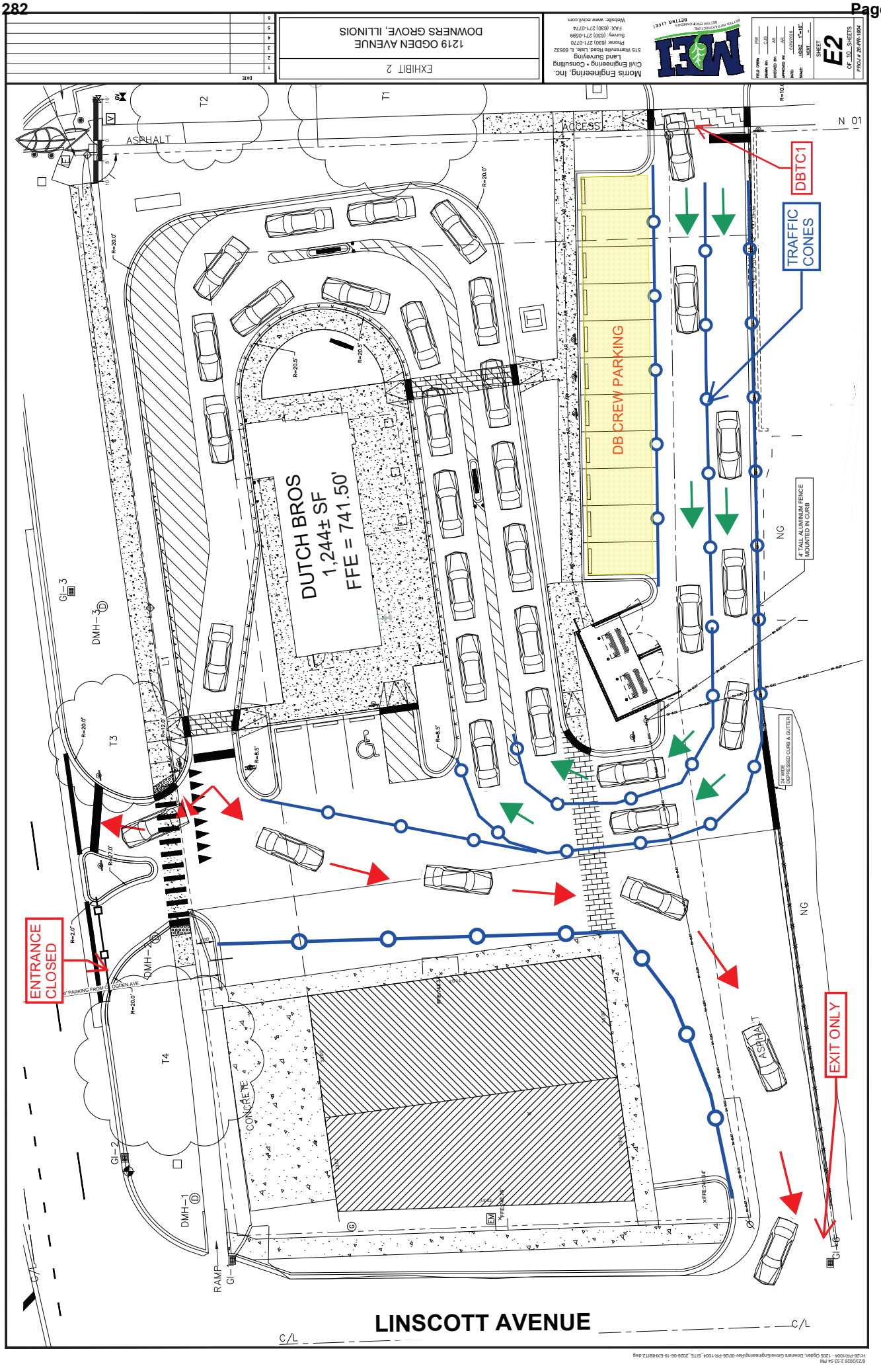
809 W Green St, Urbana, IL 61801

IL0301	Avg. Guest
4:00 AM	1
5:00 AM	7
6:00 AM	19
7:00 AM	33
8:00 AM	46
9:00 AM	54
10:00 AM	61
11:00 AM	63
12:00 PM	67
1:00 PM	64
2:00 PM	62
3:00 PM	62
4:00 PM	53
5:00 PM	43
6:00 PM	34
7:00 PM	27
8:00 PM	22
9:00 PM	18
10:00 PM	10
11:00 PM	3
12:00 AM	-

1 Sunset Dr, Mt Vernon, IL 62864

IL0201	Avg. Guest
4:00 AM	1
5:00 AM	7
6:00 AM	15
7:00 AM	33
8:00 AM	36
9:00 AM	34
10:00 AM	36
11:00 AM	33
12:00 PM	33
1:00 PM	32
2:00 PM	31
3:00 PM	33
4:00 PM	30
5:00 PM	25
6:00 PM	20
7:00 PM	16
8:00 PM	12
9:00 PM	8
10:00 PM	5
11:00 PM	1
12:00 AM	-

OPENING DAY TRAFFIC MITIGATION PLAN


EXHIBIT 2
1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS
Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Warrenville Road, Suite IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
FAX: (630) 271-0774
Website: www.MorE.com
SHEET E2 OF 10 SHEETS
PROJ # 26-PR-1004
DBTC1
TRAFFIC CONES
DB CREW PARKING
DUTCH BROS
1,244± SF
FFE = 741.50'
ACCESS
ASPHALT
CONCRETE
4' TALL ALUMINUM FENCE MOUNTED IN CURB
24' WIDE DEPRESSED CURB & GUTTER
ENTRANCE CLOSED
EXIT ONLY
RAMP
DMH-1
DMH-2
DMH-3
GI-1
GI-2
GI-3
T1
T2
T3
T4
L1
NG
C/L
LINSCOTT AVENUE

EXISTING CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1120	70	110	985	20	135	50	110	30	35	55
Future Volume (veh/h)	70	1120	70	110	985	20	135	50	110	30	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870	1870	1870
Adj Flow Rate, veh/h	74	1179	74	116	1037	21	142	53	116	32	37	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2	2	2
Cap, veh/h	392	2361	148	334	2494	50	225	95	209	165	120	188
Arrive On Green	0.03	0.66	0.66	0.04	0.67	0.67	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1767	3575	224	1739	3720	75	1270	522	1143	1216	656	1029
Grp Volume(v), veh/h	74	616	637	116	517	541	142	0	169	32	0	95
Grp Sat Flow(s),veh/h/ln	1767	1870	1928	1739	1856	1940	1270	0	1665	1216	0	1685
Q Serve(g_s), s	1.8	21.7	21.8	2.8	16.6	16.6	14.2	0.0	12.0	3.2	0.0	6.3
Cycle Q Clear(g_c), s	1.8	21.7	21.8	2.8	16.6	16.6	20.5	0.0	12.0	15.2	0.0	6.3
Prop In Lane	1.00		0.12	1.00		0.04	1.00		0.69	1.00		0.61
Lane Grp Cap(c), veh/h	392	1235	1274	334	1244	1300	225	0	304	165	0	308
V/C Ratio(X)	0.19	0.50	0.50	0.35	0.42	0.42	0.63	0.00	0.56	0.19	0.00	0.31
Avail Cap(c_a), veh/h	526	1235	1274	449	1244	1300	267	0	359	205	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	11.2	11.2	8.8	9.8	9.8	54.9	0.0	48.3	55.2	0.0	46.0
Incr Delay (d2), s/veh	0.2	1.4	1.4	0.6	1.0	1.0	6.5	0.0	3.4	1.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	13.8	14.2	1.8	10.9	11.3	8.6	0.0	9.1	1.9	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.9	12.6	12.6	9.5	10.8	10.8	61.4	0.0	51.7	56.4	0.0	47.2
LnGrp LOS	A	B	B	A	B	B	E		D	E		D
Approach Vol, veh/h		1327			1174			311			127	
Approach Delay, s/veh		12.3			10.7			56.1			49.5	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	91.9		29.8	7.1	93.2		29.8				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0				
Max Q Clear Time (g_c+I1), s	4.8	23.8		22.5	3.8	18.6		17.2				
Green Ext Time (p_c), s	0.2	35.4		1.2	0.1	31.0		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.9									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1120	70	110	985	20	135	50	110	30	35	55
Future Volume (veh/h)	70	1120	70	110	985	20	135	50	110	30	35	55
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870	1870	1870
Adj Flow Rate, veh/h	74	1179	74	116	1037	21	142	53	116	32	37	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	392	2361	148	334	2494	50	225	95	209	165	120	188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.66	0.66	0.04	0.67	0.67	0.18	0.18	0.18	0.18	0.18	0.18
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.9	12.6	12.6	9.5	10.8	10.8	61.4	0.0	51.7	56.4	0.0	47.2
Ln Grp LOS	A	B	B	A	B	B	E		D	E		D
Approach Vol, veh/h		1327			1174			311			127	
Approach Delay, s/veh		12.3			10.7			56.1			49.5	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	8.4	91.9		29.8	7.1	93.2		29.8
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0
Max Allow Headway (MAH), s	3.8	9.1		6.9	3.8	9.1		7.2
Max Q Clear (g_c+I1), s	4.8	23.8		22.5	3.8	18.6		17.2
Green Ext Time (g_e), s	0.2	35.4		1.2	0.1	31.0		0.7
Prob of Phs Call (p_c)	0.98	1.00		1.00	0.93	1.00		1.00
Prob of Max Out (p_x)	0.01	0.63		1.00	0.00	0.41		0.24

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1739			1270	1767			1216

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3575		522		3720		656

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		224		1143		75		1029

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	116	0	0	142	74	0	0	32
Grp Sat Flow (s), veh/h/ln	1739	0	0	1270	1767	0	0	1216
Q Serve Time (g_s), s	2.8	0.0	0.0	14.2	1.8	0.0	0.0	3.2
Cycle Q Clear Time (g_c), s	2.8	0.0	0.0	20.5	1.8	0.0	0.0	15.2
Perm LT Sat Flow (s_l), veh/h/ln	433	0	0	1270	529	0	0	1216
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	85.9	0.0	0.0	23.8	85.9	0.0	0.0	23.8
Perm LT Serve Time (g_u), s	64.1	0.0	0.0	17.4	70.6	0.0	0.0	11.7
Perm LT Q Serve Time (g_ps), s	8.0	0.0	0.0	14.2	2.5	0.0	0.0	3.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	334	0	0	225	392	0	0	165
V/C Ratio (X)	0.35	0.00	0.00	0.63	0.19	0.00	0.00	0.19
Avail Cap (c_a), veh/h	449	0	0	267	526	0	0	205
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.8	0.0	0.0	54.9	7.6	0.0	0.0	55.2
Incr Delay (d2), s/veh	0.6	0.0	0.0	6.5	0.2	0.0	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.5	0.0	0.0	61.4	7.9	0.0	0.0	56.4
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	4.6	0.6	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.73	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.8	0.0	0.0	8.6	1.2	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.15	0.00	0.00	2.50	0.15	0.00	0.00	0.64
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	616	0	0	0	517	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1856	0	0
Q Serve Time (g_s), s	0.0	21.7	0.0	0.0	0.0	16.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.7	0.0	0.0	0.0	16.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1235	0	0	0	1244	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1235	0	0	0	1244	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.2	0.0	0.0	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	0.0	0.0	10.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.4	0.0	0.0	0.0	6.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.55	0.00	1.00	0.00	1.64	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	13.8	0.0	0.0	0.0	10.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.35	0.00	0.00	0.00	0.49	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	637	0	169	0	541	0	95
Grp Sat Flow (s), veh/h/ln	0	1928	0	1665	0	1940	0	1685
Q Serve Time (g_s), s	0.0	21.8	0.0	12.0	0.0	16.6	0.0	6.3
Cycle Q Clear Time (g_c), s	0.0	21.8	0.0	12.0	0.0	16.6	0.0	6.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.12	0.00	0.69	0.00	0.04	0.00	0.61
Lane Grp Cap (c), veh/h	0	1274	0	304	0	1300	0	308
V/C Ratio (X)	0.00	0.50	0.00	0.56	0.00	0.42	0.00	0.31
Avail Cap (c_a), veh/h	0	1274	0	359	0	1300	0	363
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.2	0.0	48.3	0.0	9.8	0.0	46.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	3.4	0.0	1.0	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	51.7	0.0	10.8	0.0	47.2
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	5.1	0.0	6.6	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.71	0.00	1.62	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	14.2	0.0	9.1	0.0	11.3	0.0	5.0
%ile Storage Ratio (RQ%)	0.00	1.38	0.00	1.76	0.00	0.50	0.00	0.36
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1285	10	0	1170	0	1
Future Vol, veh/h	1285	10	0	1170	0	1
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	3	2	2
Mvmt Flow	1353	11	0	1232	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	682
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	393
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	393
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	393	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s/veh)	14.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	5	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	25	6	24	23	4	6	0	0	6	0	0
Stage 1	16	16	-	6	6	-	-	-	-	-	-	-
Stage 2	4	8	-	18	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	869	1077	987	871	1080	1615	-	-	1615	-	-
Stage 1	1003	882	-	1016	891	-	-	-	-	-	-	-
Stage 2	1019	889	-	1001	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	987	865	1077	976	867	1080	1615	-	-	1615	-	-
Mov Cap-2 Maneuver	987	865	-	976	867	-	-	-	-	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-	-	-	-	-
Stage 2	1016	888	-	990	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9	8.73	1.03	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	220	-	-	907	972	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.008	0.003	-	-
HCM Control Delay (s/veh)	7.2	0	-	9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	10	1	1	1	5	290	1	1	215	1
Future Vol, veh/h	5	1	10	1	1	1	5	290	1	1	215	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	100	2	6	2	2	4	2
Mvmt Flow	5	1	11	1	1	1	5	305	1	1	226	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	545	546	227	545	546	306	227	0	0	306	0	0
Stage 1	229	229	-	316	316	-	-	-	-	-	-	-
Stage 2	316	317	-	229	229	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	7.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	4.2	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	449	445	812	449	445	553	1341	-	-	1254	-	-
Stage 1	774	715	-	695	655	-	-	-	-	-	-	-
Stage 2	695	654	-	774	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	445	443	812	440	443	553	1341	-	-	1254	-	-
Mov Cap-2 Maneuver	445	443	-	440	443	-	-	-	-	-	-	-
Stage 1	773	714	-	692	652	-	-	-	-	-	-	-
Stage 2	689	651	-	762	714	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.97	12.66	0.13	0.04
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	30	-	-	620	473	8	-	-
HCM Lane V/C Ratio	0.004	-	-	0.027	0.007	0.001	-	-
HCM Control Delay (s/veh)	7.7	0	-	11	12.7	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1085	55	75	1425	45	80	50	60	80	80	85
Future Volume (veh/h)	95	1085	55	75	1425	45	80	50	60	80	80	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1142	58	79	1500	47	84	53	63	84	84	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	2466	125	349	2504	78	159	141	167	206	150	159
Arrive On Green	0.03	0.68	0.68	0.03	0.68	0.68	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3622	184	1781	3703	116	1212	778	925	1276	831	881
Grp Volume(v), veh/h	100	589	611	79	756	791	84	0	116	84	0	173
Grp Sat Flow(s),veh/h/ln	1781	1870	1936	1781	1870	1948	1212	0	1704	1276	0	1712
Q Serve(g_s), s	2.4	20.6	20.6	1.9	30.8	31.0	9.5	0.0	8.4	8.7	0.0	12.9
Cycle Q Clear(g_c), s	2.4	20.6	20.6	1.9	30.8	31.0	22.4	0.0	8.4	17.0	0.0	12.9
Prop In Lane	1.00		0.09	1.00		0.06	1.00		0.54	1.00		0.51
Lane Grp Cap(c), veh/h	261	1274	1318	349	1265	1318	159	0	308	206	0	310
V/C Ratio(X)	0.38	0.46	0.46	0.23	0.60	0.60	0.53	0.00	0.38	0.41	0.00	0.56
Avail Cap(c_a), veh/h	388	1274	1318	485	1265	1318	217	0	389	267	0	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	10.4	10.4	8.1	12.3	12.3	62.4	0.0	50.4	57.9	0.0	52.2
Incr Delay (d2), s/veh	0.9	1.2	1.2	0.3	2.1	2.0	5.7	0.0	1.6	2.8	0.0	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	13.2	13.6	1.3	18.7	19.4	5.8	0.0	6.8	5.4	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	11.6	11.6	8.5	14.4	14.4	68.1	0.0	52.0	60.6	0.0	55.6
LnGrp LOS	B	B	B	A	B	B	E		D	E		E
Approach Vol, veh/h		1300			1626			200			257	
Approach Delay, s/veh		11.6			14.1			58.8			57.2	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	101.3		31.3	8.0	100.7		31.3				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0				
Max Q Clear Time (g_c+I1), s	3.9	22.6		24.4	4.4	33.0		19.0				
Green Ext Time (p_c), s	0.1	36.6		0.9	0.1	39.2		1.9				

Intersection Summary			
HCM 7th Control Delay, s/veh		19.1	
HCM 7th LOS		B	

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1085	55	75	1425	45	80	50	60	80	80	85
Future Volume (veh/h)	95	1085	55	75	1425	45	80	50	60	80	80	85
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1142	58	79	1500	47	84	53	63	84	84	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	261	2466	125	349	2504	78	159	141	167	206	150	159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.68	0.68	0.03	0.68	0.68	0.18	0.18	0.18	0.18	0.18	0.18
Unsig. Movement Delay												
Ln Grp Delay, s/veh	12.1	11.6	11.6	8.5	14.4	14.4	68.1	0.0	52.0	60.6	0.0	55.6
Ln Grp LOS	B	B	B	A	B	B	E		D	E		E
Approach Vol, veh/h		1300			1626			200			257	
Approach Delay, s/veh		11.6			14.1			58.8			57.2	
Approach LOS		B			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	7.3	101.3		31.3	8.0	100.7		31.3
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		7.0	3.8	9.1		7.1
Max Q Clear (g_c+I1), s	3.9	22.6		24.4	4.4	33.0		19.0
Green Ext Time (g_e), s	0.1	36.6		0.9	0.1	39.2		1.9
Prob of Phs Call (p_c)	0.95	1.00		1.00	0.98	1.00		1.00
Prob of Max Out (p_x)	0.00	0.54		0.82	0.00	0.84		0.21

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1212	1781			1276

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3622		778		3703		831

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		184		925		116		881

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	79	0	0	84	100	0	0	84
Grp Sat Flow (s), veh/h/ln	1781	0	0	1212	1781	0	0	1276
Q Serve Time (g_s), s	1.9	0.0	0.0	9.5	2.4	0.0	0.0	8.7
Cycle Q Clear Time (g_c), s	1.9	0.0	0.0	22.4	2.4	0.0	0.0	17.0
Perm LT Sat Flow (s_l), veh/h/ln	466	0	0	1212	334	0	0	1276
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	94.7	0.0	0.0	25.3	94.7	0.0	0.0	25.3
Perm LT Serve Time (g_u), s	74.7	0.0	0.0	12.4	63.7	0.0	0.0	17.0
Perm LT Q Serve Time (g_ps), s	4.1	0.0	0.0	9.5	13.2	0.0	0.0	8.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	349	0	0	159	261	0	0	206
V/C Ratio (X)	0.23	0.00	0.00	0.53	0.38	0.00	0.00	0.41
Avail Cap (c_a), veh/h	485	0	0	217	388	0	0	267
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.1	0.0	0.0	62.4	11.2	0.0	0.0	57.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	5.7	0.9	0.0	0.0	2.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.5	0.0	0.0	68.1	12.1	0.0	0.0	60.6
1st-Term Q (Q1), veh/ln	0.7	0.0	0.0	3.0	0.9	0.0	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.3	0.0	0.0	5.8	1.7	0.0	0.0	5.4
%ile Storage Ratio (RQ%)	0.11	0.00	0.00	1.63	0.21	0.00	0.00	1.82
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	589	0	0	0	756	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	20.6	0.0	0.0	0.0	30.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.6	0.0	0.0	0.0	30.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1274	0	0	0	1265	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.60	0.00	0.00
Avail Cap (c_a), veh/h	0	1274	0	0	0	1265	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.4	0.0	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.6	0.0	0.0	0.0	14.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.0	0.0	0.0	0.0	12.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.56	0.00	1.00	0.00	1.46	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	13.2	0.0	0.0	0.0	18.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.29	0.00	0.00	0.00	0.83	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	611	0	116	0	791	0	173
Grp Sat Flow (s), veh/h/ln	0	1936	0	1704	0	1948	0	1712
Q Serve Time (g_s), s	0.0	20.6	0.0	8.4	0.0	31.0	0.0	12.9
Cycle Q Clear Time (g_c), s	0.0	20.6	0.0	8.4	0.0	31.0	0.0	12.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.54	0.00	0.06	0.00	0.51
Lane Grp Cap (c), veh/h	0	1318	0	308	0	1318	0	310
V/C Ratio (X)	0.00	0.46	0.00	0.38	0.00	0.60	0.00	0.56
Avail Cap (c_a), veh/h	0	1318	0	389	0	1318	0	391
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.4	0.0	50.4	0.0	12.3	0.0	52.2
Incr Delay (d2), s/veh	0.0	1.2	0.0	1.6	0.0	2.0	0.0	3.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.6	0.0	52.0	0.0	14.4	0.0	55.6
1st-Term Q (Q1), veh/ln	0.0	8.3	0.0	3.6	0.0	12.6	0.0	5.6
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.7	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.56	0.00	1.80	0.00	1.45	0.00	1.67
%ile Back of Q (95%), veh/ln	0.0	13.6	0.0	6.8	0.0	19.4	0.0	9.9
%ile Storage Ratio (RQ%)	0.00	1.33	0.00	1.31	0.00	0.86	0.00	0.70
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1235	5	0	1635	0	1
Future Vol, veh/h	1235	5	0	1635	0	1
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	1300	5	0	1721	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	653
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	410
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	410
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	410	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s/veh)	13.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	1	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	12	12	6	14	12	2	6	0	0	2	0	0
Stage 1	8	8	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1006	882	1077	1003	882	1083	1615	-	-	1620	-	-
Stage 1	1014	889	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1002	881	1077	994	881	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	1002	881	-	994	881	-	-	-	-	-	-	-
Stage 1	1013	889	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	892	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.94	8.67	2.41	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	921	988	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.007	0.001	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	5	1	1	15	1	20	1	165	10	40	165	5
Future Vol, veh/h	5	1	1	15	1	20	1	165	10	40	165	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	1	16	1	21	1	174	11	42	174	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	437	447	176	439	444	179	179	0	0	184	0	0
Stage 1	261	261	-	181	181	-	-	-	-	-	-	-
Stage 2	176	186	-	258	263	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	530	507	867	528	508	864	1397	-	-	1391	-	-
Stage 1	744	692	-	821	750	-	-	-	-	-	-	-
Stage 2	825	746	-	746	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	498	489	867	508	491	864	1397	-	-	1391	-	-
Mov Cap-2 Maneuver	498	489	-	508	491	-	-	-	-	-	-	-
Stage 1	719	669	-	820	749	-	-	-	-	-	-	-
Stage 2	804	745	-	719	667	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.9	10.81	0.04	1.46
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	529	658	341	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.058	0.03	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.9	10.8	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
SAT Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1015	40	40	1105	45	60	45	30	110	45	95
Future Volume (veh/h)	125	1015	40	40	1105	45	60	45	30	110	45	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1068	42	42	1163	47	63	47	32	116	47	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	2610	103	388	2534	102	141	157	107	202	81	172
Arrive On Green	0.04	0.71	0.71	0.02	0.69	0.69	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3669	144	1781	3664	148	1241	1037	706	1320	533	1134
Grp Volume(v), veh/h	132	544	566	42	593	617	63	0	79	116	0	147
Grp Sat Flow(s),veh/h/ln	1781	1870	1943	1781	1870	1942	1241	0	1743	1320	0	1666
Q Serve(g_s), s	2.7	15.4	15.4	0.9	18.6	18.7	6.5	0.0	5.2	11.1	0.0	10.7
Cycle Q Clear(g_c), s	2.7	15.4	15.4	0.9	18.6	18.7	17.1	0.0	5.2	16.4	0.0	10.7
Prop In Lane	1.00		0.07	1.00		0.08	1.00		0.41	1.00		0.68
Lane Grp Cap(c), veh/h	376	1330	1382	388	1293	1343	141	0	264	202	0	252
V/C Ratio(X)	0.35	0.41	0.41	0.11	0.46	0.46	0.45	0.00	0.30	0.57	0.00	0.58
Avail Cap(c_a), veh/h	535	1330	1382	582	1293	1343	202	0	349	266	0	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	7.6	7.6	6.3	9.1	9.1	59.3	0.0	49.0	56.3	0.0	51.3
Incr Delay (d2), s/veh	0.6	0.9	0.9	0.1	1.2	1.1	4.6	0.0	1.3	5.4	0.0	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	10.0	10.3	0.6	11.9	12.2	4.0	0.0	4.3	7.3	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	8.6	8.5	6.4	10.2	10.2	64.0	0.0	50.4	61.7	0.0	55.8
LnGrp LOS	A	A	A	A	B	B	E		D	E		E
Approach Vol, veh/h		1242			1252			142			263	
Approach Delay, s/veh		8.4			10.1			56.4			58.4	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	98.5		25.7	8.4	95.9		25.7				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0				
Max Q Clear Time (g_c+I1), s	2.9	17.4		19.1	4.7	20.7		18.4				
Green Ext Time (p_c), s	0.0	33.0		0.5	0.2	35.1		1.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.0	
HCM 7th LOS		B	

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

Existing (2025) Traffic Volumes
SAT Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1015	40	40	1105	45	60	45	30	110	45	95
Future Volume (veh/h)	125	1015	40	40	1105	45	60	45	30	110	45	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1068	42	42	1163	47	63	47	32	116	47	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	376	2610	103	388	2534	102	141	157	107	202	81	172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.71	0.71	0.02	0.69	0.69	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.5	8.6	8.5	6.4	10.2	10.2	64.0	0.0	50.4	61.7	0.0	55.8
Ln Grp LOS	A	A	A	A	B	B	E		D	E		E
Approach Vol, veh/h		1242			1252			142			263	
Approach Delay, s/veh		8.4			10.1			56.4			58.4	
Approach LOS		A			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	5.8	98.5		25.7	8.4	95.9		25.7
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0
Max Allow Headway (MAH), s	3.8	9.1		6.9	3.8	9.1		6.9
Max Q Clear (g_c+I1), s	2.9	17.4		19.1	4.7	20.7		18.4
Green Ext Time (g_e), s	0.0	33.0		0.5	0.2	35.1		1.3
Prob of Phs Call (p_c)	0.78	1.00		1.00	0.99	1.00		1.00
Prob of Max Out (p_x)	0.00	0.46		1.00	0.00	0.58		0.82

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1241	1781			1320

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3669		1037		3664		533

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		144		706		148		1134

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	42	0	0	63	132	0	0	116
Grp Sat Flow (s), veh/h/ln	1781	0	0	1241	1781	0	0	1320
Q Serve Time (g_s), s	0.9	0.0	0.0	6.5	2.7	0.0	0.0	11.1
Cycle Q Clear Time (g_c), s	0.9	0.0	0.0	17.1	2.7	0.0	0.0	16.4
Perm LT Sat Flow (s_l), veh/h/ln	508	0	0	1241	462	0	0	1320
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.9	0.0	0.0	19.7	91.0	0.0	0.0	19.7
Perm LT Serve Time (g_u), s	77.1	0.0	0.0	9.0	71.2	0.0	0.0	14.4
Perm LT Q Serve Time (g_ps), s	1.2	0.0	0.0	6.5	7.9	0.0	0.0	11.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	388	0	0	141	376	0	0	202
V/C Ratio (X)	0.11	0.00	0.00	0.45	0.35	0.00	0.00	0.57
Avail Cap (c_a), veh/h	582	0	0	202	535	0	0	266
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	6.3	0.0	0.0	59.3	6.9	0.0	0.0	56.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	4.6	0.6	0.0	0.0	5.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.4	0.0	0.0	64.0	7.5	0.0	0.0	61.7
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	2.1	0.9	0.0	0.0	3.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.6	0.0	0.0	4.0	1.7	0.0	0.0	7.3
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	1.14	0.22	0.00	0.00	2.47
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	544	0	0	0	593	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	15.4	0.0	0.0	0.0	18.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.4	0.0	0.0	0.0	18.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1330	0	0	0	1293	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1330	0	0	0	1293	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.6	0.0	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.6	0.0	0.0	0.0	10.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.6	0.0	0.0	0.0	7.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.67	0.00	1.00	0.00	1.60	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.0	0.0	0.0	0.0	11.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.97	0.00	0.00	0.00	0.53	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	566	0	79	0	617	0	147
Grp Sat Flow (s), veh/h/ln	0	1943	0	1743	0	1942	0	1666
Q Serve Time (g_s), s	0.0	15.4	0.0	5.2	0.0	18.7	0.0	10.7
Cycle Q Clear Time (g_c), s	0.0	15.4	0.0	5.2	0.0	18.7	0.0	10.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	0.41	0.00	0.08	0.00	0.68
Lane Grp Cap (c), veh/h	0	1382	0	264	0	1343	0	252
V/C Ratio (X)	0.00	0.41	0.00	0.30	0.00	0.46	0.00	0.58
Avail Cap (c_a), veh/h	0	1382	0	349	0	1343	0	333
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.6	0.0	49.0	0.0	9.1	0.0	51.3
Incr Delay (d2), s/veh	0.0	0.9	0.0	1.3	0.0	1.1	0.0	4.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.5	0.0	50.4	0.0	10.2	0.0	55.8
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	2.3	0.0	7.3	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.4	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.66	0.00	1.80	0.00	1.59	0.00	1.75
%ile Back of Q (95%), veh/ln	0.0	10.3	0.0	4.3	0.0	12.2	0.0	8.4
%ile Storage Ratio (RQ%)	0.00	1.00	0.00	0.84	0.00	0.54	0.00	0.59
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1205	5	0	1280	0	5
Future Vol, veh/h	1205	5	0	1280	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1268	5	0	1347	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	637
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	420
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	420
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	13.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	420	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s/veh)	13.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Future Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	5	1	1	5	5	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	21	6	20	18	8	6	0	0	11	0	0
Stage 1	8	8	-	10	10	-	-	-	-	-	-	-
Stage 2	10	13	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	873	1077	993	876	1074	1615	-	-	1609	-	-
Stage 1	1014	889	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	885	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	988	872	1077	985	874	1074	1615	-	-	1609	-	-
Mov Cap-2 Maneuver	988	872	-	985	874	-	-	-	-	-	-	-
Stage 1	1013	889	-	1010	887	-	-	-	-	-	-	-
Stage 2	1003	884	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.98	8.89	0.66	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	149	-	-	912	938	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.012	0.001	-	-
HCM Control Delay (s/veh)	7.2	0	-	9	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	5	1	5	15	1	15	5	115	10	30	90	5
Future Vol, veh/h	5	1	5	15	1	15	5	115	10	30	90	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	16	1	16	5	121	11	32	95	5

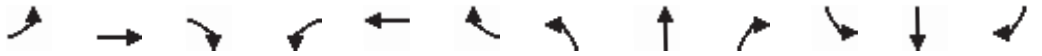
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	293	303	97	295	300	126	100	0	0	132	0	0
Stage 1	161	161	-	137	137	-	-	-	-	-	-	-
Stage 2	132	142	-	158	163	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	660	610	959	657	612	924	1493	-	-	1454	-	-
Stage 1	842	765	-	866	783	-	-	-	-	-	-	-
Stage 2	871	779	-	844	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	630	594	959	635	596	924	1493	-	-	1454	-	-
Mov Cap-2 Maneuver	630	594	-	635	596	-	-	-	-	-	-	-
Stage 1	822	747	-	863	780	-	-	-	-	-	-	-
Stage 2	852	776	-	819	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.93	10.04	0.29	1.81
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	68	-	-	741	746	428	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.044	0.022	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.9	10	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

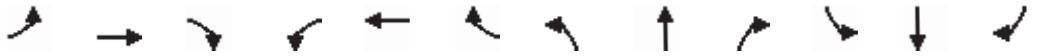
Existing (2026) Traffic Volumes
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1190	35	70	1345	65	60	50	70	75	50	100
Future Volume (veh/h)	95	1190	35	70	1345	65	60	50	70	75	50	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1253	37	74	1416	68	63	53	74	79	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	2610	77	333	2536	122	141	113	158	168	90	178
Arrive On Green	0.03	0.70	0.70	0.03	0.70	0.70	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3710	109	1781	3634	174	1228	706	986	1264	560	1110
Grp Volume(v), veh/h	100	631	659	74	727	757	63	0	127	79	0	158
Grp Sat Flow(s),veh/h/ln	1781	1870	1949	1781	1870	1937	1228	0	1693	1264	0	1671
Q Serve(g_s), s	2.3	21.2	21.2	1.7	26.9	27.1	7.0	0.0	9.5	8.5	0.0	12.3
Cycle Q Clear(g_c), s	2.3	21.2	21.2	1.7	26.9	27.1	19.3	0.0	9.5	18.0	0.0	12.3
Prop In Lane	1.00		0.06	1.00		0.09	1.00		0.58	1.00		0.66
Lane Grp Cap(c), veh/h	286	1316	1371	333	1306	1352	141	0	272	168	0	268
V/C Ratio(X)	0.35	0.48	0.48	0.22	0.56	0.56	0.45	0.00	0.47	0.47	0.00	0.59
Avail Cap(c_a), veh/h	415	1316	1371	472	1306	1352	224	0	387	254	0	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	9.3	9.3	7.4	10.4	10.5	63.4	0.0	53.3	61.5	0.0	54.5
Incr Delay (d2), s/veh	0.7	1.3	1.2	0.3	1.7	1.7	4.7	0.0	2.7	4.3	0.0	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	13.3	13.7	1.1	16.3	16.9	4.3	0.0	7.7	5.3	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	10.6	10.5	7.7	12.2	12.1	68.1	0.0	56.0	65.8	0.0	58.9
LnGrp LOS	A	B	B	A	B	B	E		E	E		E
Approach Vol, veh/h		1390			1558			190			237	
Approach Delay, s/veh		10.5			11.9			60.0			61.2	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	104.5		28.5	7.8	103.7		28.5				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0				
Max Q Clear Time (g_c+I1), s	3.7	23.2		21.3	4.3	29.1		20.0				
Green Ext Time (p_c), s	0.1	39.4		1.2	0.1	40.9		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.5									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1190	35	70	1345	65	60	50	70	75	50	100
Future Volume (veh/h)	95	1190	35	70	1345	65	60	50	70	75	50	100
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1253	37	74	1416	68	63	53	74	79	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	286	2610	77	333	2536	122	141	113	158	168	90	178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.70	0.70	0.03	0.70	0.70	0.16	0.16	0.16	0.16	0.16	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.8	10.6	10.5	7.7	12.2	12.1	68.1	0.0	56.0	65.8	0.0	58.9
Ln Grp LOS	A	B	B	A	B	B	E		E	E		E
Approach Vol, veh/h		1390			1558			190			237	
Approach Delay, s/veh		10.5			11.9			60.0			61.2	
Approach LOS		B			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	7.1	104.5		28.5	7.8	103.7		28.5
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		7.1	3.8	9.1		7.1
Max Q Clear (g_c+I1), s	3.7	23.2		21.3	4.3	29.1		20.0
Green Ext Time (g_e), s	0.1	39.4		1.2	0.1	40.9		1.7
Prob of Phs Call (p_c)	0.94	1.00		1.00	0.98	1.00		1.00
Prob of Max Out (p_x)	0.00	0.63		0.31	0.00	0.80		0.25

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1228	1781			1264

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3710		706		3634		560

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		109		986		174		1110

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	74	0	0	63	100	0	0	79
Grp Sat Flow (s), veh/h/ln	1781	0	0	1228	1781	0	0	1264
Q Serve Time (g_s), s	1.7	0.0	0.0	7.0	2.3	0.0	0.0	8.5
Cycle Q Clear Time (g_c), s	1.7	0.0	0.0	19.3	2.3	0.0	0.0	18.0
Perm LT Sat Flow (s_l), veh/h/ln	428	0	0	1228	355	0	0	1264
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	97.7	0.0	0.0	22.5	97.7	0.0	0.0	22.5
Perm LT Serve Time (g_u), s	77.3	0.0	0.0	10.2	70.6	0.0	0.0	12.9
Perm LT Q Serve Time (g_ps), s	4.3	0.0	0.0	7.0	10.6	0.0	0.0	8.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	333	0	0	141	286	0	0	168
V/C Ratio (X)	0.22	0.00	0.00	0.45	0.35	0.00	0.00	0.47
Avail Cap (c_a), veh/h	472	0	0	224	415	0	0	254
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	7.4	0.0	0.0	63.4	9.1	0.0	0.0	61.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	4.7	0.7	0.0	0.0	4.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	7.7	0.0	0.0	68.1	9.8	0.0	0.0	65.8
1st-Term Q (Q1), veh/ln	0.6	0.0	0.0	2.2	0.8	0.0	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.1	0.0	0.0	4.3	1.5	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.09	0.00	0.00	1.22	0.19	0.00	0.00	1.80
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	631	0	0	0	727	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	21.2	0.0	0.0	0.0	26.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.2	0.0	0.0	0.0	26.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1316	0	0	0	1306	0	0
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.56	0.00	0.00
Avail Cap (c_a), veh/h	0	1316	0	0	0	1306	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.3	0.0	0.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.6	0.0	0.0	0.0	12.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.0	0.0	0.0	0.0	10.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.56	0.00	1.00	0.00	1.50	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	13.3	0.0	0.0	0.0	16.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.30	0.00	0.00	0.00	0.72	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	659	0	127	0	757	0	158
Grp Sat Flow (s), veh/h/ln	0	1949	0	1693	0	1937	0	1671
Q Serve Time (g_s), s	0.0	21.2	0.0	9.5	0.0	27.1	0.0	12.3
Cycle Q Clear Time (g_c), s	0.0	21.2	0.0	9.5	0.0	27.1	0.0	12.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.00	0.58	0.00	0.09	0.00	0.66
Lane Grp Cap (c), veh/h	0	1371	0	272	0	1352	0	268
V/C Ratio (X)	0.00	0.48	0.00	0.47	0.00	0.56	0.00	0.59
Avail Cap (c_a), veh/h	0	1371	0	387	0	1352	0	382
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.3	0.0	53.3	0.0	10.5	0.0	54.5
Incr Delay (d2), s/veh	0.0	1.2	0.0	2.7	0.0	1.7	0.0	4.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.5	0.0	56.0	0.0	12.1	0.0	58.9
1st-Term Q (Q1), veh/ln	0.0	8.4	0.0	4.1	0.0	10.7	0.0	5.2
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.2	0.0	0.6	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.55	0.00	1.79	0.00	1.49	0.00	1.70
%ile Back of Q (95%), veh/ln	0.0	13.7	0.0	7.7	0.0	16.9	0.0	9.4
%ile Storage Ratio (RQ%)	0.00	1.34	0.00	1.49	0.00	0.75	0.00	0.66
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1340	10	0	1535	0	5
Future Vol, veh/h	1340	10	0	1535	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1411	11	0	1616	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	711
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	376
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	376
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.72
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	376	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Ctrl Dly (s/v)	14.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Future Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	5	1	1	1	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	21	6	20	21	2	6	0	0	2	0	0
Stage 1	16	16	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	16	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	873	1077	993	873	1083	1615	-	-	1620	-	-
Stage 1	1003	882	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1003	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	983	870	1077	987	870	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	983	870	-	987	870	-	-	-	-	-	-	-
Stage 1	1000	879	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	892	-	998	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.73	8.51	2.41	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	969	1032	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.007	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	5	5	1	20	1	155	10	15	135	5
Future Vol, veh/h	5	5	5	5	1	20	1	155	10	15	135	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	5	5	1	21	1	163	11	16	142	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	342	352	145	347	349	168	147	0	0	174	0	0
Stage 1	176	176	-	171	171	-	-	-	-	-	-	-
Stage 2	166	176	-	176	179	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	612	573	903	608	575	876	1434	-	-	1403	-	-
Stage 1	825	753	-	831	758	-	-	-	-	-	-	-
Stage 2	836	754	-	825	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	588	565	903	591	567	876	1434	-	-	1403	-	-
Mov Cap-2 Maneuver	588	565	-	591	567	-	-	-	-	-	-	-
Stage 1	815	744	-	831	757	-	-	-	-	-	-	-
Stage 2	814	753	-	805	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.63	9.74	0.05	0.74
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	11	-	-	655	786	173	-	-
HCM Lane V/C Ratio	0.001	-	-	0.024	0.035	0.011	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.6	9.7	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

DATA FROM ITE TRIP GENERATION MANUAL, 12TH EDITION

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, its GLA is the same as the gross floor area of the building.

The 40,000-square-foot GLA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Delaware, Florida, New Jersey, Ontario (CAN), Pennsylvania, South Dakota, Vermont, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not contain retail that would generate significant trips during this period (for example, a coffee/donut shop).

Source Numbers

358, 428, 437, 507, 728, 936, 960, 961, 1009, 1219

Strip Retail Plaza (<40k)
(822)

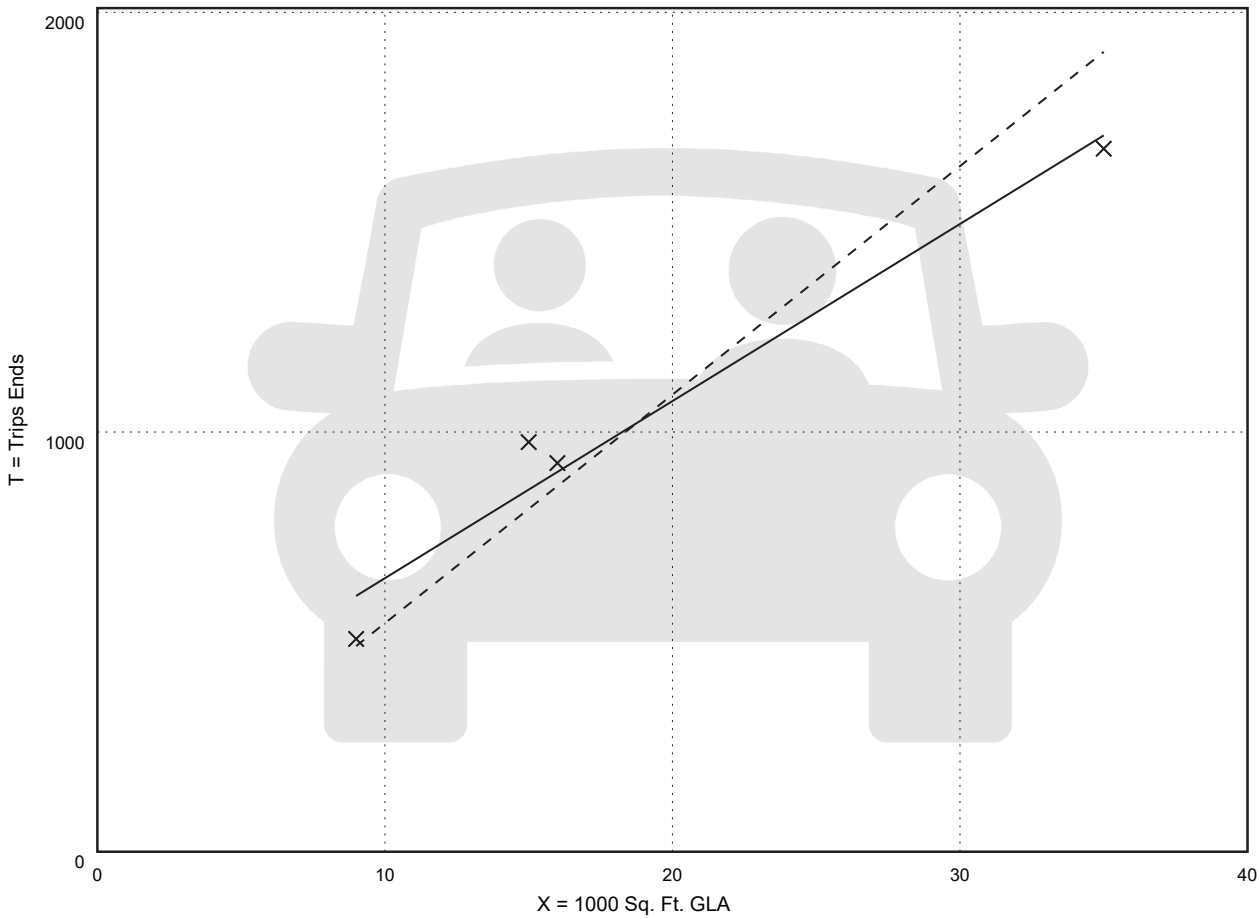
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

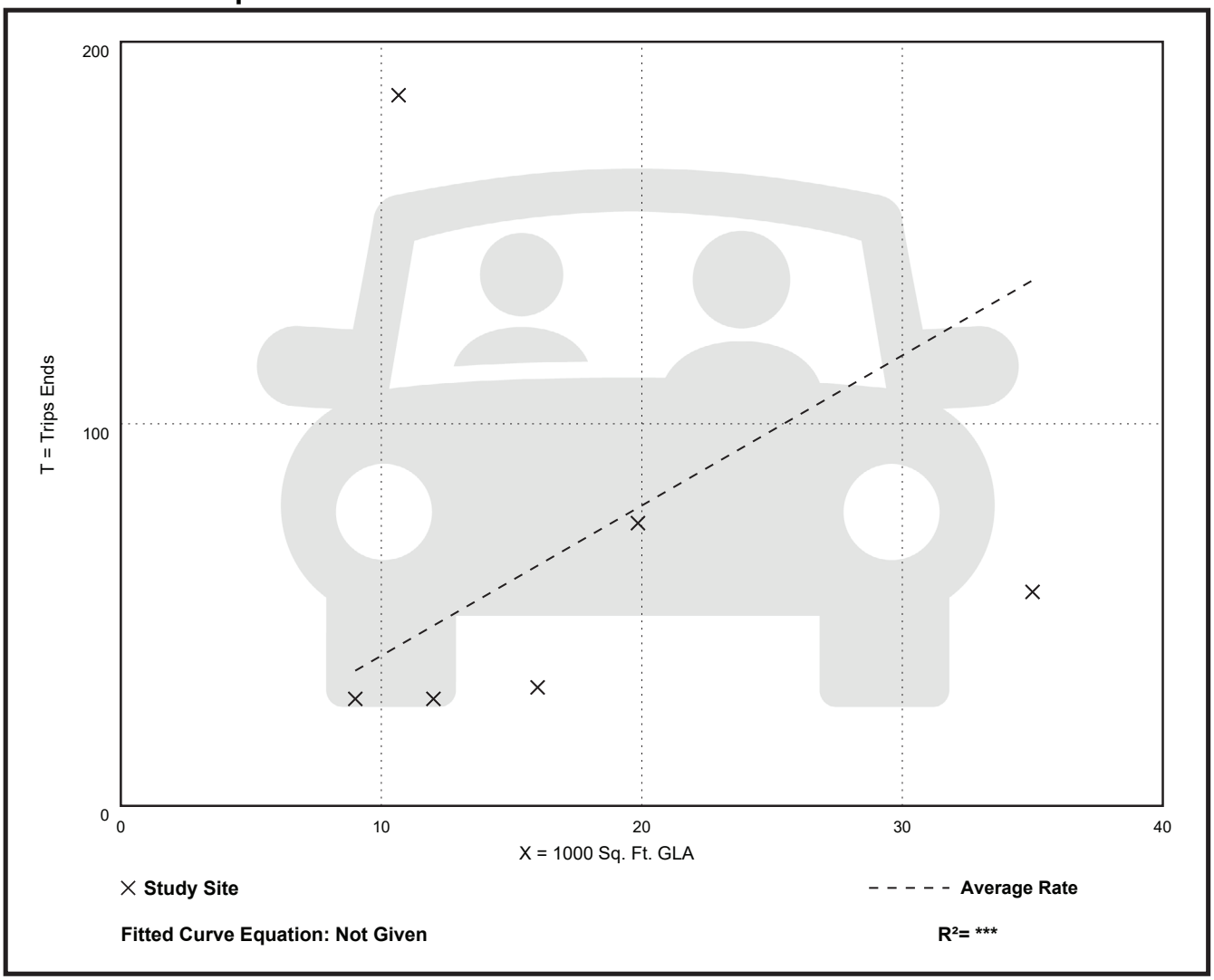
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 17
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

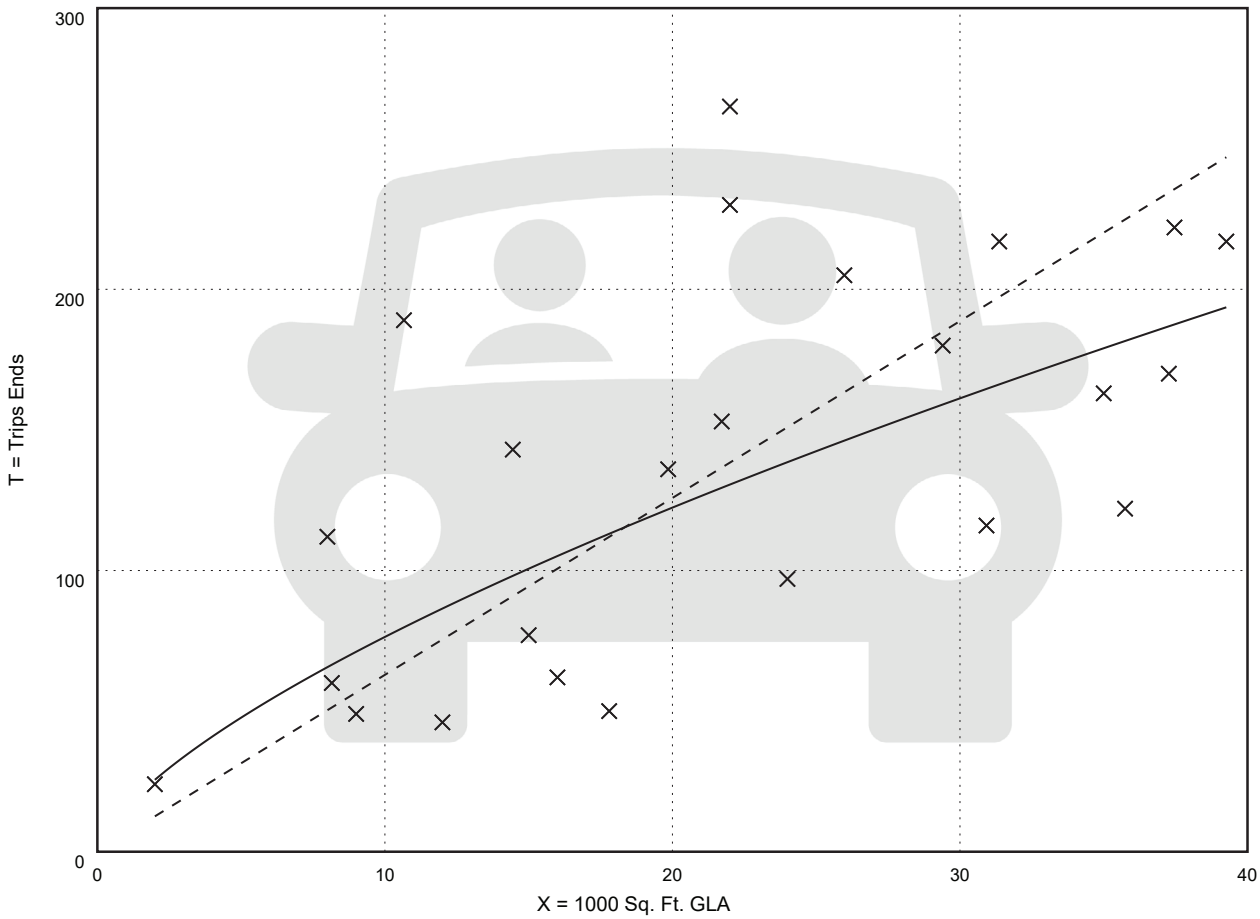
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 24
Avg. 1000 Sq. Ft. GLA: 22
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2. 1 - 17.72	3.02

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0. 8 Ln( ) 2.77 **R^2= 0. 4**

Strip Retail Plaza (<40k)
(822)

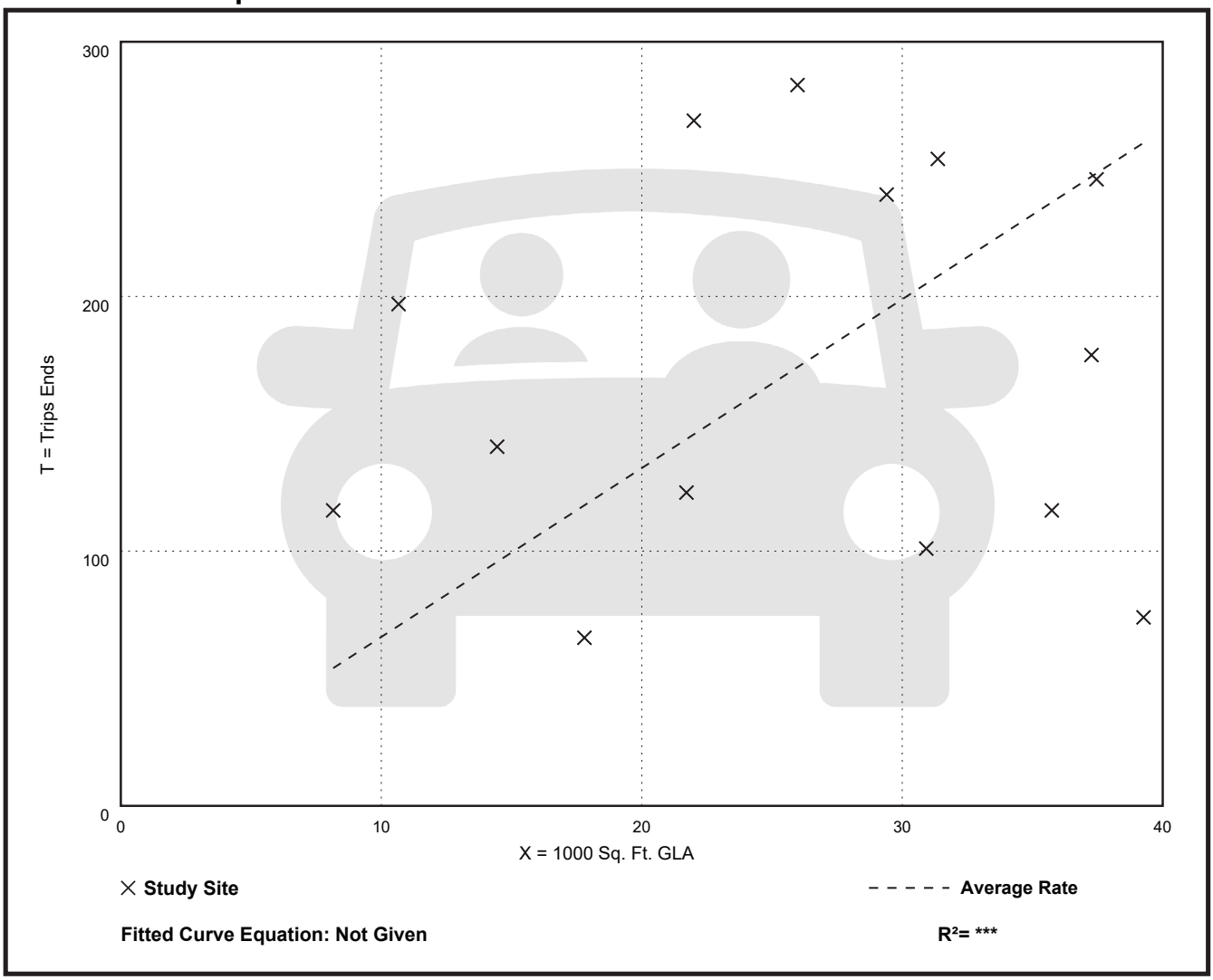
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GLA: 26
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.63	1. - 1 .4	3.99

Data Plot and Equation



Land Use: 938
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating

Description

This land use includes any coffee and donut restaurant that has only drive-through window service. A patron cannot walk into the shop and purchase items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). The coffee/donut shops contained in this land use typically maintain long store hours (more than 15 hours) with an early morning opening.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Arizona, California, Oregon, and Washington.

Source Numbers

514, 635, 644, 755, 1028, 1259

Coffee/Donut Shop with Drive Through Window and No ndoor Seating (9 8)

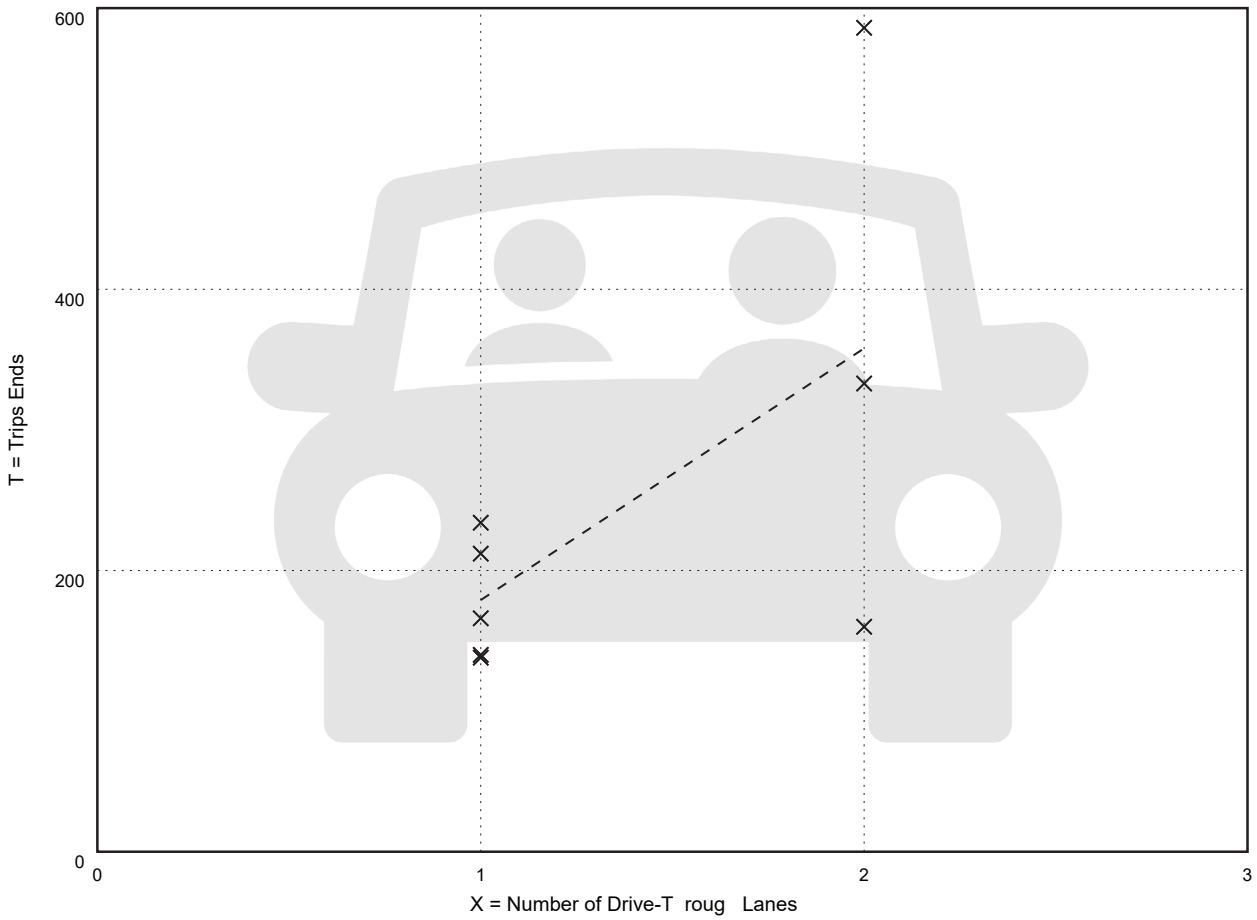
Vehicle Trip Ends vs: **Drive Through Lanes**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies:
Avg. Num. of Drive-T roug Lanes: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive Through Lane

Average Rate	Range of Rates	Standard Deviation
179.00	0.00 - 293.00	74.4

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

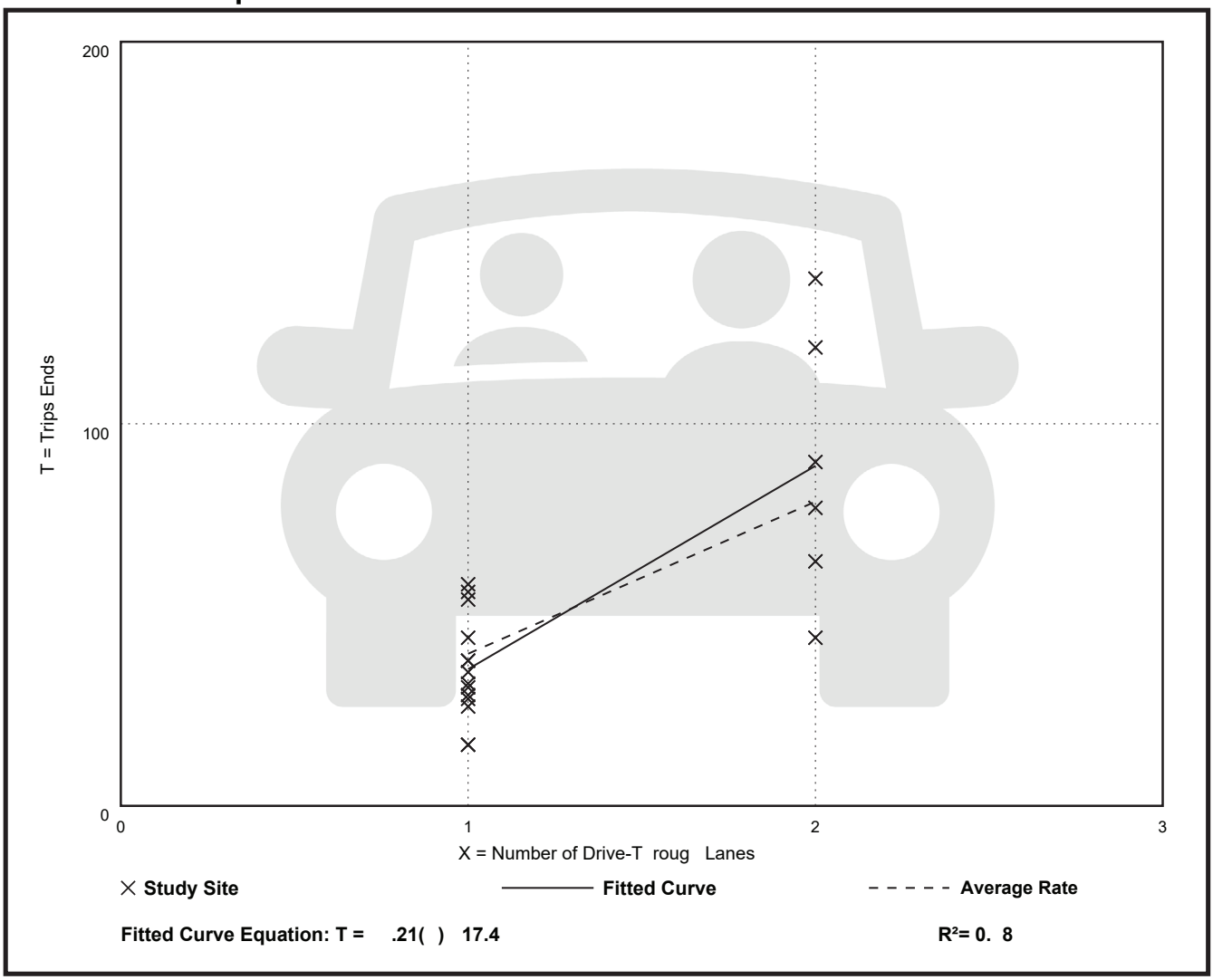
Coffee/Donut Shop with Drive Through Window and No ndoor Seating (9 8)

Vehicle Trip Ends vs:	**Drive Through Lanes**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	20
Avg. Num. of Drive-T roug Lanes:	1
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Drive Through Lane

Average Rate	Range of Rates	Standard Deviation
39. 1	16.00 - 69.00	15.44

Data Plot and Equation



Fitted Curve Equation: T = .21( ) 17.4

R^2= 0. 8

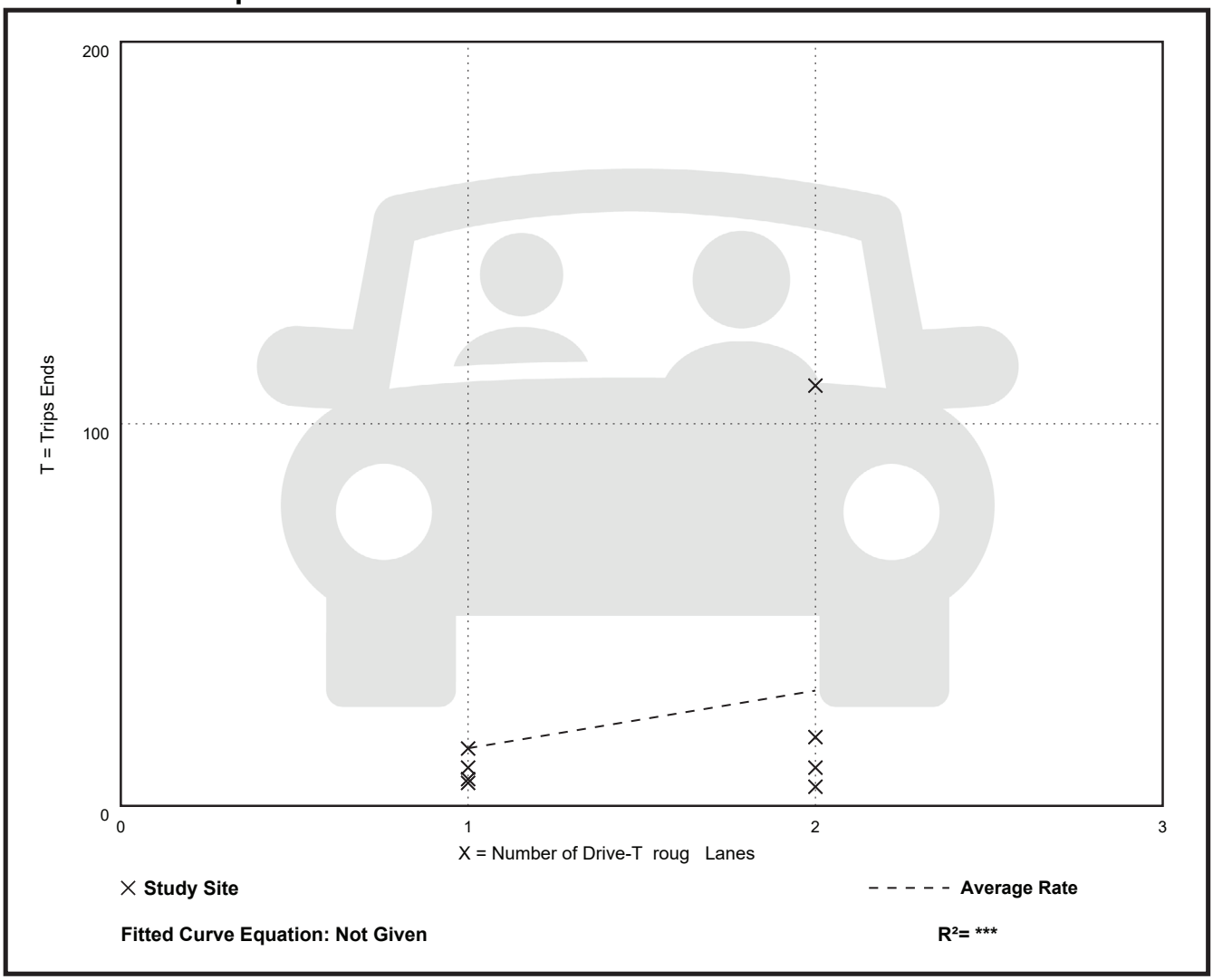
Coffee/Donut Shop with Drive Through Window and No ndoor Seating (9 8)

Vehicle Trip Ends vs:	**Drive Through Lanes**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	
Avg. Num. of Drive-T roug Lanes:	2
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Drive Through Lane

Average Rate	Range of Rates	Standard Deviation
15.0	2.50 - 55.00	19.41

Data Plot and Equation



CMAP YEAR 2050 TRAFFIC PROJECTIONS

Chicago Metropolitan Agency for Planning

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

November 24, 2025

Galena Fessler
Planning Analyst
Kimley-Horn
4201 Winfield Road
Suite 600
Warrenville, IL 60555

Subject: Ogden Avenue (US 34) @ Main Street
IDOT

Dear Ms. Fessler:

In response to a request made on your behalf and dated November 24, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Ogden Ave (US 34) east of Main St	27,100	30,300
Ogden Ave (US 34) west of Main St	30,000	34,100
Main St north of Ogden Ave (US 34)	20,000	22,400
Main St south of Ogden Ave (US 34)	12,900	14,400
Vernard Rd north of Ogden Ave (US 34)	1,450	1,650
Oakwood Rd south of Ogden Ave (US 34)	950	1,080

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 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

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

cc: Rios (IDOT)
\2025_trafficForecasts\DownersGrove\du-57-25\du-57-25.docx

TRAFFIC FORECAST RECORD

Record Number: du-57-25
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization Requestion Forecast: Kimley-Horn
Contact: Galena Fessler
Email or Phone: Galena.Fessler@kimley-horn.com
Sponsor: IDOT
Date request was received: 11/24/2025
Date that response was emailed: 11/24/2025
Facility Location: Ogden Avenue (US 34) @ Main Street
Municipality: Downers Grove

FUTURE (2032) NO-BUILD CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1155	70	115	1015	20	140	50	115	30	35	55
Future Volume (veh/h)	70	1155	70	115	1015	20	140	50	115	30	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870	1870	1870
Adj Flow Rate, veh/h	74	1216	74	121	1068	21	147	53	121	32	37	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2	2	2
Cap, veh/h	378	2349	143	323	2482	49	230	94	215	165	122	191
Arrive On Green	0.03	0.66	0.66	0.04	0.67	0.67	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1767	3582	218	1739	3722	73	1270	506	1156	1211	656	1029
Grp Volume(v), veh/h	74	634	656	121	532	557	147	0	174	32	0	95
Grp Sat Flow(s),veh/h/ln	1767	1870	1930	1739	1856	1940	1270	0	1662	1211	0	1685
Q Serve(g_s), s	1.8	23.0	23.0	3.0	17.4	17.4	14.7	0.0	12.4	3.2	0.0	6.3
Cycle Q Clear(g_c), s	1.8	23.0	23.0	3.0	17.4	17.4	21.0	0.0	12.4	15.6	0.0	6.3
Prop In Lane	1.00		0.11	1.00		0.04	1.00		0.70	1.00		0.61
Lane Grp Cap(c), veh/h	378	1226	1265	323	1237	1294	230	0	309	165	0	314
V/C Ratio(X)	0.20	0.52	0.52	0.37	0.43	0.43	0.64	0.00	0.56	0.19	0.00	0.30
Avail Cap(c_a), veh/h	513	1226	1265	436	1237	1294	267	0	358	201	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	11.7	11.7	9.4	10.1	10.1	54.7	0.0	48.1	55.2	0.0	45.6
Incr Delay (d2), s/veh	0.2	1.6	1.5	0.7	1.1	1.0	6.9	0.0	3.4	1.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	14.5	14.9	2.0	11.4	11.8	8.9	0.0	9.3	1.9	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.2	13.2	13.2	10.1	11.2	11.2	61.6	0.0	51.5	56.4	0.0	46.8
LnGrp LOS	A	B	B	B	B	B	E		D	E		D
Approach Vol, veh/h		1364			1210			321			127	
Approach Delay, s/veh		12.9			11.1			56.1			49.2	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	91.2		30.2	7.1	92.7		30.2				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0				
Max Q Clear Time (g_c+I1), s	5.0	25.0		23.0	3.8	19.4		17.6				
Green Ext Time (p_c), s	0.2	35.7		1.2	0.1	31.8		0.7				

Intersection Summary			
HCM 7th Control Delay, s/veh		18.3	
HCM 7th LOS		B	

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1155	70	115	1015	20	140	50	115	30	35	55
Future Volume (veh/h)	70	1155	70	115	1015	20	140	50	115	30	35	55
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870	1870	1870
Adj Flow Rate, veh/h	74	1216	74	121	1068	21	147	53	121	32	37	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	378	2349	143	323	2482	49	230	94	215	165	122	191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.66	0.66	0.04	0.67	0.67	0.19	0.19	0.19	0.19	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	8.2	13.2	13.2	10.1	11.2	11.2	61.6	0.0	51.5	56.4	0.0	46.8
Ln Grp LOS	A	B	B	B	B	B	E		D	E		D
Approach Vol, veh/h		1364			1210			321			127	
Approach Delay, s/veh		12.9			11.1			56.1			49.2	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	8.6	91.2		30.2	7.1	92.7		30.2
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0
Max Allow Headway (MAH), s	3.8	9.1		6.9	3.8	9.1		7.3
Max Q Clear (g_c+I1), s	5.0	25.0		23.0	3.8	19.4		17.6
Green Ext Time (g_e), s	0.2	35.7		1.2	0.1	31.8		0.7
Prob of Phs Call (p_c)	0.99	1.00		1.00	0.93	1.00		1.00
Prob of Max Out (p_x)	0.01	0.67		1.00	0.00	0.45		0.28

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1739			1270	1767			1211

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3582		506		3722		656

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		218		1156		73		1029

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	121	0	0	147	74	0	0	32
Grp Sat Flow (s), veh/h/ln	1739	0	0	1270	1767	0	0	1211
Q Serve Time (g_s), s	3.0	0.0	0.0	14.7	1.8	0.0	0.0	3.2
Cycle Q Clear Time (g_c), s	3.0	0.0	0.0	21.0	1.8	0.0	0.0	15.6
Perm LT Sat Flow (s_l), veh/h/ln	418	0	0	1270	514	0	0	1211
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	85.2	0.0	0.0	24.2	85.2	0.0	0.0	24.2
Perm LT Serve Time (g_u), s	62.2	0.0	0.0	17.9	69.3	0.0	0.0	11.8
Perm LT Q Serve Time (g_ps), s	9.4	0.0	0.0	14.7	2.7	0.0	0.0	3.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	323	0	0	230	378	0	0	165
V/C Ratio (X)	0.37	0.00	0.00	0.64	0.20	0.00	0.00	0.19
Avail Cap (c_a), veh/h	436	0	0	267	513	0	0	201
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	9.4	0.0	0.0	54.7	7.9	0.0	0.0	55.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	6.9	0.2	0.0	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.1	0.0	0.0	61.6	8.2	0.0	0.0	56.4
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	4.7	0.6	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.72	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	2.0	0.0	0.0	8.9	1.2	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	2.57	0.15	0.00	0.00	0.64
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	634	0	0	0	532	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1856	0	0
Q Serve Time (g_s), s	0.0	23.0	0.0	0.0	0.0	17.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.0	0.0	0.0	0.0	17.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1226	0	0	0	1237	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	0	1226	0	0	0	1237	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.7	0.0	0.0	0.0	10.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.2	0.0	0.0	0.0	11.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.0	0.0	0.0	0.0	6.7	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.53	0.00	1.00	0.00	1.62	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	14.5	0.0	0.0	0.0	11.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.42	0.00	0.00	0.00	0.51	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	656	0	174	0	557	0	95
Grp Sat Flow (s), veh/h/ln	0	1930	0	1662	0	1940	0	1685
Q Serve Time (g_s), s	0.0	23.0	0.0	12.4	0.0	17.4	0.0	6.3
Cycle Q Clear Time (g_c), s	0.0	23.0	0.0	12.4	0.0	17.4	0.0	6.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	0.00	0.70	0.00	0.04	0.00	0.61
Lane Grp Cap (c), veh/h	0	1265	0	309	0	1294	0	314
V/C Ratio (X)	0.00	0.52	0.00	0.56	0.00	0.43	0.00	0.30
Avail Cap (c_a), veh/h	0	1265	0	358	0	1294	0	363
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.7	0.0	48.1	0.0	10.1	0.0	45.6
Incr Delay (d2), s/veh	0.0	1.5	0.0	3.4	0.0	1.0	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.2	0.0	51.5	0.0	11.2	0.0	46.8
1st-Term Q (Q1), veh/ln	0.0	9.3	0.0	5.2	0.0	7.0	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.52	0.00	1.70	0.00	1.60	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	14.9	0.0	9.3	0.0	11.8	0.0	5.0
%ile Storage Ratio (RQ%)	0.00	1.46	0.00	1.80	0.00	0.53	0.00	0.35
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1325	10	0	1205	0	1
Future Vol, veh/h	1325	10	0	1205	0	1
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	3	2	2
Mvmt Flow	1395	11	0	1268	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	703
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	380
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	380
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.49
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	380	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s/veh)	14.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	5	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	25	6	24	23	4	6	0	0	6	0	0
Stage 1	16	16	-	6	6	-	-	-	-	-	-	-
Stage 2	4	8	-	18	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	869	1077	987	871	1080	1615	-	-	1615	-	-
Stage 1	1003	882	-	1016	891	-	-	-	-	-	-	-
Stage 2	1019	889	-	1001	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	987	865	1077	976	867	1080	1615	-	-	1615	-	-
Mov Cap-2 Maneuver	987	865	-	976	867	-	-	-	-	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-	-	-	-	-
Stage 2	1016	888	-	990	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9	8.73	1.03	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	220	-	-	907	972	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.008	0.003	-	-
HCM Control Delay (s/veh)	7.2	0	-	9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	10	1	1	1	5	300	1	1	220	1
Future Vol, veh/h	5	1	10	1	1	1	5	300	1	1	220	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	100	2	6	2	2	4	2
Mvmt Flow	5	1	11	1	1	1	5	316	1	1	232	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	561	562	232	561	562	316	233	0	0	317	0	0
Stage 1	234	234	-	327	327	-	-	-	-	-	-	-
Stage 2	327	327	-	234	235	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	7.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	4.2	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	438	436	807	438	436	544	1335	-	-	1243	-	-
Stage 1	769	711	-	686	648	-	-	-	-	-	-	-
Stage 2	686	647	-	769	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	434	434	807	429	434	544	1335	-	-	1243	-	-
Mov Cap-2 Maneuver	434	434	-	429	434	-	-	-	-	-	-	-
Stage 1	768	710	-	683	645	-	-	-	-	-	-	-
Stage 2	680	644	-	757	710	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.07	12.82	0.13	0.04
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	29	-	-	610	463	8	-	-
HCM Lane V/C Ratio	0.004	-	-	0.028	0.007	0.001	-	-
HCM Control Delay (s/veh)	7.7	0	-	11.1	12.8	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1120	55	75	1470	45	80	55	60	80	85	90
Future Volume (veh/h)	100	1120	55	75	1470	45	80	55	60	80	85	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1179	58	79	1547	47	84	58	63	84	89	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	2447	120	334	2479	75	158	153	167	210	155	165
Arrive On Green	0.03	0.67	0.67	0.03	0.67	0.67	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3629	178	1781	3707	112	1200	820	890	1270	828	884
Grp Volume(v), veh/h	105	607	630	79	779	815	84	0	121	84	0	184
Grp Sat Flow(s),veh/h/ln	1781	1870	1937	1781	1870	1949	1200	0	1710	1270	0	1711
Q Serve(g_s), s	2.6	21.9	22.0	2.0	33.1	33.3	9.6	0.0	8.7	8.7	0.0	13.7
Cycle Q Clear(g_c), s	2.6	21.9	22.0	2.0	33.1	33.3	23.3	0.0	8.7	17.3	0.0	13.7
Prop In Lane	1.00		0.09	1.00		0.06	1.00		0.52	1.00		0.52
Lane Grp Cap(c), veh/h	249	1261	1306	334	1251	1303	158	0	320	210	0	320
V/C Ratio(X)	0.42	0.48	0.48	0.24	0.62	0.63	0.53	0.00	0.38	0.40	0.00	0.57
Avail Cap(c_a), veh/h	374	1261	1306	469	1251	1303	208	0	391	263	0	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.5	11.0	11.0	8.7	13.2	13.2	62.4	0.0	49.8	57.4	0.0	51.8
Incr Delay (d2), s/veh	1.1	1.3	1.3	0.4	2.3	2.3	5.8	0.0	1.6	2.6	0.0	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	14.0	14.4	1.3	20.0	20.8	5.8	0.0	7.0	5.3	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.6	12.3	12.3	9.0	15.5	15.5	68.2	0.0	51.4	60.0	0.0	55.3
LnGrp LOS	B	B	B	A	B	B	E		D	E		E
Approach Vol, veh/h		1342			1673			205			268	
Approach Delay, s/veh		12.4			15.2			58.3			56.7	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	100.4		32.2	8.2	99.6		32.2				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0				
Max Q Clear Time (g_c+I1), s	4.0	24.0		25.3	4.6	35.3		19.3				
Green Ext Time (p_c), s	0.1	37.3		0.9	0.2	38.0		2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.8									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1120	55	75	1470	45	80	55	60	80	85	90
Future Volume (veh/h)	100	1120	55	75	1470	45	80	55	60	80	85	90
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1179	58	79	1547	47	84	58	63	84	89	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	249	2447	120	334	2479	75	158	153	167	210	155	165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.67	0.67	0.03	0.67	0.67	0.19	0.19	0.19	0.19	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	13.6	12.3	12.3	9.0	15.5	15.5	68.2	0.0	51.4	60.0	0.0	55.3
Ln Grp LOS	B	B	B	A	B	B	E		D	E		E
Approach Vol, veh/h		1342			1673			205			268	
Approach Delay, s/veh		12.4			15.2			58.3			56.7	
Approach LOS		B			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	7.4	100.4		32.2	8.2	99.6		32.2
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		7.0	3.8	9.1		7.1
Max Q Clear (g_c+I1), s	4.0	24.0		25.3	4.6	35.3		19.3
Green Ext Time (g_e), s	0.1	37.3		0.9	0.2	38.0		2.0
Prob of Phs Call (p_c)	0.95	1.00		1.00	0.98	1.00		1.00
Prob of Max Out (p_x)	0.00	0.59		1.00	0.00	0.87		0.24

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1200	1781			1270

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3629		820		3707		828

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		178		890		112		884

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	79	0	0	84	105	0	0	84
Grp Sat Flow (s), veh/h/ln	1781	0	0	1200	1781	0	0	1270
Q Serve Time (g_s), s	2.0	0.0	0.0	9.6	2.6	0.0	0.0	8.7
Cycle Q Clear Time (g_c), s	2.0	0.0	0.0	23.3	2.6	0.0	0.0	17.3
Perm LT Sat Flow (s_l), veh/h/ln	450	0	0	1200	320	0	0	1270
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	93.6	0.0	0.0	26.2	93.6	0.0	0.0	26.2
Perm LT Serve Time (g_u), s	72.5	0.0	0.0	12.5	60.3	0.0	0.0	17.5
Perm LT Q Serve Time (g_ps), s	4.5	0.0	0.0	9.6	16.3	0.0	0.0	8.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	334	0	0	158	249	0	0	210
V/C Ratio (X)	0.24	0.00	0.00	0.53	0.42	0.00	0.00	0.40
Avail Cap (c_a), veh/h	469	0	0	208	374	0	0	263
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.7	0.0	0.0	62.4	12.5	0.0	0.0	57.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	5.8	1.1	0.0	0.0	2.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.0	0.0	0.0	68.2	13.6	0.0	0.0	60.0
1st-Term Q (Q1), veh/ln	0.7	0.0	0.0	3.0	1.0	0.0	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.3	0.0	0.0	5.8	1.9	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.11	0.00	0.00	1.63	0.24	0.00	0.00	1.81
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	607	0	0	0	779	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	21.9	0.0	0.0	0.0	33.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.9	0.0	0.0	0.0	33.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1261	0	0	0	1251	0	0
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	1261	0	0	0	1251	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.0	0.0	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	2.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	0.0	0.0	15.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.6	0.0	0.0	0.0	13.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.55	0.00	1.00	0.00	1.44	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	14.0	0.0	0.0	0.0	20.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.37	0.00	0.00	0.00	0.89	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	630	0	121	0	815	0	184
Grp Sat Flow (s), veh/h/ln	0	1937	0	1710	0	1949	0	1711
Q Serve Time (g_s), s	0.0	22.0	0.0	8.7	0.0	33.3	0.0	13.7
Cycle Q Clear Time (g_c), s	0.0	22.0	0.0	8.7	0.0	33.3	0.0	13.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.52	0.00	0.06	0.00	0.52
Lane Grp Cap (c), veh/h	0	1306	0	320	0	1303	0	320
V/C Ratio (X)	0.00	0.48	0.00	0.38	0.00	0.63	0.00	0.57
Avail Cap (c_a), veh/h	0	1306	0	391	0	1303	0	391
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.0	0.0	49.8	0.0	13.2	0.0	51.8
Incr Delay (d2), s/veh	0.0	1.3	0.0	1.6	0.0	2.3	0.0	3.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	51.4	0.0	15.5	0.0	55.3
1st-Term Q (Q1), veh/ln	0.0	8.9	0.0	3.8	0.0	13.7	0.0	6.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.1	0.0	0.8	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.80	0.00	1.43	0.00	1.65
%ile Back of Q (95%), veh/ln	0.0	14.4	0.0	7.0	0.0	20.8	0.0	10.4
%ile Storage Ratio (RQ%)	0.00	1.41	0.00	1.35	0.00	0.92	0.00	0.73
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1275	5	0	1685	0	1
Future Vol, veh/h	1275	5	0	1685	0	1
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	1342	5	0	1774	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	674
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	397
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	397
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	397	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s/veh)	14.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	1	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	12	12	6	14	12	2	6	0	0	2	0	0
Stage 1	8	8	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1006	882	1077	1003	882	1083	1615	-	-	1620	-	-
Stage 1	1014	889	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1002	881	1077	994	881	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	1002	881	-	994	881	-	-	-	-	-	-	-
Stage 1	1013	889	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	892	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.94	8.67	2.41	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	921	988	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.007	0.001	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	5	1	1	15	1	20	1	170	10	40	170	5
Future Vol, veh/h	5	1	1	15	1	20	1	170	10	40	170	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	1	16	1	21	1	179	11	42	179	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	447	457	182	450	455	184	184	0	0	189	0	0
Stage 1	266	266	-	186	186	-	-	-	-	-	-	-
Stage 2	182	192	-	264	268	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	521	500	861	519	501	858	1391	-	-	1384	-	-
Stage 1	740	689	-	815	746	-	-	-	-	-	-	-
Stage 2	820	742	-	741	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	490	482	861	500	484	858	1391	-	-	1384	-	-
Mov Cap-2 Maneuver	490	482	-	500	484	-	-	-	-	-	-	-
Stage 1	714	665	-	815	745	-	-	-	-	-	-	-
Stage 2	798	741	-	714	664	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.01	10.88	0.04	1.43
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	521	650	333	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.058	0.03	-	-
HCM Control Delay (s/veh)	7.6	0	-	12	10.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
SAT Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1045	40	40	1140	45	60	50	30	115	50	100
Future Volume (veh/h)	130	1045	40	40	1140	45	60	50	30	115	50	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1100	42	42	1200	47	63	53	32	121	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	2589	99	372	2508	98	141	173	104	206	89	175
Arrive On Green	0.04	0.70	0.70	0.02	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3674	140	1781	3670	144	1228	1092	659	1313	560	1110
Grp Volume(v), veh/h	137	560	582	42	611	636	63	0	85	121	0	158
Grp Sat Flow(s),veh/h/ln	1781	1870	1944	1781	1870	1943	1228	0	1752	1313	0	1671
Q Serve(g_s), s	2.9	16.4	16.4	0.9	20.0	20.0	6.5	0.0	5.6	11.7	0.0	11.4
Cycle Q Clear(g_c), s	2.9	16.4	16.4	0.9	20.0	20.0	18.0	0.0	5.6	17.3	0.0	11.4
Prop In Lane	1.00		0.07	1.00		0.07	1.00		0.38	1.00		0.66
Lane Grp Cap(c), veh/h	361	1318	1370	372	1278	1328	141	0	277	206	0	264
V/C Ratio(X)	0.38	0.42	0.42	0.11	0.48	0.48	0.45	0.00	0.31	0.59	0.00	0.60
Avail Cap(c_a), veh/h	518	1318	1370	566	1278	1328	193	0	350	262	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	8.1	8.1	6.7	9.7	9.7	59.3	0.0	48.4	56.1	0.0	50.9
Incr Delay (d2), s/veh	0.7	1.0	1.0	0.1	1.3	1.2	4.6	0.0	1.3	5.6	0.0	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	10.6	10.9	0.6	12.7	13.0	4.0	0.0	4.6	7.6	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.2	9.1	9.1	6.8	11.0	10.9	63.9	0.0	49.8	61.6	0.0	55.5
LnGrp LOS	A	A	A	A	B	B	E		D	E		E
Approach Vol, veh/h		1279			1289			148			279	
Approach Delay, s/veh		9.0			10.8			55.8			58.2	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	97.6		26.5	8.6	94.9		26.5				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0				
Max Q Clear Time (g_c+I1), s	2.9	18.4		20.0	4.9	22.0		19.3				
Green Ext Time (p_c), s	0.0	33.8		0.5	0.2	35.5		1.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.7	
HCM 7th LOS		B	

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
SAT Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1045	40	40	1140	45	60	50	30	115	50	100
Future Volume (veh/h)	130	1045	40	40	1140	45	60	50	30	115	50	100
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1100	42	42	1200	47	63	53	32	121	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	361	2589	99	372	2508	98	141	173	104	206	89	175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.70	0.70	0.02	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	8.2	9.1	9.1	6.8	11.0	10.9	63.9	0.0	49.8	61.6	0.0	55.5
Ln Grp LOS	A	A	A	A	B	B	E		D	E		E
Approach Vol, veh/h		1279			1289			148			279	
Approach Delay, s/veh		9.0			10.8			55.8			58.2	
Approach LOS		A			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	5.8	97.6		26.5	8.6	94.9		26.5
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0
Max Allow Headway (MAH), s	3.8	9.1		6.9	3.8	9.1		6.9
Max Q Clear (g_c+I1), s	2.9	18.4		20.0	4.9	22.0		19.3
Green Ext Time (g_e), s	0.0	33.8		0.5	0.2	35.5		1.3
Prob of Phs Call (p_c)	0.78	1.00		1.00	0.99	1.00		1.00
Prob of Max Out (p_x)	0.00	0.50		1.00	0.00	0.62		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1228	1781			1313

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3674		1092		3670		560

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		659		144		1110

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	42	0	0	63	137	0	0	121
Grp Sat Flow (s), veh/h/ln	1781	0	0	1228	1781	0	0	1313
Q Serve Time (g_s), s	0.9	0.0	0.0	6.5	2.9	0.0	0.0	11.7
Cycle Q Clear Time (g_c), s	0.9	0.0	0.0	18.0	2.9	0.0	0.0	17.3
Perm LT Sat Flow (s_l), veh/h/ln	493	0	0	1228	446	0	0	1313
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	88.9	0.0	0.0	20.5	90.1	0.0	0.0	20.5
Perm LT Serve Time (g_u), s	75.2	0.0	0.0	9.1	68.9	0.0	0.0	15.0
Perm LT Q Serve Time (g_ps), s	1.3	0.0	0.0	6.5	9.4	0.0	0.0	11.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	372	0	0	141	361	0	0	206
V/C Ratio (X)	0.11	0.00	0.00	0.45	0.38	0.00	0.00	0.59
Avail Cap (c_a), veh/h	566	0	0	193	518	0	0	262
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	6.7	0.0	0.0	59.3	7.5	0.0	0.0	56.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	4.6	0.7	0.0	0.0	5.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.8	0.0	0.0	63.9	8.2	0.0	0.0	61.6
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	2.1	1.0	0.0	0.0	3.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.6	0.0	0.0	4.0	1.9	0.0	0.0	7.6
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	1.14	0.24	0.00	0.00	2.57
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	560	0	0	0	611	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	16.4	0.0	0.0	0.0	20.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.4	0.0	0.0	0.0	20.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1318	0	0	0	1278	0	0
V/C Ratio (X)	0.00	0.42	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	1318	0	0	0	1278	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	9.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.1	0.0	0.0	0.0	11.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.0	0.0	0.0	0.0	7.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.65	0.00	1.00	0.00	1.58	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.6	0.0	0.0	0.0	12.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.03	0.00	0.00	0.00	0.56	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	582	0	85	0	636	0	158
Grp Sat Flow (s), veh/h/ln	0	1944	0	1752	0	1943	0	1671
Q Serve Time (g_s), s	0.0	16.4	0.0	5.6	0.0	20.0	0.0	11.4
Cycle Q Clear Time (g_c), s	0.0	16.4	0.0	5.6	0.0	20.0	0.0	11.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	0.38	0.00	0.07	0.00	0.66
Lane Grp Cap (c), veh/h	0	1370	0	277	0	1328	0	264
V/C Ratio (X)	0.00	0.42	0.00	0.31	0.00	0.48	0.00	0.60
Avail Cap (c_a), veh/h	0	1370	0	350	0	1328	0	334
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.1	0.0	48.4	0.0	9.7	0.0	50.9
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.3	0.0	1.2	0.0	4.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.1	0.0	49.8	0.0	10.9	0.0	55.5
1st-Term Q (Q1), veh/ln	0.0	6.3	0.0	2.5	0.0	7.9	0.0	4.8
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.5	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.64	0.00	1.80	0.00	1.57	0.00	1.72
%ile Back of Q (95%), veh/ln	0.0	10.9	0.0	4.6	0.0	13.0	0.0	8.9
%ile Storage Ratio (RQ%)	0.00	1.06	0.00	0.89	0.00	0.58	0.00	0.63
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1245	5	0	1320	0	5
Future Vol, veh/h	1245	5	0	1320	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1311	5	0	1389	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	658
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	407
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	407
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	13.96
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	407	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s/veh)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Future Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	5	1	1	5	5	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	21	6	20	18	8	6	0	0	11	0	0
Stage 1	8	8	-	10	10	-	-	-	-	-	-	-
Stage 2	10	13	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	873	1077	993	876	1074	1615	-	-	1609	-	-
Stage 1	1014	889	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	885	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	988	872	1077	985	874	1074	1615	-	-	1609	-	-
Mov Cap-2 Maneuver	988	872	-	985	874	-	-	-	-	-	-	-
Stage 1	1013	889	-	1010	887	-	-	-	-	-	-	-
Stage 2	1003	884	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.98	8.89	0.66	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	149	-	-	912	938	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.012	0.001	-	-
HCM Control Delay (s/veh)	7.2	0	-	9	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	15	1	15	5	120	10	30	95	5
Future Vol, veh/h	5	1	5	15	1	15	5	120	10	30	95	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	16	1	16	5	126	11	32	100	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	303	313	103	306	311	132	105	0	0	137	0	0
Stage 1	166	166	-	142	142	-	-	-	-	-	-	-
Stage 2	137	147	-	164	168	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	649	602	952	647	604	918	1486	-	-	1447	-	-
Stage 1	836	761	-	861	779	-	-	-	-	-	-	-
Stage 2	866	775	-	838	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	620	586	952	625	588	918	1486	-	-	1447	-	-
Mov Cap-2 Maneuver	620	586	-	625	588	-	-	-	-	-	-	-
Stage 1	817	743	-	857	776	-	-	-	-	-	-	-
Stage 2	846	772	-	813	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10	10.11	0.28	1.74
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	732	737	411	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.044	0.022	-	-
HCM Control Delay (s/veh)	7.4	0	-	10	10.1	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1220	35	70	1380	65	60	50	70	75	50	105
Future Volume (veh/h)	100	1220	35	70	1380	65	60	50	70	75	50	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1284	37	74	1453	68	63	53	74	79	53	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	2598	75	322	2523	118	140	116	162	173	88	185
Arrive On Green	0.03	0.70	0.70	0.03	0.69	0.69	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3713	107	1781	3639	170	1222	706	986	1264	539	1128
Grp Volume(v), veh/h	105	646	675	74	745	776	63	0	127	79	0	164
Grp Sat Flow(s),veh/h/ln	1781	1870	1950	1781	1870	1938	1222	0	1693	1264	0	1667
Q Serve(g_s), s	2.4	22.2	22.2	1.7	28.4	28.7	7.1	0.0	9.5	8.4	0.0	12.8
Cycle Q Clear(g_c), s	2.4	22.2	22.2	1.7	28.4	28.7	19.8	0.0	9.5	17.9	0.0	12.8
Prop In Lane	1.00		0.05	1.00		0.09	1.00		0.58	1.00		0.68
Lane Grp Cap(c), veh/h	276	1309	1364	322	1297	1344	140	0	278	173	0	273
V/C Ratio(X)	0.38	0.49	0.49	0.23	0.57	0.58	0.45	0.00	0.46	0.46	0.00	0.60
Avail Cap(c_a), veh/h	403	1309	1364	461	1297	1344	219	0	387	255	0	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	9.6	9.7	7.8	10.9	11.0	63.5	0.0	52.9	61.0	0.0	54.3
Incr Delay (d2), s/veh	0.9	1.3	1.3	0.4	1.9	1.8	4.7	0.0	2.5	4.0	0.0	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	13.9	14.3	1.1	17.2	17.8	4.3	0.0	7.7	5.3	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.7	11.0	10.9	8.1	12.8	12.8	68.2	0.0	55.4	65.0	0.0	58.7
LnGrp LOS	B	B	B	A	B	B	E		E	E		E
Approach Vol, veh/h		1426			1595			190			243	
Approach Delay, s/veh		10.9			12.6			59.6			60.8	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	104.0		29.0	8.0	103.1		29.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0				
Max Q Clear Time (g_c+I1), s	3.7	24.2		21.8	4.4	30.7		19.9				
Green Ext Time (p_c), s	0.1	39.8		1.1	0.2	40.5		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.9									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Capacity Analysis
100: Saratoga Avenue & Ogden Avenue

No-Build (2032) Traffic Projections
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1220	35	70	1380	65	60	50	70	75	50	105
Future Volume (veh/h)	100	1220	35	70	1380	65	60	50	70	75	50	105
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1284	37	74	1453	68	63	53	74	79	53	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	276	2598	75	322	2523	118	140	116	162	173	88	185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.70	0.70	0.03	0.69	0.69	0.16	0.16	0.16	0.16	0.16	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.7	11.0	10.9	8.1	12.8	12.8	68.2	0.0	55.4	65.0	0.0	58.7
Ln Grp LOS	B	B	B	A	B	B	E		E	E		E
Approach Vol, veh/h		1426			1595			190			243	
Approach Delay, s/veh		10.9			12.6			59.6			60.8	
Approach LOS		B			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	7.1	104.0		29.0	8.0	103.1		29.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		7.1	3.8	9.1		7.1
Max Q Clear (g_c+I1), s	3.7	24.2		21.8	4.4	30.7		19.9
Green Ext Time (g_e), s	0.1	39.8		1.1	0.2	40.5		1.7
Prob of Phs Call (p_c)	0.94	1.00		1.00	0.98	1.00		1.00
Prob of Max Out (p_x)	0.00	0.66		0.37	0.00	0.82		0.26

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1222	1781			1264

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3713		706		3639		539

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		107		986		170		1128

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	74	0	0	63	105	0	0	79
Grp Sat Flow (s), veh/h/ln	1781	0	0	1222	1781	0	0	1264
Q Serve Time (g_s), s	1.7	0.0	0.0	7.1	2.4	0.0	0.0	8.4
Cycle Q Clear Time (g_c), s	1.7	0.0	0.0	19.8	2.4	0.0	0.0	17.9
Perm LT Sat Flow (s_l), veh/h/ln	415	0	0	1222	343	0	0	1264
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	97.1	0.0	0.0	23.0	97.1	0.0	0.0	23.0
Perm LT Serve Time (g_u), s	75.7	0.0	0.0	10.2	68.4	0.0	0.0	13.5
Perm LT Q Serve Time (g_ps), s	4.6	0.0	0.0	7.1	12.7	0.0	0.0	8.4
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	322	0	0	140	276	0	0	173
V/C Ratio (X)	0.23	0.00	0.00	0.45	0.38	0.00	0.00	0.46
Avail Cap (c_a), veh/h	461	0	0	219	403	0	0	255
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	7.8	0.0	0.0	63.5	9.8	0.0	0.0	61.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	4.7	0.9	0.0	0.0	4.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.1	0.0	0.0	68.2	10.7	0.0	0.0	65.0
1st-Term Q (Q1), veh/ln	0.6	0.0	0.0	2.2	0.8	0.0	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.1	0.0	0.0	4.3	1.6	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.09	0.00	0.00	1.22	0.21	0.00	0.00	1.79
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	646	0	0	0	745	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	22.2	0.0	0.0	0.0	28.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.2	0.0	0.0	0.0	28.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1309	0	0	0	1297	0	0
V/C Ratio (X)	0.00	0.49	0.00	0.00	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	1309	0	0	0	1297	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.6	0.0	0.0	0.0	10.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	1.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.0	0.0	0.0	0.0	12.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.5	0.0	0.0	0.0	10.9	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.55	0.00	1.00	0.00	1.48	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	13.9	0.0	0.0	0.0	17.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.35	0.00	0.00	0.00	0.76	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	675	0	127	0	776	0	164
Grp Sat Flow (s), veh/h/ln	0	1950	0	1693	0	1938	0	1667
Q Serve Time (g_s), s	0.0	22.2	0.0	9.5	0.0	28.7	0.0	12.8
Cycle Q Clear Time (g_c), s	0.0	22.2	0.0	9.5	0.0	28.7	0.0	12.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.58	0.00	0.09	0.00	0.68
Lane Grp Cap (c), veh/h	0	1364	0	278	0	1344	0	273
V/C Ratio (X)	0.00	0.49	0.00	0.46	0.00	0.58	0.00	0.60
Avail Cap (c_a), veh/h	0	1364	0	387	0	1344	0	381
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	52.9	0.0	11.0	0.0	54.3
Incr Delay (d2), s/veh	0.0	1.3	0.0	2.5	0.0	1.8	0.0	4.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.9	0.0	55.4	0.0	12.8	0.0	58.7
1st-Term Q (Q1), veh/ln	0.0	8.8	0.0	4.1	0.0	11.4	0.0	5.4
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.2	0.0	0.7	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.79	0.00	1.47	0.00	1.68
%ile Back of Q (95%), veh/ln	0.0	14.3	0.0	7.7	0.0	17.8	0.0	9.7
%ile Storage Ratio (RQ%)	0.00	1.40	0.00	1.48	0.00	0.79	0.00	0.68
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	10	0	1575	0	5
Future Vol, veh/h	1375	10	0	1575	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1447	11	0	1658	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	729
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	365
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	365
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	365	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Ctrl Dly (s/v)	15	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Future Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	5	1	1	1	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	21	6	20	21	2	6	0	0	2	0	0
Stage 1	16	16	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	16	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	873	1077	993	873	1083	1615	-	-	1620	-	-
Stage 1	1003	882	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1003	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	983	870	1077	987	870	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	983	870	-	987	870	-	-	-	-	-	-	-
Stage 1	1000	879	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	892	-	998	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.73	8.51	2.41	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	969	1032	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.007	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	5	5	1	20	1	160	10	15	140	5
Future Vol, veh/h	5	5	5	5	1	20	1	160	10	15	140	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	5	5	1	21	1	168	11	16	147	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	353	363	150	357	360	174	153	0	0	179	0	0
Stage 1	182	182	-	176	176	-	-	-	-	-	-	-
Stage 2	171	181	-	182	184	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	602	565	896	598	567	870	1428	-	-	1397	-	-
Stage 1	820	749	-	826	754	-	-	-	-	-	-	-
Stage 2	831	750	-	820	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	579	557	896	581	559	870	1428	-	-	1397	-	-
Mov Cap-2 Maneuver	579	557	-	581	559	-	-	-	-	-	-	-
Stage 1	810	740	-	825	753	-	-	-	-	-	-	-
Stage 2	809	749	-	800	738	-	-	-	-	-	-	-

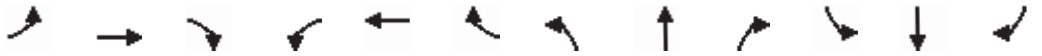
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.7	9.79	0.04	0.71
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	647	779	168	-	-
HCM Lane V/C Ratio	0.001	-	-	0.024	0.035	0.011	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.7	9.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

FUTURE (2032) BUILD CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Build (2032) Traffic Projections
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1165	70	160	980	20	175	50	115	30	35	55
Future Volume (veh/h)	70	1165	70	160	980	20	175	50	115	30	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870	1870	1870
Adj Flow Rate, veh/h	74	1226	74	168	1032	21	184	53	121	32	37	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2	2	2
Cap, veh/h	376	2228	134	320	2394	49	260	105	241	195	137	214
Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1767	3584	216	1739	3719	76	1270	506	1156	1211	656	1029
Grp Volume(v), veh/h	74	639	661	168	515	538	184	0	174	32	0	95
Grp Sat Flow(s),veh/h/ln	1767	1870	1930	1739	1856	1940	1270	0	1662	1211	0	1685
Q Serve(g_s), s	2.0	25.5	25.6	4.4	17.8	17.8	18.5	0.0	12.0	3.1	0.0	6.2
Cycle Q Clear(g_c), s	2.0	25.5	25.6	4.4	17.8	17.8	24.6	0.0	12.0	15.2	0.0	6.2
Prop In Lane	1.00		0.11	1.00		0.04	1.00		0.70	1.00		0.61
Lane Grp Cap(c), veh/h	376	1163	1200	320	1194	1248	260	0	346	195	0	351
V/C Ratio(X)	0.20	0.55	0.55	0.53	0.43	0.43	0.71	0.00	0.50	0.16	0.00	0.27
Avail Cap(c_a), veh/h	508	1163	1200	412	1194	1248	269	0	358	204	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.3	14.1	14.1	11.9	11.4	11.4	53.5	0.0	45.5	52.2	0.0	43.2
Incr Delay (d2), s/veh	0.3	1.9	1.8	1.3	1.1	1.1	10.4	0.0	2.4	0.8	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	16.2	16.7	3.0	11.8	12.2	10.9	0.0	9.0	1.8	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.5	16.0	16.0	13.3	12.6	12.5	63.9	0.0	47.9	53.1	0.0	44.1
LnGrp LOS	A	B	B	B	B	B	E		D	D		D
Approach Vol, veh/h		1374			1221			358			127	
Approach Delay, s/veh		15.6			12.6			56.1			46.3	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	86.8		33.0	7.3	89.7		33.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0				
Max Q Clear Time (g_c+I1), s	6.4	27.6		26.6	4.0	19.8		17.2				
Green Ext Time (p_c), s	0.2	34.4		0.4	0.1	30.4		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			20.4									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1165	70	160	980	20	175	50	115	30	35	55
Future Volume (veh/h)	70	1165	70	160	980	20	175	50	115	30	35	55
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1856	1969	1856	1826	1953	1870	1826	1870	1752	1870	1870	1870
Adj Flow Rate, veh/h	74	1226	74	168	1032	21	184	53	121	32	37	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	5	3	2	5	2	10	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	376	2228	134	320	2394	49	260	105	241	195	137	214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.21	0.21	0.21	0.21	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.5	16.0	16.0	13.3	12.6	12.5	63.9	0.0	47.9	53.1	0.0	44.1
Ln Grp LOS	A	B	B	B	B	B	E		D	D		D
Approach Vol, veh/h		1374			1221			358			127	
Approach Delay, s/veh		15.6			12.6			56.1			46.3	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	10.1	86.8		33.0	7.3	89.7		33.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	13.5	73.0		28.0	13.5	73.0		28.0
Max Allow Headway (MAH), s	3.8	9.1		6.8	3.8	9.1		7.3
Max Q Clear (g_c+I1), s	6.4	27.6		26.6	4.0	19.8		17.2
Green Ext Time (g_e), s	0.2	34.4		0.4	0.1	30.4		0.7
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.93	1.00		1.00
Prob of Max Out (p_x)	0.06	0.70		1.00	0.00	0.42		0.24

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1739			1270	1767			1211

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3584		506		3719		656

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		216		1156		76		1029

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	168	0	0	184	74	0	0	32
Grp Sat Flow (s), veh/h/ln	1739	0	0	1270	1767	0	0	1211
Q Serve Time (g_s), s	4.4	0.0	0.0	18.5	2.0	0.0	0.0	3.1
Cycle Q Clear Time (g_c), s	4.4	0.0	0.0	24.6	2.0	0.0	0.0	15.2
Perm LT Sat Flow (s_l), veh/h/ln	414	0	0	1270	532	0	0	1211
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	82.2	0.0	0.0	27.0	80.8	0.0	0.0	27.0
Perm LT Serve Time (g_u), s	55.2	0.0	0.0	20.9	65.9	0.0	0.0	15.0
Perm LT Q Serve Time (g_ps), s	18.4	0.0	0.0	18.5	2.4	0.0	0.0	3.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	320	0	0	260	376	0	0	195
V/C Ratio (X)	0.53	0.00	0.00	0.71	0.20	0.00	0.00	0.16
Avail Cap (c_a), veh/h	412	0	0	269	508	0	0	204
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	11.9	0.0	0.0	53.5	9.3	0.0	0.0	52.2
Incr Delay (d2), s/veh	1.3	0.0	0.0	10.4	0.3	0.0	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.3	0.0	0.0	63.9	9.5	0.0	0.0	53.1
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	5.9	0.7	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.63	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	3.0	0.0	0.0	10.9	1.4	0.0	0.0	1.8
%ile Storage Ratio (RQ%)	0.25	0.00	0.00	3.16	0.28	0.00	0.00	0.61
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	639	0	0	0	515	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1856	0	0
Q Serve Time (g_s), s	0.0	25.5	0.0	0.0	0.0	17.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.5	0.0	0.0	0.0	17.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1163	0	0	0	1194	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	0	1163	0	0	0	1194	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.1	0.0	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.0	0.0	0.0	0.0	12.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.2	0.0	0.0	0.0	7.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.50	0.00	1.00	0.00	1.61	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	16.2	0.0	0.0	0.0	11.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.33	0.00	0.00	0.00	0.53	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	661	0	174	0	538	0	95
Grp Sat Flow (s), veh/h/ln	0	1930	0	1662	0	1940	0	1685
Q Serve Time (g_s), s	0.0	25.6	0.0	12.0	0.0	17.8	0.0	6.2
Cycle Q Clear Time (g_c), s	0.0	25.6	0.0	12.0	0.0	17.8	0.0	6.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	0.00	0.70	0.00	0.04	0.00	0.61
Lane Grp Cap (c), veh/h	0	1200	0	346	0	1248	0	351
V/C Ratio (X)	0.00	0.55	0.00	0.50	0.00	0.43	0.00	0.27
Avail Cap (c_a), veh/h	0	1200	0	358	0	1248	0	363
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.1	0.0	45.5	0.0	11.4	0.0	43.2
Incr Delay (d2), s/veh	0.0	1.8	0.0	2.4	0.0	1.1	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.0	0.0	47.9	0.0	12.5	0.0	44.1
1st-Term Q (Q1), veh/ln	0.0	10.6	0.0	5.0	0.0	7.3	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.2	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.49	0.00	1.71	0.00	1.59	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	16.7	0.0	9.0	0.0	12.2	0.0	4.9
%ile Storage Ratio (RQ%)	0.00	3.42	0.00	1.75	0.00	0.55	0.00	0.34
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1335	10	0	1205	0	1
Future Vol, veh/h	1335	10	0	1205	0	1
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	3	2	2
Mvmt Flow	1405	11	0	1268	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	708
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	377
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	377	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	14.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	5	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	25	6	24	23	4	6	0	0	6	0	0
Stage 1	16	16	-	6	6	-	-	-	-	-	-	-
Stage 2	4	8	-	18	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	869	1077	987	871	1080	1615	-	-	1615	-	-
Stage 1	1003	882	-	1016	891	-	-	-	-	-	-	-
Stage 2	1019	889	-	1001	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	987	865	1077	976	867	1080	1615	-	-	1615	-	-
Mov Cap-2 Maneuver	987	865	-	976	867	-	-	-	-	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-	-	-	-	-
Stage 2	1016	888	-	990	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9	8.73	1.03	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	220	-	-	907	972	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.008	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	1	10	1	1	1	5	300	1	1	220	45
Future Vol, veh/h	40	1	10	1	1	1	5	300	1	1	220	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	100	2	6	2	2	4	2
Mvmt Flow	42	1	11	1	1	1	5	316	1	1	232	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	584	585	255	561	608	316	279	0	0	317	0	0
Stage 1	257	257	-	327	327	-	-	-	-	-	-	-
Stage 2	327	327	-	234	281	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	7.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	4.2	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	423	423	783	438	410	544	1284	-	-	1243	-	-
Stage 1	747	695	-	686	648	-	-	-	-	-	-	-
Stage 2	686	647	-	769	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	419	421	783	429	408	544	1284	-	-	1243	-	-
Mov Cap-2 Maneuver	419	421	-	429	408	-	-	-	-	-	-	-
Stage 1	746	694	-	682	645	-	-	-	-	-	-	-
Stage 2	680	644	-	757	678	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.84	13	0.13	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	29	-	-	461	453	7	-	-
HCM Lane V/C Ratio	0.004	-	-	0.117	0.007	0.001	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	13.8	13	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1285	50	0	1205	0	50
Future Vol, veh/h	1285	50	0	1205	0	50
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	1353	53	0	1268	0	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	703
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	380
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	380
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.98
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	380	-	-	-
HCM Lane V/C Ratio	0.138	-	-	-
HCM Ctrl Dly (s/v)	16	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	5	45	35	1
Future Vol, veh/h	1	15	5	45	35	1
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	1	16	5	47	37	1

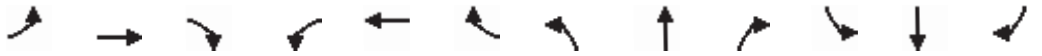
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	53	0	-	0	47	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1553	-	-	-	963	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	962	1046
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.46	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	964
HCM Lane V/C Ratio	0.001	-	-	-	0.039
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

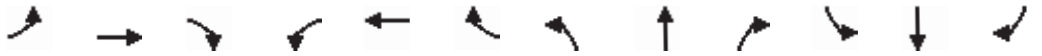
Build (2032) Traffic Projections
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1130	55	140	1410	45	140	55	60	80	85	90
Future Volume (veh/h)	100	1130	55	140	1410	45	140	55	60	80	85	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1189	58	147	1484	47	147	58	63	84	89	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	2233	109	324	2312	73	214	187	203	267	189	202
Arrive On Green	0.04	0.61	0.61	0.05	0.62	0.62	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3630	177	1781	3701	117	1200	820	890	1270	828	884
Grp Volume(v), veh/h	105	612	635	147	749	782	147	0	121	84	0	184
Grp Sat Flow(s),veh/h/ln	1781	1870	1937	1781	1870	1948	1200	0	1710	1270	0	1711
Q Serve(g_s), s	3.1	26.2	26.3	4.3	35.1	35.3	16.9	0.0	8.2	8.2	0.0	13.0
Cycle Q Clear(g_c), s	3.1	26.2	26.3	4.3	35.1	35.3	29.9	0.0	8.2	16.5	0.0	13.0
Prop In Lane	1.00		0.09	1.00		0.06	1.00		0.52	1.00		0.52
Lane Grp Cap(c), veh/h	243	1150	1191	324	1168	1217	214	0	390	267	0	390
V/C Ratio(X)	0.43	0.53	0.53	0.45	0.64	0.64	0.69	0.00	0.31	0.32	0.00	0.47
Avail Cap(c_a), veh/h	362	1150	1191	426	1168	1217	214	0	391	267	0	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	15.4	15.4	12.4	16.4	16.5	59.7	0.0	44.9	51.7	0.0	46.7
Incr Delay (d2), s/veh	1.2	1.8	1.7	1.0	2.7	2.6	11.4	0.0	1.0	1.4	0.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	16.9	17.4	3.1	21.6	22.4	9.8	0.0	6.6	5.0	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	17.2	17.1	13.4	19.2	19.1	71.1	0.0	45.8	53.1	0.0	48.6
LnGrp LOS	B	B	B	B	B	B	E		D	D		D
Approach Vol, veh/h		1352			1678			268			268	
Approach Delay, s/veh		17.1			18.6			59.7			50.0	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	92.1		37.9	8.6	93.4		37.9				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0				
Max Q Clear Time (g_c+I1), s	6.3	28.3		31.9	5.1	37.3		18.5				
Green Ext Time (p_c), s	0.2	35.4		0.0	0.1	35.6		2.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			23.5									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1130	55	140	1410	45	140	55	60	80	85	90
Future Volume (veh/h)	100	1130	55	140	1410	45	140	55	60	80	85	90
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1189	58	147	1484	47	147	58	63	84	89	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	243	2233	109	324	2312	73	214	187	203	267	189	202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.61	0.61	0.05	0.62	0.62	0.23	0.23	0.23	0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	16.2	17.2	17.1	13.4	19.2	19.1	71.1	0.0	45.8	53.1	0.0	48.6
Ln Grp LOS	B	B	B	B	B	B	E		D	D		D
Approach Vol, veh/h		1352			1678			268			268	
Approach Delay, s/veh		17.1			18.6			59.7			50.0	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	10.0	92.1		37.9	8.6	93.4		37.9
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		6.8	3.8	9.1		7.1
Max Q Clear (g_c+I1), s	6.3	28.3		31.9	5.1	37.3		18.5
Green Ext Time (g_e), s	0.2	35.4		0.0	0.1	35.6		2.1
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.98	1.00		1.00
Prob of Max Out (p_x)	0.02	0.63		1.00	0.00	0.85		0.19

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1200	1781			1270

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3630		820		3701		828

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		177		890		117		884

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	147	0	0	147	105	0	0	84
Grp Sat Flow (s), veh/h/ln	1781	0	0	1200	1781	0	0	1270
Q Serve Time (g_s), s	4.3	0.0	0.0	16.9	3.1	0.0	0.0	8.2
Cycle Q Clear Time (g_c), s	4.3	0.0	0.0	29.9	3.1	0.0	0.0	16.5
Perm LT Sat Flow (s_l), veh/h/ln	446	0	0	1200	340	0	0	1270
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	86.1	0.0	0.0	31.9	86.1	0.0	0.0	31.9
Perm LT Serve Time (g_u), s	59.8	0.0	0.0	18.9	52.2	0.0	0.0	23.7
Perm LT Q Serve Time (g_ps), s	12.9	0.0	0.0	16.9	15.2	0.0	0.0	8.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	324	0	0	214	243	0	0	267
V/C Ratio (X)	0.45	0.00	0.00	0.69	0.43	0.00	0.00	0.32
Avail Cap (c_a), veh/h	426	0	0	214	362	0	0	267
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	12.4	0.0	0.0	59.7	15.0	0.0	0.0	51.7
Incr Delay (d2), s/veh	1.0	0.0	0.0	11.4	1.2	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.4	0.0	0.0	71.1	16.2	0.0	0.0	53.1
1st-Term Q (Q1), veh/ln	1.6	0.0	0.0	5.2	1.2	0.0	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.7	0.1	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.68	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	3.1	0.0	0.0	9.8	2.2	0.0	0.0	5.0
%ile Storage Ratio (RQ%)	0.25	0.00	0.00	2.78	0.56	0.00	0.00	1.69
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	612	0	0	0	749	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	26.2	0.0	0.0	0.0	35.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.2	0.0	0.0	0.0	35.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1150	0	0	0	1168	0	0
V/C Ratio (X)	0.00	0.53	0.00	0.00	0.00	0.64	0.00	0.00
Avail Cap (c_a), veh/h	0	1150	0	0	0	1168	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.4	0.0	0.0	0.0	16.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	2.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.2	0.0	0.0	0.0	19.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.8	0.0	0.0	0.0	14.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.49	0.00	1.00	0.00	1.42	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	16.9	0.0	0.0	0.0	21.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	4.21	0.00	0.00	0.00	0.96	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	635	0	121	0	782	0	184
Grp Sat Flow (s), veh/h/ln	0	1937	0	1710	0	1948	0	1711
Q Serve Time (g_s), s	0.0	26.3	0.0	8.2	0.0	35.3	0.0	13.0
Cycle Q Clear Time (g_c), s	0.0	26.3	0.0	8.2	0.0	35.3	0.0	13.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.52	0.00	0.06	0.00	0.52
Lane Grp Cap (c), veh/h	0	1191	0	390	0	1217	0	390
V/C Ratio (X)	0.00	0.53	0.00	0.31	0.00	0.64	0.00	0.47
Avail Cap (c_a), veh/h	0	1191	0	391	0	1217	0	391
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.4	0.0	44.9	0.0	16.5	0.0	46.7
Incr Delay (d2), s/veh	0.0	1.7	0.0	1.0	0.0	2.6	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.1	0.0	45.8	0.0	19.1	0.0	48.6
1st-Term Q (Q1), veh/ln	0.0	11.2	0.0	3.6	0.0	15.0	0.0	5.6
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.1	0.0	0.9	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.48	0.00	1.80	0.00	1.41	0.00	1.68
%ile Back of Q (95%), veh/ln	0.0	17.4	0.0	6.6	0.0	22.4	0.0	9.8
%ile Storage Ratio (RQ%)	0.00	4.34	0.00	1.28	0.00	1.00	0.00	0.69
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1280	5	0	1690	0	1
Future Vol, veh/h	1280	5	0	1690	0	1
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	1347	5	0	1779	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	676
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	396
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	396
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	396	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	14.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Future Vol, veh/h	1	5	1	5	1	1	1	1	1	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	1	1	1	1	1	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	12	12	6	14	12	2	6	0	0	2	0	0
Stage 1	8	8	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1006	882	1077	1003	882	1083	1615	-	-	1620	-	-
Stage 1	1014	889	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1002	881	1077	994	881	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	1002	881	-	994	881	-	-	-	-	-	-	-
Stage 1	1013	889	-	1018	892	-	-	-	-	-	-	-
Stage 2	1016	892	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	8.67	2.41	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	921	988	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.007	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.9	8.7	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	1	1	15	1	20	1	170	10	40	170	70
Future Vol, veh/h	65	1	1	15	1	20	1	170	10	40	170	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	1	1	16	1	21	1	179	11	42	179	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	482	492	216	450	523	184	253	0	0	189	0	0
Stage 1	300	300	-	186	186	-	-	-	-	-	-	-
Stage 2	182	192	-	264	337	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	495	478	824	519	459	858	1313	-	-	1384	-	-
Stage 1	709	666	-	815	746	-	-	-	-	-	-	-
Stage 2	820	742	-	741	641	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	464	460	824	499	442	858	1313	-	-	1384	-	-
Mov Cap-2 Maneuver	464	460	-	499	442	-	-	-	-	-	-	-
Stage 1	684	642	-	815	745	-	-	-	-	-	-	-
Stage 2	798	741	-	713	618	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.07	10.91	0.04	1.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	467	647	243	-	-
HCM Lane V/C Ratio	0.001	-	-	0.151	0.059	0.03	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	14.1	10.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1220	60	0	1690	0	65
Future Vol, veh/h	1220	60	0	1690	0	65
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	1284	63	0	1779	0	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	674
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	397
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	397
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	397	-	-	-
HCM Lane V/C Ratio	0.172	-	-	-
HCM Ctrl Dly (s/v)	15.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	5	65	60	1
Future Vol, veh/h	1	5	5	65	60	1
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	1	5	5	68	63	1

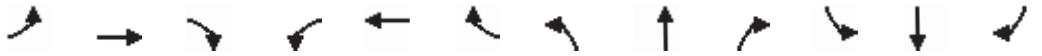
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	47	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	963	1032
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	962	1032
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.23	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	300	-	-	-	963
HCM Lane V/C Ratio	0.001	-	-	-	0.067
HCM Ctrl Dly (s/v)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Build (2032) Traffic Projections
SAT Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1055	40	85	1105	45	95	50	30	115	50	100
Future Volume (veh/h)	130	1055	40	85	1105	45	95	50	30	115	50	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1111	42	89	1163	47	100	53	32	121	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	2448	93	366	2402	97	175	200	121	241	103	203
Arrive On Green	0.04	0.67	0.67	0.03	0.66	0.66	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3675	139	1781	3664	148	1228	1092	659	1313	560	1110
Grp Volume(v), veh/h	137	565	588	89	593	617	100	0	85	121	0	158
Grp Sat Flow(s),veh/h/ln	1781	1870	1944	1781	1870	1942	1228	0	1752	1313	0	1671
Q Serve(g_s), s	3.3	18.8	18.8	2.1	20.8	20.8	10.4	0.0	5.4	11.3	0.0	11.1
Cycle Q Clear(g_c), s	3.3	18.8	18.8	2.1	20.8	20.8	21.5	0.0	5.4	16.7	0.0	11.1
Prop In Lane	1.00		0.07	1.00		0.08	1.00		0.38	1.00		0.66
Lane Grp Cap(c), veh/h	359	1246	1295	366	1226	1273	175	0	321	241	0	306
V/C Ratio(X)	0.38	0.45	0.45	0.24	0.48	0.48	0.57	0.00	0.27	0.50	0.00	0.52
Avail Cap(c_a), veh/h	510	1246	1295	536	1226	1273	196	0	350	263	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	10.4	10.4	8.1	11.3	11.3	57.6	0.0	45.6	52.8	0.0	47.9
Incr Delay (d2), s/veh	0.7	1.2	1.2	0.3	1.4	1.3	6.2	0.0	0.9	3.4	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	12.2	12.6	1.4	13.4	13.8	6.4	0.0	4.5	7.2	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.5	11.6	11.5	8.5	12.7	12.6	63.8	0.0	46.5	56.2	0.0	50.8
LnGrp LOS	A	B	B	A	B	B	E		D	E		D
Approach Vol, veh/h		1290			1299			185			279	
Approach Delay, s/veh		11.3			12.4			55.9			53.1	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	92.6		29.8	9.0	91.2		29.8				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0				
Max Q Clear Time (g_c+I1), s	4.1	20.8		23.5	5.3	22.8		18.7				
Green Ext Time (p_c), s	0.1	33.1		0.3	0.2	34.0		1.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			18.3									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1055	40	85	1105	45	95	50	30	115	50	100
Future Volume (veh/h)	130	1055	40	85	1105	45	95	50	30	115	50	100
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1111	42	89	1163	47	100	53	32	121	53	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	359	2448	93	366	2402	97	175	200	121	241	103	203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.67	0.67	0.03	0.66	0.66	0.18	0.18	0.18	0.18	0.18	0.18
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.5	11.6	11.5	8.5	12.7	12.6	63.8	0.0	46.5	56.2	0.0	50.8
Ln Grp LOS	A	B	B	A	B	B	E		D	E		D
Approach Vol, veh/h		1290			1299			185			279	
Approach Delay, s/veh		11.3			12.4			55.9			53.1	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	7.6	92.6		29.8	9.0	91.2		29.8
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	16.5	72.0		26.0	16.5	72.0		26.0
Max Allow Headway (MAH), s	3.8	9.1		6.8	3.8	9.1		6.9
Max Q Clear (g_c+I1), s	4.1	20.8		23.5	5.3	22.8		18.7
Green Ext Time (g_e), s	0.1	33.1		0.3	0.2	34.0		1.3
Prob of Phs Call (p_c)	0.96	1.00		1.00	0.99	1.00		1.00
Prob of Max Out (p_x)	0.00	0.53		1.00	0.00	0.60		0.92

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1228	1781			1313

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3675		1092		3664		560

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		139		659		148		1110

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	89	0	0	100	137	0	0	121
Grp Sat Flow (s), veh/h/ln	1781	0	0	1228	1781	0	0	1313
Q Serve Time (g_s), s	2.1	0.0	0.0	10.4	3.3	0.0	0.0	11.3
Cycle Q Clear Time (g_c), s	2.1	0.0	0.0	21.5	3.3	0.0	0.0	16.7
Perm LT Sat Flow (s_l), veh/h/ln	487	0	0	1228	462	0	0	1313
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	85.2	0.0	0.0	23.8	85.2	0.0	0.0	23.8
Perm LT Serve Time (g_u), s	67.8	0.0	0.0	12.7	64.4	0.0	0.0	18.4
Perm LT Q Serve Time (g_ps), s	3.9	0.0	0.0	10.4	8.8	0.0	0.0	11.3
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	366	0	0	175	359	0	0	241
V/C Ratio (X)	0.24	0.00	0.00	0.57	0.38	0.00	0.00	0.50
Avail Cap (c_a), veh/h	536	0	0	196	510	0	0	263
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.1	0.0	0.0	57.6	8.8	0.0	0.0	52.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	6.2	0.7	0.0	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.5	0.0	0.0	63.8	9.5	0.0	0.0	56.2
1st-Term Q (Q1), veh/ln	0.8	0.0	0.0	3.3	1.2	0.0	0.0	3.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	1.4	0.0	0.0	6.4	2.2	0.0	0.0	7.2
%ile Storage Ratio (RQ%)	0.12	0.00	0.00	1.81	0.55	0.00	0.00	2.44
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	565	0	0	0	593	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	18.8	0.0	0.0	0.0	20.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.8	0.0	0.0	0.0	20.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1246	0	0	0	1226	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	1246	0	0	0	1226	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.4	0.0	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.6	0.0	0.0	0.0	12.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.3	0.0	0.0	0.0	8.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.59	0.00	1.00	0.00	1.56	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	12.2	0.0	0.0	0.0	13.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.07	0.00	0.00	0.00	0.59	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	588	0	85	0	617	0	158
Grp Sat Flow (s), veh/h/ln	0	1944	0	1752	0	1942	0	1671
Q Serve Time (g_s), s	0.0	18.8	0.0	5.4	0.0	20.8	0.0	11.1
Cycle Q Clear Time (g_c), s	0.0	18.8	0.0	5.4	0.0	20.8	0.0	11.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	0.38	0.00	0.08	0.00	0.66
Lane Grp Cap (c), veh/h	0	1295	0	321	0	1273	0	306
V/C Ratio (X)	0.00	0.45	0.00	0.27	0.00	0.48	0.00	0.52
Avail Cap (c_a), veh/h	0	1295	0	350	0	1273	0	334
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.4	0.0	45.6	0.0	11.3	0.0	47.9
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.9	0.0	1.3	0.0	2.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.5	0.0	46.5	0.0	12.6	0.0	50.8
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	2.4	0.0	8.4	0.0	4.7
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.5	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.58	0.00	1.80	0.00	1.55	0.00	1.74
%ile Back of Q (95%), veh/ln	0.0	12.6	0.0	4.5	0.0	13.8	0.0	8.6
%ile Storage Ratio (RQ%)	0.00	3.16	0.00	0.87	0.00	0.61	0.00	0.60
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1255	5	0	1320	0	5
Future Vol, veh/h	1255	5	0	1320	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1321	5	0	1389	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	663
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	404
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	404
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.04
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	404	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Ctrl Dly (s/v)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Future Vol, veh/h	1	5	1	5	5	1	1	5	5	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	1	5	5	1	1	5	5	1	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	21	6	20	18	8	6	0	0	11	0	0
Stage 1	8	8	-	10	10	-	-	-	-	-	-	-
Stage 2	10	13	-	10	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	873	1077	993	876	1074	1615	-	-	1609	-	-
Stage 1	1014	889	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	885	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	988	872	1077	985	874	1074	1615	-	-	1609	-	-
Mov Cap-2 Maneuver	988	872	-	985	874	-	-	-	-	-	-	-
Stage 1	1013	889	-	1010	887	-	-	-	-	-	-	-
Stage 2	1003	884	-	1003	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	8.89	0.66	1.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	149	-	-	912	938	249	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.012	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	1	5	15	1	15	5	120	10	30	95	50
Future Vol, veh/h	40	1	5	15	1	15	5	120	10	30	95	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	1	5	16	1	16	5	126	11	32	100	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	327	337	126	306	358	132	153	0	0	137	0	0
Stage 1	189	189	-	142	142	-	-	-	-	-	-	-
Stage 2	137	147	-	164	216	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	626	584	924	647	568	918	1428	-	-	1447	-	-
Stage 1	812	743	-	861	779	-	-	-	-	-	-	-
Stage 2	866	775	-	838	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	597	568	924	624	553	918	1428	-	-	1447	-	-
Mov Cap-2 Maneuver	597	568	-	624	553	-	-	-	-	-	-	-
Stage 1	793	726	-	857	776	-	-	-	-	-	-	-
Stage 2	846	772	-	812	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.29	10.13	0.28	1.29
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	620	735	289	-	-
HCM Lane V/C Ratio	0.004	-	-	0.078	0.044	0.022	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	11.3	10.1	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1205	55	0	1320	0	55
Future Vol, veh/h	1205	55	0	1320	0	55
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	1268	58	0	1389	0	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	663
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	404
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	404
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.41
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	404	-	-	-
HCM Lane V/C Ratio	0.143	-	-	-
HCM Ctrl Dly (s/v)	15.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	10	45	35	1
Future Vol, veh/h	1	10	10	45	35	1
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	1	11	11	47	37	1

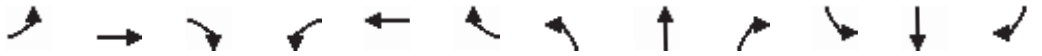
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	47	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1546	-	-	-	963	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	962	1039
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.67	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	164	-	-	-	964
HCM Lane V/C Ratio	0.001	-	-	-	0.039
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th Signalized Intersection Summary
100: Saratoga Avenue & Ogden Avenue

Build (2032) Traffic Projections
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1230	35	135	1320	65	120	50	70	75	50	105
Future Volume (veh/h)	100	1230	35	135	1320	65	120	50	70	75	50	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1295	37	142	1389	68	126	53	74	79	53	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	2374	68	312	2350	115	198	146	204	232	111	233
Arrive On Green	0.04	0.64	0.64	0.04	0.65	0.65	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	3714	106	1781	3630	177	1222	706	986	1264	539	1128
Grp Volume(v), veh/h	105	652	680	142	714	743	126	0	127	79	0	164
Grp Sat Flow(s),veh/h/ln	1781	1870	1950	1781	1870	1937	1222	0	1693	1264	0	1667
Q Serve(g_s), s	2.9	27.0	27.1	3.9	30.5	30.7	14.2	0.0	9.0	8.0	0.0	12.1
Cycle Q Clear(g_c), s	2.9	27.0	27.1	3.9	30.5	30.7	26.3	0.0	9.0	17.0	0.0	12.1
Prop In Lane	1.00		0.05	1.00		0.09	1.00		0.58	1.00		0.68
Lane Grp Cap(c), veh/h	270	1196	1246	312	1211	1254	198	0	350	232	0	345
V/C Ratio(X)	0.39	0.55	0.55	0.46	0.59	0.59	0.63	0.00	0.36	0.34	0.00	0.48
Avail Cap(c_a), veh/h	392	1196	1246	419	1211	1254	225	0	387	259	0	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	14.0	14.0	11.7	14.1	14.1	60.4	0.0	47.6	54.9	0.0	48.8
Incr Delay (d2), s/veh	0.9	1.8	1.7	1.0	2.1	2.1	7.9	0.0	1.3	1.9	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	17.1	17.7	2.7	18.9	19.5	8.5	0.0	7.2	4.9	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	15.8	15.7	12.7	16.2	16.2	68.3	0.0	49.0	56.8	0.0	51.0
LnGrp LOS	B	B	B	B	B	B	E		D	E		D
Approach Vol, veh/h		1437			1599			253			243	
Approach Delay, s/veh		15.6			15.9			58.6			52.9	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	95.5		35.0	8.4	96.6		35.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0				
Max Q Clear Time (g_c+I1), s	5.9	29.1		28.3	4.9	32.7		19.0				
Green Ext Time (p_c), s	0.2	37.3		0.7	0.1	37.8		1.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			21.4									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1230	35	135	1320	65	120	50	70	75	50	105
Future Volume (veh/h)	100	1230	35	135	1320	65	120	50	70	75	50	105
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1295	37	142	1389	68	126	53	74	79	53	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	270	2374	68	312	2350	115	198	146	204	232	111	233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.64	0.64	0.04	0.65	0.65	0.21	0.21	0.21	0.21	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	13.2	15.8	15.7	12.7	16.2	16.2	68.3	0.0	49.0	56.8	0.0	51.0
Ln Grp LOS	B	B	B	B	B	B	E		D	E		D
Approach Vol, veh/h		1437			1599			253			243	
Approach Delay, s/veh		15.6			15.9			58.6			52.9	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phs Duration (G+Y+Rc), s	9.5	95.5		35.0	8.4	96.6		35.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green (Gmax), s	14.5	78.0		32.0	14.5	78.0		32.0
Max Allow Headway (MAH), s	3.8	9.1		6.9	3.8	9.1		7.1
Max Q Clear (g_c+I1), s	5.9	29.1		28.3	4.9	32.7		19.0
Green Ext Time (g_e), s	0.2	37.3		0.7	0.1	37.8		1.8
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.98	1.00		1.00
Prob of Max Out (p_x)	0.01	0.70		1.00	0.00	0.80		0.20

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1222	1781			1264

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3714		706		3630		539

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		106		986		177		1128

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	142	0	0	126	105	0	0	79
Grp Sat Flow (s), veh/h/ln	1781	0	0	1222	1781	0	0	1264
Q Serve Time (g_s), s	3.9	0.0	0.0	14.2	2.9	0.0	0.0	8.0
Cycle Q Clear Time (g_c), s	3.9	0.0	0.0	26.3	2.9	0.0	0.0	17.0
Perm LT Sat Flow (s_l), veh/h/ln	411	0	0	1222	365	0	0	1264
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.5	0.0	0.0	29.0	89.5	0.0	0.0	29.0
Perm LT Serve Time (g_u), s	62.4	0.0	0.0	16.8	59.9	0.0	0.0	20.0
Perm LT Q Serve Time (g_ps), s	14.3	0.0	0.0	14.2	12.0	0.0	0.0	8.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	312	0	0	198	270	0	0	232
V/C Ratio (X)	0.46	0.00	0.00	0.63	0.39	0.00	0.00	0.34
Avail Cap (c_a), veh/h	419	0	0	225	392	0	0	259
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	11.7	0.0	0.0	60.4	12.3	0.0	0.0	54.9
Incr Delay (d2), s/veh	1.0	0.0	0.0	7.9	0.9	0.0	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.7	0.0	0.0	68.3	13.2	0.0	0.0	56.8
1st-Term Q (Q1), veh/ln	1.4	0.0	0.0	4.4	1.1	0.0	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.4	0.1	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.74	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	2.7	0.0	0.0	8.5	2.0	0.0	0.0	4.9
%ile Storage Ratio (RQ%)	0.22	0.00	0.00	2.40	0.51	0.00	0.00	1.65
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	652	0	0	0	714	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	27.0	0.0	0.0	0.0	30.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	27.0	0.0	0.0	0.0	30.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1196	0	0	0	1211	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.00	0.00	0.59	0.00	0.00
Avail Cap (c_a), veh/h	0	1196	0	0	0	1211	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.0	0.0	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.8	0.0	0.0	0.0	16.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.9	0.0	0.0	0.0	12.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.48	0.00	1.00	0.00	1.46	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	17.1	0.0	0.0	0.0	18.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	4.25	0.00	0.00	0.00	0.84	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	680	0	127	0	743	0	164
Grp Sat Flow (s), veh/h/ln	0	1950	0	1693	0	1937	0	1667
Q Serve Time (g_s), s	0.0	27.1	0.0	9.0	0.0	30.7	0.0	12.1
Cycle Q Clear Time (g_c), s	0.0	27.1	0.0	9.0	0.0	30.7	0.0	12.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.58	0.00	0.09	0.00	0.68
Lane Grp Cap (c), veh/h	0	1246	0	350	0	1254	0	345
V/C Ratio (X)	0.00	0.55	0.00	0.36	0.00	0.59	0.00	0.48
Avail Cap (c_a), veh/h	0	1246	0	387	0	1254	0	381
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.0	0.0	47.6	0.0	14.1	0.0	48.8
Incr Delay (d2), s/veh	0.0	1.7	0.0	1.3	0.0	2.1	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.7	0.0	49.0	0.0	16.2	0.0	51.0
1st-Term Q (Q1), veh/ln	0.0	11.4	0.0	3.9	0.0	12.8	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.1	0.0	0.7	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.47	0.00	1.80	0.00	1.45	0.00	1.71
%ile Back of Q (95%), veh/ln	0.0	17.7	0.0	7.2	0.0	19.5	0.0	9.1
%ile Storage Ratio (RQ%)	0.00	4.40	0.00	1.40	0.00	0.87	0.00	0.64
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1380	10	0	1580	0	5
Future Vol, veh/h	1380	10	0	1580	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1453	11	0	1663	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	732
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	364
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	364
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	364	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Ctrl Dly (s/v)	15	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Future Vol, veh/h	1	1	1	1	1	5	1	1	1	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	5	1	1	1	5	5	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	21	6	20	21	2	6	0	0	2	0	0
Stage 1	16	16	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	16	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	993	873	1077	993	873	1083	1615	-	-	1620	-	-
Stage 1	1003	882	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	892	-	1003	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	983	870	1077	987	870	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	983	870	-	987	870	-	-	-	-	-	-	-
Stage 1	1000	879	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	892	-	998	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.73	8.51	2.41	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	969	1032	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.007	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	65	5	5	5	1	20	1	160	10	15	140	70
Future Vol, veh/h	65	5	5	5	1	20	1	160	10	15	140	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	5	5	5	1	21	1	168	11	16	147	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	387	397	184	357	428	174	221	0	0	179	0	0
Stage 1	216	216	-	176	176	-	-	-	-	-	-	-
Stage 2	171	181	-	182	253	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	572	540	858	598	519	870	1348	-	-	1397	-	-
Stage 1	786	724	-	826	754	-	-	-	-	-	-	-
Stage 2	831	750	-	820	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	549	533	858	580	512	870	1348	-	-	1397	-	-
Mov Cap-2 Maneuver	549	533	-	580	512	-	-	-	-	-	-	-
Stage 1	776	715	-	825	753	-	-	-	-	-	-	-
Stage 2	809	749	-	799	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.46	9.82	0.04	0.51
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	561	775	112	-	-
HCM Lane V/C Ratio	0.001	-	-	0.141	0.035	0.011	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	12.5	9.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1325	60	0	1580	0	65
Future Vol, veh/h	1325	60	0	1580	0	65
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	1395	63	0	1663	0	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	729
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	365
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	365
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.11
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	365	-	-	-
HCM Lane V/C Ratio	0.187	-	-	-
HCM Ctrl Dly (s/v)	17.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	5	65	60	1
Future Vol, veh/h	1	15	5	65	60	1
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	1	16	5	68	63	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	57	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	950	1032
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	949	1032
Mov Cap-2 Maneuver	-	-	-	-	949	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.46	0	9.06
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	951
HCM Lane V/C Ratio	0.001	-	-	-	0.068
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Carter Moran <cmoran@downers.us>

Fwd: No to Dutch Bros

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 8, 2026 at 8:25 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Shawna Torres' via plancommission** <planning@downers.us>
Date: Mon, Jun 8, 2026 at 6:09 AM
Subject: No to Dutch Bros
To: <planning@downers.us>

Hi,

We simply cannot afford the congestion that will come to Saratoga and Ogden if Dutch Bros coffee is allowed to open so close to Herrick and DGN. I'm fine with the brand opening their store further down Ogden, but please not there.

Thanks,
Shawna Torres
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Us Permit

1 message

Jason Zawila <jzawila@downers.us> Tue, Jun 9, 2026 at 11:21 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **J Steiner** [redacted]>
Date: Mon, Jun 8, 2026 at 6:20 PM
Subject: Deny Dutch Bros Special Us Permit
To: <planning@downers.us>

Dear Village Board Members,

As a resident and parent of children attending both North High School and Herrick Middle School, I am writing to express my opposition to the proposed Dutch Bros special-use permit and development.

I respectfully ask that you consider the concerns of residents regarding the impact this project could have on our neighborhood, community, and the students who travel through this area each day. The intersection is already heavily congested and presents significant challenges for both vehicle and pedestrian traffic, particularly during school arrival and dismissal times.

While our family enjoys and supports local coffee businesses, I do not believe this is an appropriate location for a development that is likely to increase traffic and congestion.

Thank you for your time, consideration, and commitment to serving our community.

Sincerely,

Jadie Steiner

Carter Moran <cmoran@downers.us>

Fwd: Dutch bros coffee

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 8, 2026 at 8:26 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Lynn LaPalermo** <[redacted]>
Date: Sun, Jun 7, 2026 at 9:16 AM
Subject: Dutch bros coffee
To: planning@downers.us <planning@downers.us>

Zoning Board,

Please rethink the placement of this potential establishment. It will be detrimental to the neighborhood due to congestion, traffic flow and many other factors. There has to be a better place for this to go.

Concerned citizen
Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch bros special use permit

1 message

Jason Zawila <jzawila@downers.us> Thu, Jun 4, 2026 at 8:02 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **Chris** <[redacted]>
Date: Wed, Jun 3, 2026 at 8:13 PM
Subject: Deny Dutch bros special use permit
To: <planning@downers.us>

Dear Village Board,

As a resident, I am writing to express my strong opposition to the Dutch Bros special-use permit request/development. Please consider the community's voice on this matter regarding our neighborhood, community, and the children of Herrick Middle School and Downers Grove North. This area is already over congested. We live off of Belle Aire Ln and making a left turn on Ogden is already treacherous. This establishment will only bring more traffic and hence more safety issues.

Thank you!

Chris Fennell

[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Dutch Bros. Coffee Proposal

1 message

Jason Zawila <jzawila@downers.us> Wed, Jun 3, 2026 at 4:51 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Tracy McCullough** [redacted]>
Date: Wed, Jun 3, 2026 at 10:23 AM
Subject: Dutch Bros. Coffee Proposal
To: <planning@downers.us>

Hello,

We are residents of the Downers Grove neighborhood, a community that prides itself on safety, efficiency, and tranquility. A proposal to build a Dutch Bros Coffee shop at the corner of Saratoga and Ogden Avenue poses a significant threat to our community's well-being and quality of life. This is not just a coffee shop; it introduces a series of challenges that we cannot ignore.

Traffic Congestion and Safety Risks

The proposed site is in close proximity to two schools and nestled within a neighborhood, an area already densely populated with traffic lights and pedestrian activities. Introducing a high-traffic business such as Dutch Bros Coffee will dramatically increase traffic congestion, creating potential safety hazards for our children walking to and from school, as well as for pedestrians. In Naperville, a similar proposal was wisely denied due to these very concerns.

Evidence of Impact

The '7 Brew' effect is a term used to describe the long lines and subsequent congestion caused by such drive-thru establishments. Similar businesses have proven to strain traffic patterns and compromise pedestrian safety in similar setups. For example, in other municipalities where Dutch Bros has been introduced, there are clear records of increased traffic violations and accidents near their locations.

Preserve Our Community Values

Our community has worked diligently to maintain a peaceful environment that supports local businesses without compromising our values. We have a say in what our neighborhood looks like and how it functions. This proposal does not align with our community's vision for a harmonious living environment.

Sincerely,
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Dutch Brothers - NO!

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 22, 2026 at 8:53 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Lee Ann Penn** <[redacted]>
Date: Sun, Jun 21, 2026 at 6:15 PM
Subject: Dutch Brothers - NO!
To: <planning@downers.us>

Dear Sir or Madame,

It is my understanding there is a proposed business named Dutch Brothers being considered at corner of Ogden and Saratoga Aves in Downers Grove, IL.

Planning and Zoning should reconsider this location and evaluate another site for Dutch Brothers.

That corner is already a nightmare trying to turn left going west in Ogden at any time of day. There are numerous businesses on the corner already. Why add another and exacerbate an already horrible traffic situation?
Has traffic study been conducted at this corner? I've lived in Downers for 30+ years.

I'm all for development but with all of the condo high rises going up parking downtown truly sucks.

Are you trying to make Downers obnoxious like Naperville? Looking that way.

What about schools Downers South HS and the grade school down the street? Lots of little kids walking around and inexperienced teen drivers in the proposed area.

Don’t need more traffic headaches!

Thank you
Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Dutch Bros Special Permit

1 message

Jason Zawila <jzawila@downers.us> Tue, Jun 2, 2026 at 2:48 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Eric Donnelly' via plancommission** <planning@downers.us>
Date: Tue, Jun 2, 2026 at 2:24 PM
Subject: Dutch Bros Special Permit
To: <planning@downers.us>

Hello,

I am a resident of Downers Grove and fellow village commission member, actively serving on the health and human service commission.

I write today to express my opposition to Dutch Bros coffee setting up a location on the corner of Saratoga and Ogden and encourage the commission to deny the special permit. That intersection is already a traffic congestion nightmare and with the addition to the middle school directing traffic more onto Saratoga, it has become nearly impassable during morning drop off and afternoon pickup. Adding a high volume business like a drive through coffee shop would undoubtedly make it even worse and create additional safety issues at that intersection.

I know the taxes generated from a business like this would be ideal for the village and improving the quality of the businesses along Ogden would be attractive, but this location would be a terrible choice due to traffic and routing constraints.

Thanks,

Eric Donnelly

Sent from my iPad

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Tue, Jun 2, 2026 at 10:40 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **'DEBBIE CERNAUSKAS' via plancommission** <planning@downers.us>
Date: Tue, Jun 2, 2026 at 10:38 AM
Subject: Deny Dutch Bros Special Use Permit
To: planning@downers.us <planning@downers.us>

Dear Village Board,

As a resident, I am writing to express my strong opposition to the Dutch Bros special-use permit request/development. Please consider the community's voice on this matter regarding our neighborhood, community, and the children of Herrick Middle School and Downers Grove North. Having another coffee shop so close to Starbucks does not make any sense.

Deborah Cernauskas

[redacted]

[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros construction

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 22, 2026 at 8:51 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Yolanda Chrusciel' via plancommission** <planning@downers.us>
Date: Fri, Jun 19, 2026 at 8:22 AM
Subject: Deny Dutch Bros construction
To: <planning@downers.us>

I'm a DG resident and often pickup and drop off my grandkids at DGN high school when school lets out! It is a nightmare now to manage all the traffic. Ogden Avenue is already gridlock there. Dutch Bros needs to find a better location. PLEASE listen to the community.

Protect our kids.

Yola Chrusciel .

Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Opposition to Dutch Bros Special Use Permit- Residential Concerns & Petition Signatures

1 message

Stanley Popovich <spopovich@downers.us> Thu, Jun 18, 2026 at 11:38 AM
To: Carter Moran <cmoran@downers.us>

FYI

---------- Forwarded message ---------
From: **C C** <[redacted]>
Date: Thu, Jun 18, 2026 at 8:25 AM
Subject: Opposition to Dutch Bros Special Use Permit- Residential Concerns & Petition Signatures
To: <communitydevelopment@downers.us>, Stanley Popovich <spopovich@downers.us>, <dfieldman@downers.us>, <rberardi@downers.us>, <rbarnett@downers.us>, <lsadowski-fugitt@downers.us>, <cgilmartin@downers.us>, <mtully@downers.us>, <mdavenport@downers.us>, <tsarver@downers.us>, <rroe@downers.us>
Cc: Tricia Cantilena <triciaballa12@gmail.com>

Dear Village Staff and Decision Makers,

Please find attached my public comment packet regarding the proposed Dutch Bros special use permit application.

As a nearby resident, I have significant concerns regarding the project's potential impacts on traffic, noise, safety, neighborhood compatibility, and overall quality of life. The attached packet provides detailed analysis and supporting documentation for your consideration during the review process.

I respectfully request that these materials be included in the public record and reviewed during staff evaluations and any subsequent hearings or deliberations. Additionally, I believe a brief visit to my property and the adjacent roadway would provide valuable context regarding impacts that may not be fully apparent from engineering drawings alone.

Thank you for your time and consideration.

Sincerely,

Christie Cantilena
[redacted]

--

Stan Popovich, AICP
Director of Community Development

Village of Downers Grove
850 Curtiss St
Downers Grove, IL 60515
p. 630-434-6893
Pronouns: he, him, his

Dutch Bros Opposition- Request for Special Permit Denial.pdf
2496K

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 22, 2026 at 8:36 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Mary Ann B** [redacted]>
Date: Thu, Jun 18, 2026 at 12:53 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Dear Commissioners,

Do not vote yes on the Dutch Brothers Coffee shop at Ogden & Saratoga. There already is too much traffic congestion in that area. Plus there is a nearby Starbucks plus the Candy Cloud that just opened. I think there are enough sweet drinks to be had.

Mary Ann Badke
[redacted]

Jason Zawila <jzawila@downers.us>

Fwd: Opposition to Dutch Bros Special Use Permit- Residential Concerns & Petition Signatures

Stanley Popovich <spopovich@downers.us> Tue, Jun 30, 2026 at 8:41 AM
To: Jason Zawila <jzawila@downers.us>

---------- Forwarded message ---------
From: C C <[redacted]>
Date: Thu, Jun 18, 2026 at 8:25 AM
Subject: Opposition to Dutch Bros Special Use Permit- Residential Concerns & Petition Signatures
To: <communitydevelopment@downers.us>, Stanley Popovich <spopovich@downers.us>, <dfieldman@downers.us>, <rberardi@downers.us>, <rbarnett@downers.us>, <lsadowski-fugitt@downers.us>, <cgilmartin@downers.us>, <mtully@downers.us>, <mdavenport@downers.us>, <lsarver@downers.us>, <rroe@downers.us>
Cc: Tricia Cantilena <[redacted]>

Dear Village Staff and Decision Makers,

Please find attached my public comment packet regarding the proposed Dutch Bros special use permit application.

As a nearby resident, I have significant concerns regarding the project's potential impacts on traffic, noise, safety, neighborhood compatibility, and overall quality of life. The attached packet provides detailed analysis and supporting documentation for your consideration during the review process.

I respectfully request that these materials be included in the public record and reviewed during staff evaluations and any subsequent hearings or deliberations. Additionally, I believe a brief visit to my property and the adjacent roadway would provide valuable context regarding impacts that may not be fully apparent from engineering drawings alone.

Thank you for your time and consideration.

Sincerely,

Christie Cantilena
[redacted]

--

Stan Popovich, AICP
Director of Community Development
Village of Downers Grove
850 Curtiss St
Downers Grove, IL 60515
p. 630-434-6893
Pronouns: he, him, his

Dutch Bros Opposition- Request for Special Permit Denial.pdf
2496K

To Plan Commission Member and Village Council-

Thank you for taking the time to review this packet regarding the Dutch Bros development/special permit request at Saratoga and Ogden Ave.

My name is Christie Cantilena, and I am a resident of Downers Grove who lives in extremely close proximity to the proposed site. I appreciate the Village's commitment to thoughtful development and balancing economic growth with the interests of residents, schools, businesses, and broader community.

I am submitting this packer to respectfully express my concerns regarding the proposed Dutch Bros drive-thru and walk-up operation. While I support responsible development and investment within Downers Grove, I believe this proposal presents very significant concerns related to traffic congestion/stacking, pedestrian/student safety, neighborhood impacts, quality of life, and compatibility with the surrounding area.

The purpose of this pack is to provide specific facts, observations, supporting evidence, and community feedback that I believe warrant careful consideration before any approvals are granted. My goal is not to oppose development itself but to advocate for a project that is appropriate for this location and commitment to protecting nearby residents and students.

I respectfully ask the Village to review the information contained in the following pages and consider whether this proposal/special permit request is truly the best use of this site for the benefit of the entire community.

Thank you for your time and consideration and service to the residents of Downers Grove.

Sincerely,

Christie Cantilena

This packet is submitted in opposition to the proposed Dutch Bros drive-thru development/special use permit at Saratoga and Ogden Avenue.

While I support responsible economic development and investment within Downers Grove, I believe this proposal/special use permit request is incompatible with the surrounding area and presents significant concerns that outweigh potential benefits.

Key concerns include:

- Increased traffic congestion and car stacking at an already extremely busy intersection and along adjacent residential streets and alleys
- Potential safety risks for Downers Grove North High School and Herrick Middle School students, pedestrians, cyclists, and neighborhood residents
- Noise, constant vehicle idling, headlights, early morning and late-night activity impacting nearby homes.
- The potential for vehicle queues extending beyond the site, creating operational and safety concerns
- Negative effects on the character and livability in the surrounding area
- Questions regarding whether a high-volume drive-thru use is the most appropriate and beneficial development for this location.

Community concern regarding this proposal has been substantial and widespread. As of June 16, 2026, more than 715 residents, business owners, employees, parents, and community members have signed a petition opposing the proposed development and special use permit. This level of public opposition demonstrates that concerns regarding traffic, safety, neighborhood impacts, and compatibility extend well beyond immediately adjacent property owners and reflect broader community concerns regarding the suitability of this location for a high-volume drive-thru operation.

For these reasons, I respectfully request that the Village deny approval of the proposed Dutch Bros development and special permit request for the corner of Ogden and Saratoga and encourage consideration of alternative uses that are more compatible with nearby residential properties, schools, and existing traffic conditions.

Thank you for your consideration of these concerns and your continued service and support to the residents of Downers Grove.

TRAFFIC AND CONGESTION CONCERNS

The proposed Dutch Bros development is expected to generate a substantial volume of vehicle traffic throughout the day, particularly during peak morning hours and afternoon hours that coincide within peak school pick up and drop off when drive-thru demand is highest. Given Dutch Bros' high throughput business model, traffic impacts at this location should be carefully evaluated in the context of existing roadway constraints.

A significant concern is the proposed use and potential acquisition of the existing alley connecting Saratoga Avenue and Linscott Avenue. This alley currently serves as an important local circulation route for nearby businesses, residents, and properties. In addition to providing rear access, it is actively used for essential services including mail delivery, package deliveries, garbage/waste collection vehicles and customers/employees of surrounding businesses. It also functions as one of the only practical ways for some residents to reach a signalized intersection, allowing them to avoid making an unprotected left turn onto Ogden Avenue.

Maintaining reliable access through this alley is also important for emergency vehicle access and response times within the area. Any increase in congestion, queuing, or obstruction within this corridor could potentially impact the ability of emergency vehicles and service providers to move efficiently through the area, particularly during peak school and commuter traffic periods.

The continued functionality of this alley is therefore not incidental, it is critical access route supporting both residential needs, essential service operations and emergency access. Converting this space into a high-volume commercial drive thru operation would significantly increase vehicle activity in an area that currently serves necessary residential and service infrastructure functions.

Linscott Avenue is a dead-end residential street that includes a direct access gate to Herrick Middle School. As a result, traffic on this street is inherently limited and closely tied to school related activity, including pedestrian, bicycle, and drop-off/pick-up movements. Any increase in non-residential or cut-through traffic in this area has the potential to create congestion and safety conflicts in a constrained environment where circulation options are limited.

The presence of multiple closely spaced access points- including Saratoga Avenue, Linscott Avenue, and the alley system, may also create a complex and conflicting circulation pattern. This type of design increases the likelihood of driver confusion, turning conflicts, and unpredictable vehicle movements in an area already impacted by school-related traffic and peak hour congestion.

The proposed development would also be located in very close proximity to Herrick Middle School and surrounding residential properties. School traffic already places peak-time demand on nearby streets, and the addition of a high-volume drive-thru could intensify congestion during the same critical morning and afternoon periods when student drop off/pick up activity is highest.

Of particular concern is the potential for vehicle queues to exceed on-site capacity. Dutch Bros locations in other communities have become widely known for generating exceptionally long drive-thru lines, with reports and documented observations of 70–100 or more vehicles queued at peak times. In numerous municipalities, these queues have extended beyond property boundaries, spilling onto adjacent public streets, residential roadways, and neighboring commercial properties. Communities have reported traffic backups that block access to nearby businesses, create congestion at intersections, impede normal traffic flow, and negatively affect surrounding neighborhoods.

If similar conditions occur at this site, vehicle queues could extend onto Saratoga Avenue, Linscott Avenue, and/or the adjacent alley system, further complicating access for residents, customers, employees, school traffic, and emergency responders. Given the proximity of residential streets, local businesses, and existing traffic generators, any overflow beyond the site's designed capacity could create significant safety, accessibility, and quality-of-life concerns for the surrounding community. The potential for recurring congestion warrants careful evaluation of traffic impacts, queue management, and site circulation before approval of the proposed development.

Given the constrained roadway network, the dead-end nature of Linscott Avenue, the direct connection to the school and the functional importance of the alley for resident circulation, essential service access, and emergency vehicle access, this site presents unique traffic and safety challenges that may not be compatible with a high-volume drive thru operation.

DUTCH BROS OPERATIONAL CHARACTERISTICS AND QUEUEING CONCERNS

Unlike a traditional coffee shop or restaurant, Dutch Bros has developed a business model that is widely recognized for generating exceptionally high drive-thru volumes and sustained vehicle queues. Numerous communities throughout the country have documented drive-thru lines extending well beyond site boundaries, with reports and observations of 70 to 100 or more vehicles queued during peak demand periods.

Municipalities, residents, and neighboring businesses have reported recurring issues involving vehicle spillover onto public roadways, blocked access to adjacent businesses, congestion at nearby intersections, and traffic extending into surrounding residential areas. These concerns are not isolated incidents but rather reflect operational characteristics commonly associated with the Dutch Bros business model and its popularity.

Given the proposed location's proximity to residential neighborhoods, Herrick Middle School, Downers Grove North High School traffic routes, and existing businesses, the Village should carefully evaluate whether the site can realistically accommodate the anticipated demand without creating recurring traffic and safety issues.

Of particular concern is whether the queueing assumptions utilized in any traffic study accurately reflect actual operating conditions at comparable Dutch Bros locations. The Village should ensure that any analysis considers real-world Dutch Bros queue lengths, peak demand periods, and documented overflow conditions rather than relying solely on generalized coffee shop traffic assumptions.

EXISTING CRASH HISTORY AND SAFETY CONDITIONS

Crash data for the surrounding intersections along the Ogden Avenue corridor indicate a recurring pattern of traffic incidents over the most recent five-year reporting period particularly at key access point near the proposed development site.

The intersection of Ogden Avenue and Saratoga Avenue experienced the highest number of crashes in the study area, with approximately 35 reported incidents during the analysis period. The majority of these crashes involved rear-end and turning movement conflicts, which are commonly associated with congestion, queuing, and closely spaced access points.

Given that the proposed Dutch Bros development is expected to generate sustained vehicle queues and increased turning activity during peak morning and afternoon periods, there is concern that the existing conflict patterns in this corridor could be exacerbated.

For these reasons, the Village should carefully evaluate whether the addition of a high-volume drive-thru use at this location is compatible with existing documented traffic safety conditions along the Ogden Avenue corridor.

SCHOOL SAFETY IMPACTS

The proposed Dutch Bros development is located in close proximity to Herrick Middle School and directly adjacent to routes used by students, parents, and school staff on a daily basis. This location presents unique considerations that extend beyond ordinary traffic concerns and warrant careful evaluation from a student safety perspective.

Linscott Avenue includes a direct access gate to Herrick Middle School and is regularly used by students walking or biking to and from school as well by parents during drop-off and pick-up. The addition of a high-volume drive-thru operation in such close proximity to these activities would introduce a substantial increase in vehicle movements into an area where student pedestrian activity is already present. This concern is heightened by the planned addition of another grade level at Herrick Middle School, which is expected to increase student enrollment and generate additional school-related traffic. As student populations and transportation demands continue to grow, preserving safe and efficient access around the school becomes increasingly important.

Of particular concern is the overlap between Dutch Bros' busiest operating hours and the times when students are arriving and departing from school. Morning commuter traffic, school drop-offs, and drive-thru demand would all complete for limited roadway space within the same timeframe, increasing the potential for congestion, driver distraction, and conflicts between vehicles and pedestrians.

The proposed site design includes multiple nearby access points and circulation routes connecting Saratoga Avenue, Linscott Avenue, and the adjacent alley system. This may create additional turning movements and vehicle interactions in an area where students and families are already navigating the transportation network on foot, scooters, and bicycles.

In addition to Herrick Middle School, the surrounding roadway network is also used by student drivers traveling to and from North High School. The presence of newer and less experienced drivers further highlights the importance of maintaining predictable traffic patterns and minimizing unnecessary congestion, turning movements, and circulation conflicts in the area during peak school commute periods.

While traffic studies may evaluate roadway capacity and vehicle flow, they cannot fully capture day-to day realities of student movement in the area. Given the close proximity of the proposed development to Herrick Middle School, the Village should carefully consider whether a high-volume drive-thru operation is an appropriate use adjacent to a location where student safety should remain a primary consideration. In doing so, the Village should evaluate not only current traffic conditions, but also the foreseeable increase in school-

related traffic associated with the planned addition of a new grade level at Herrick Middle School.

Additionally, residents should be provided with assurance that any traffic studies relied upon for this proposal accurately reflect typical school-year conditions. Traffic counts conducted during periods when nearby schools were not operating at normal enrollment levels, such as the traffic study being completed on Saratoga and Linscott the week of June 1st, will not fully capture the volume of student-related traffic, pedestrian activity, and school commute patterns that exist during the regular academic year. Any analysis used to support this proposal should account for typical school-year traffic patterns, including student drivers, student pedestrians, school-drop off and pick-up activity, extracurricular activities for attendees at both schools, and any future enrollment increases at Herrick Middle School.

Protecting Safe routes to school should be a priority in all land-use decisions. For this reason, the potential impacts on students, families, school staff, and school operations should weigh heavily in evaluating the suitability of this proposal.

Neighborhood & Quality of Life Impacts

In addition to traffic and school safety concerns, the proposed Dutch Bros development/special permit request raises significant questions regarding compatibility with the surrounding residential area and its impact on neighborhood quality of life.

The proposed drive-thru operation is expected to generate early morning, through-out-the day and late night heavy vehicle activity, including engine noise, delivery vehicles, loud music and customer traffic beginning in the early morning hours. These conditions differ substantially from the existing residential-adjacent environment and may introduce a level of consistent activity that is not currently present in the area.

A particular concern is the potential impact of vehicle headlights and queueing patterns on nearby residential properties. Given the likelihood of vehicles stacking inline during peak demand periods, headlights may be directed toward homes during the early morning and evening hours, creating light intrusion and disturbance for nearby residents.

A key concern is the lack of physical buffering between the proposed development and nearby residential properties. There are no substantial barriers, landscaping buffers, or separation features that would meaningfully mitigate noise, light, or vehicle activity is associated with a high-volume drive-thru operation. As a result, operational impacts such as early morning traffic, idling vehicles, headlights, and delivery activity would occur in extreme close proximity to surrounding homes without effective reduction.

In addition, prolonged vehicle idling associated with drive-thru queues will contribute to increased noise and general activity levels adjacent to residential properties. The cumulative effect of constant starting, stopping and waiting vehicles may reduce the quiet enjoyment of nearby homes.

The use of the existing alley system for increased traffic circulation further intensifies these concerns. What currently serves as a functional residential access route would be subject to significantly higher volumes of commercial traffic, increasing activity adjacent to homes that rely on this corridor for daily access.

Taken together, these factors represent a material change in the character of the area immediately surrounding the proposed site. While commercial development exists along the broader corridor, the intensity and operational pattern of a high-volume drive-thru use introduces a level of activity that is more consistent with a freeway-adjacent or commercial retail hub environment than a residential-edge setting.

For these reasons, the Village should carefully consider whether the proposed use is compatible with the surrounding neighborhood and whether the resulting impacts align with the Villages's standards of livability, noise, and neighborhood character.

SPECIAL USE PERMIT CRITERIA RESPONSE

1.) **That the proposed use is expressly authorized as a special use in the district in which it is to be located;**
    a. The proposed drive-thru use may be authorized as a Special Use within the underlying zoning district. However, authorization as a Special Use does not automatically establish that the proposed location is appropriate for approval. The Village must still determine whether the remained Special Use criteria have been satisfied.
2.) **That the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of the community;**
    a. Concerns remain regarding whether the proposed us can satisfy this criterion. The proposed development is located adjacent to residential properties and in close proximity to Herrick Middle School, including a direct access gate used by students, parents, and school staff. The introduction of a high-volume drive-thru operation at this location would increase vehicle activity, turning movements, queuing, and traffic conflicts during periods that overlap with school and commuter traffic.
    b. Additionally, documented crash activity exists along the surrounding Ogden Avenue Corridor. The proposal would add vehicle movements to an already constrained roadway network that includes Saratoga Avenue, Linscott Avenue, and a residential alley system relied upon by residents, deliveries, garbage collection, and emergency access. Concerns also remain regarding the adequacy of traffic analyses conducted during the week of June 1st, 2026, when North High School was no longer in session and normal school-year traffic conditions may not have been fully represented.
    c. For these reasons, questions remain regarding whether the proposed use can be shown to avoid detrimental impacts to public health, safety, and general welfare.
    d. Questions also remain regarding whether the proposed site can adequately accommodate the operational characteristics commonly associated with Dutch Bros locations. Numerous communities have experienced recurring vehicle queue spillover beyond site boundaries, resulting in congestion on public streets, blocked access to neighboring businesses, and interference with normal traffic circulation. Given the unique constraints of this location, including nearby schools, residential properties, the alley system, and existing congestion along Ogden Avenue, concerns remain regarding whether

the proposed use can operate without creating conditions detrimental to public safety and general welfare.

3.) **That the proposed use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood;**
   a. Concerns remain regarding the potential impacts on adjacent residential properties, including increased noise, light intrusion from vehicle headlights, and intensified early-morning and peak-hour activity. These conditions may affect the reasonable use and enjoyment of nearby residential properties.
   b. Concerns remain regarding the impact of the proposed development on nearby residential properties. Unlike existing permitted residential uses, a high-volume drive-thru operation would introduce early morning activity, vehicle queuing/stacking, headlights, noise, idling vehicles, and increased traffic circulation immediately adjacent to homes.
   c. The lack of substantial buffering between the proposed development and nearby residences further increases these concerns. Without meaningful separation, residents may experience impacts that interfere with the quiet use and enjoyment of their homes. As a nearby homeowner, I am particularly concerned that the operational characteristics of this use are incompatible with the existing residential environment and may negatively affect the ability of residents to comfortably enjoy their properties.
   d. Given the close proximity of homes to the site and the anticipated intensity of activity associated with a high-volume drive-thru operation, concerns remain regarding whether this criterion has been satisfied.

4.) **That the establishment of the special use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.**
   a. Concerns remain regarding whether the proposed use is compatible with the long-term development pattern of the surrounding area. The site is located adjacent to residential properties and near a school environment, with limited separation between the proposed use and existing homes.
   b. The proposal relies upon multiple access points and circulation routes in a constrained area, including Saratoga Avenue, Linscott Avenue, and the adjacent alley system. The resulting increase in traffic activity may create operational challenges that affect neighboring properties and future development opportunities. Additionally, the planned expansion of Herrick Middle School through the addition of another grade level is expected to increase future school related traffic demands in the area.

c. Given these existing and anticipated conditions, concerns remain regarding whether a high-volume drive-thru use at this locations supports the normal and orderly development of adjacent properties and the surrounding neighborhoods.

Exhibits and Supporting Materials

The following exhibits are submitted in support of the concerns outlined in this packet regarding the proposed Dutch Bros development/special use permit request at Saratoga Avenue and Ogden Avenue.

Exhibit A- Community Petition Opposing Proposed Development and Special Use Permit (Over 715 Signatures as of 6/16/2026).

Exhibit B- Traffic Crash Summary Data (2021-2026) for Ogden Ave/Saratoga Corridor Intersection

Exhibit C- Photographs of residential property proximity to proposed development Area

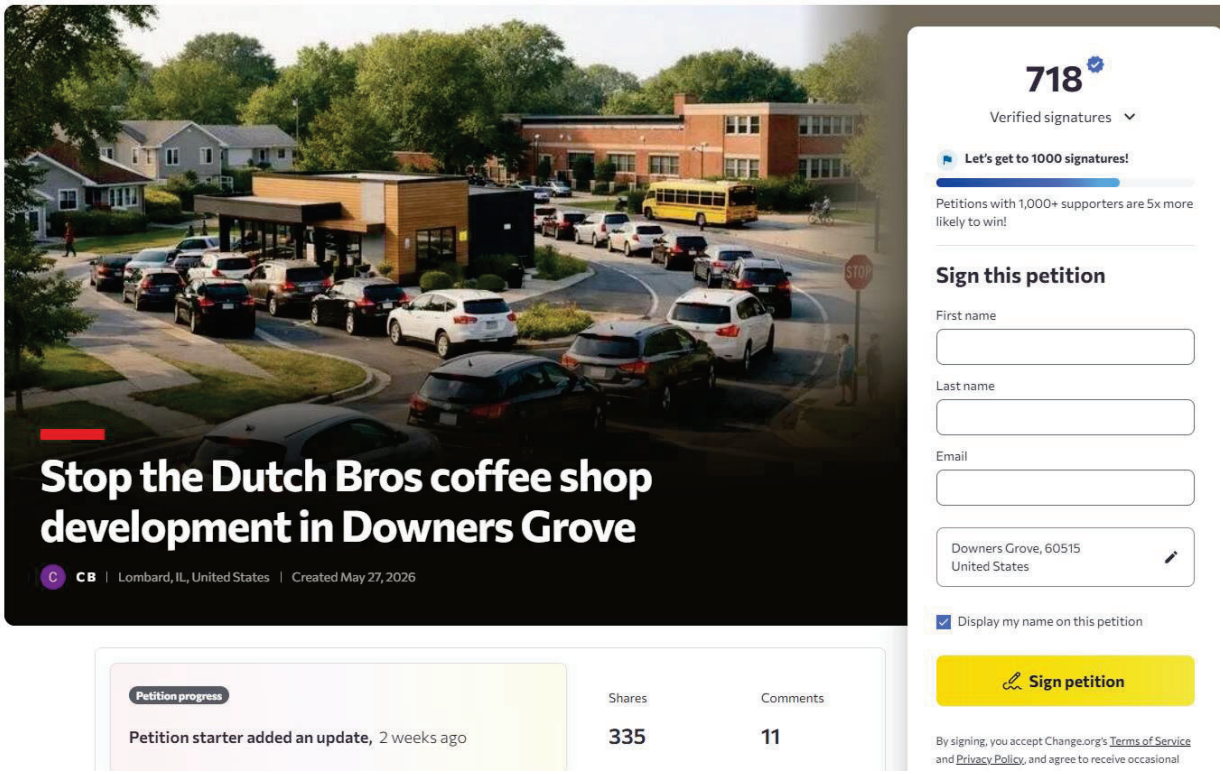
Exhibit D- Photographs of Alley Access, Linscott Avenue Dead-End, and Herrick Middle School Gate Area

Exhibit E- Compilation of Public Resident Comments Regarding Proposed Development

All exhibits are referenced within the body of this packet and are provided for the Village's review and consideration.

Exhibit A- Community Petition Opposing Proposed Development and Special Use Permit (Over 715 Signatures as of 6/16/2026).

Link to online Change.org petition:
Change.org - Results page



- **Signed petition from local businesses and residents in the immediate vicinity:**

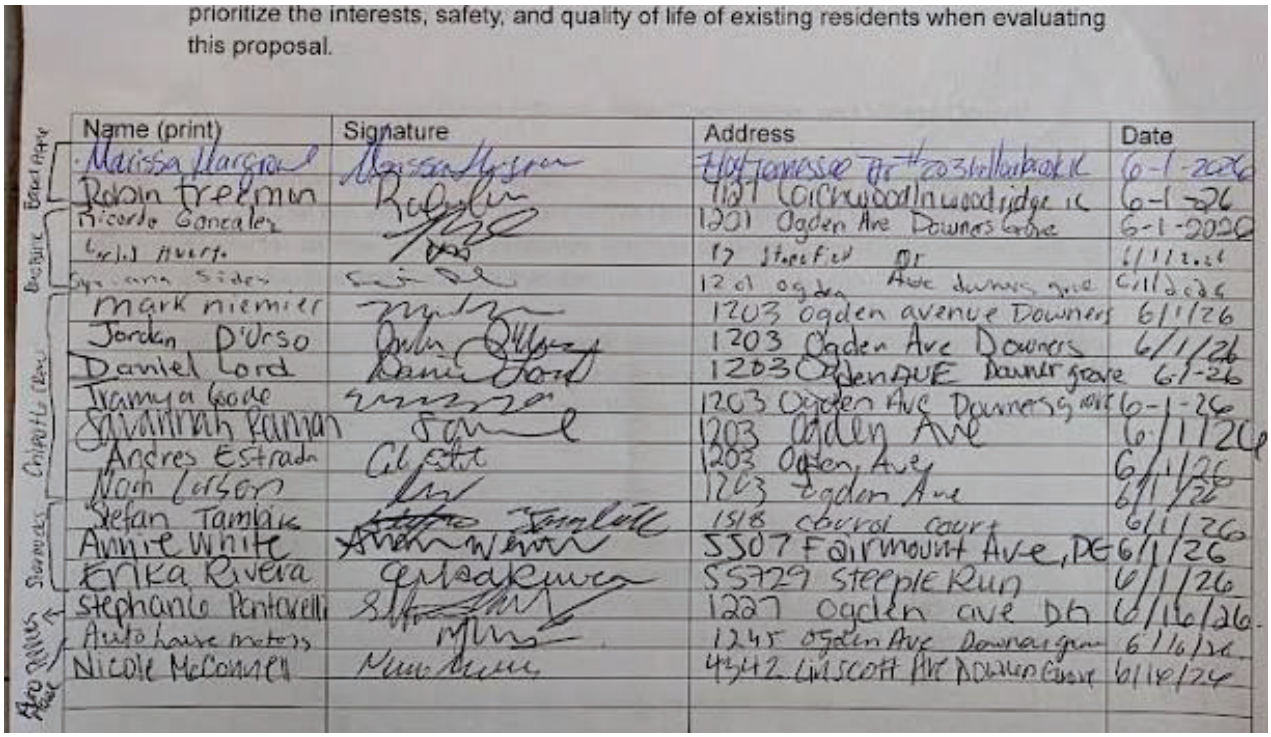


Exhibit B- Traffic Crash Summary Data (2021-2026) for Ogden Ave/Saratoga Corridor Intersection

05-01-2021 thru 05-31-2026 Ogden Saratoga Accidents

Date of Crash	Case Number	Location	Primary Contributor
6/12/2021 4:35 PM	DGP21016785	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
6/18/2021 8:55 PM	DGP21017542	SARATOGA AVE near OGDEN AVE	Failing to Reduce Speed to Avoid Crash
6/24/2021 3:01 PM	DGP21018197	OGDEN AVE at SARATOGA AVE	Failing to Yield Right of Way
8/12/2021 6:11 PM	DGP21024143	OGDEN AVENUE near OGDEN AVE	Failing to Reduce Speed to Avoid Crash
12/10/2021 5:12 PM	DGP21038738	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
12/17/2021 7:57 AM	DGP21039519	SARATOGA AVE near OGDEN AVE	Failing to Yield Right of Way
12/28/2021 1:45 PM	DGP21040665	SARATOGA AVE near OGDEN AVE	Weather
02/05/2022 10:33 AM	DGP22004147	SARATOGA AVENUE at OGDEN AVENUE	Improper Turning/No Signal
3/21/2022 9:00 PM	DGP22009448	SARATOGA AVE at OGDEN AVE	Failing to Reduce Speed to Avoid Crash
4/20/2022 11:30 AM	DGP22012873	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
5/10/2022 7:17 PM	DGP22015341	SARATOGA AVE at OGDEN AVE	Failing to Reduce Speed to Avoid Crash
07/06/2022 1:52 PM	DGP22022452	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
8/23/2022 7:11 PM	DGP22028185	OGDEN AVE at SARATOGA AVE	Disregarding Traffic Signals
8/29/2022 4:20 PM	DGP22028819	OGDEN AVE near SARATOGA	Improper Turning/No Signal
09/01/2022 3:43 PM	DGP22029208	OGDEN AVE near SARATOGA AVE	Failing to Yield Right of Way
09/08/2022 2:42 PM	DGP22029908	OGDEN AVE near SARATOGA AVE	Improper Backing
9/17/2022 10:59 AM	DGP22030836	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
10/04/2022 11:10 AM	DGP22032833	OGDEN AVE near SARATOGA AVE	Improper Turning/No Signal
11/02/2022 11:41 AM	DGP22036218	OGDEN AVE at SARATOGA AVE	Failing to Yield Right of Way
11/15/2022 6:25 PM	DGP22037733	OGDEN AVE at SARATOGA AVE	Failing to Yield Right of Way
11/29/2022 11:59 AM	DGP22039186	OGDEN AVENUE near SARATOGA	Failing to Reduce Speed to Avoid Crash
12/22/2022 2:41 PM	DGP22042014	SARATOGA AVE at OGDEN AVE	Weather
1/24/2023 5:00 PM	DGP23002768	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
1/31/2023 5:19 PM	DGP23003623	SARATOGA AVE near OGDEN AVE	Failing to Yield Right of Way
02/01/2023 8:17 AM	DGP23003684	OGDEN AVE near SARATOGA AVE	Improper Lane Usage
3/22/2023 2:00 PM	DGP23009926	SARATOGA AVE at OGDEN	Failing to Yield Right of Way
4/10/2023 1:10 PM	DGP23012241	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
05/09/2023 12:44 PM	DGP23015781	OGDEN AVE near SARATOGA AVE	Improper Overtaking/Passing
5/23/2023 4:20 PM	DGP23017589	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
07/01/2023 12:20 PM	DGP23022677	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
7/11/2023 2:26 PM	DGP23024385	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
08/09/2023 7:40 AM	DGP23029319	SARATOGA AVE at OGDEN AVE	Failing to Yield Right of Way

05-01-2021 thru 05-31-2026 Ogden Saratoga Accidents

8/31/2023 4:52 PM	DGP23032998	OGDEN AVE at SARATOGA AVE	Failing to Yield Right of Way
10/26/2023 1:42 PM	DGP23041969	OGDEN AVE at SARATOGA AVE	Failing to Yield Right of Way
10/30/2023 3:39 PM	DGP23042518	SARATOGA AVE near OGDEN AVE	Failing to Yield Right of Way
10/31/2023 3:49 PM	DGP23042683	OGDEN AVE at SARATOGA AVE	Improper Lane Usage
11/18/2023 8:46 AM	DGP23045472	SARATOGA AVE at OGDEN AVE	Failing to Yield Right of Way
11/21/2023 10:05 AM	DGP23045882	OGDEN AVE near SARATOGA AVE	Improper Lane Usage
12/09/2023 1:37 PM	DGP23048542	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
01/08/2024 12:32 PM	DGP24001206	OGDEN AVE near SARATOGA AVE	Unable to Determine
1/16/2024 4:56 PM	DGP24002606	OGDEN AVE near SARATOGA AVE	Failing to Yield Right of Way
1/19/2024 4:53 PM	DGP24003189	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
2/29/2024 3:00 PM	DGP24010305	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
3/18/2024 12:13 PM	DGP24013280	OGDEN AVE near SARATOGA AVE	Improper Overtaking/Passing
04/04/2024 7:00 PM	DGP24016432	SARATOGA AVE near OGDEN AVE	Failing to Yield Right of Way
4/11/2024 3:24 PM	DGP24017553	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
4/18/2024 4:03 PM	DGP24018844	OGDEN AVE at SARATOGA AVE	Failing to Yield Right of Way
5/10/2024 7:58 AM	DGP24022474	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
06/04/2024 3:28 PM	DGP24027086	OGDEN near SARATOGA	Failing to Reduce Speed to Avoid Crash
6/10/2024 3:25 PM	DGP24028111	OGDEN AVE at SARATOGA AVE	Disregarding Traffic Signals
6/17/2024 10:51 AM	DGP24029362	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
6/26/2024 12:26 PM	DGP24030994	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
7/17/2024 8:43 AM	DGP24034827	OGDEN AVE near SARATOGA AVE	Evasive Action Due to Animal, Object, Non-Motorist
8/15/2024 3:57 PM	DGP24040020	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
8/21/2024 7:57 AM	DGP24041051	SARATOGA AVE near OGDEN AVE	Failing to Reduce Speed to Avoid Crash
9/17/2024 7:59 PM	DGP24045903	OGDEN AVE at SARATOGA AVE	Improper Lane Usage
12/24/2024 3:05 PM	DGP24062433	SARATOGA AVE near OGDEN AVE	Failing to Yield Right of Way
1/13/2025 4:01 PM	DGP25002271	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
1/27/2025 2:49 PM	DGP25004602	OGDEN AVE near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
1/28/2025 8:30 AM	DGP25047212	OGDEN AV at SARATOGA AV	Improper Lane Usage
2/10/2025 5:52 PM	DGP25006985	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
2/28/2025 5:58 PM	DGP25010093	OGDEN AVE near SARATOGA AVE	Distraction - From Inside Vehicle
06/03/2025 3:39 PM	DGP25026909	OGDEN AVE at SARATOGA AVE	Failing to Yield Right of Way
7/22/2025 4:40 PM	DGP25035497	SARATOGA AV at OGDEN AVE	Failing to Reduce Speed to Avoid Crash
8/18/2025 6:32 AM	DGP25040156	OGDEN AVE near SARATOGA	Failing to Reduce Speed to Avoid Crash

Exhibit B Continued:

05-01-2021 thru 05-31-2026 Ogden Saratoga Accidents

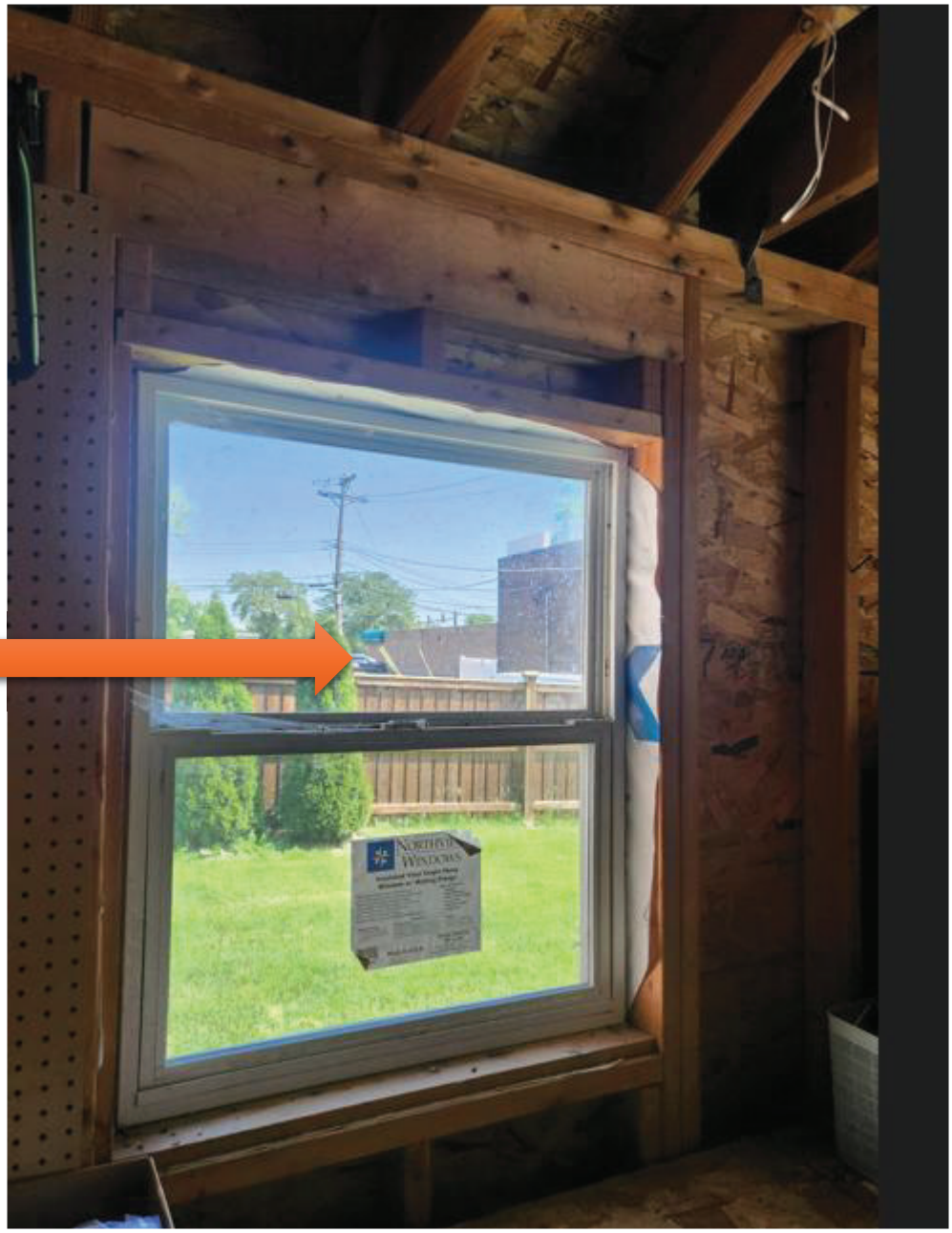
8/27/2025 5:11 PM	DGP25041948	OGDEN AVE near SARATOGA AVE	Unable to Determine
8/31/2025 9:12 AM	DGP25042653	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
09/02/2025 9:11 AM	DGP25042970	OGDEN AVE near SARATOGA AVE	Failing to Yield Right of Way
9/23/2025 5:10 PM	DGP25046673	OGDEN AVE near SARATOGA AVE	Physical Condition of Driver
10/05/2025 6:13 PM	DGP25048734	SARATOGA AVE at OGDEN AVE	Failing to Reduce Speed to Avoid Crash
10/08/2025 2:27 PM	DGP25049196	OGDEN AVE near SARATOGA AVE	Improper Lane Usage
10/23/2025 11:41 AM	DGP25051768	OGDEN AVE near SARATOGA AVE	Improper Lane Usage
10/31/2025 6:40 PM	DGP25053206	OGDEN AV near SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
12/18/2025 2:56 PM	DGP25060810	OGDEN AVE near SARATOGA AVE	Improper Lane Usage
1/14/2026 8:20 AM	DGP26002098	OGDEN AVE at SARATOGA AVE	Weather
1/14/2026 3:19 PM	DGP26002150	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
2/10/2026 1:00 PM	DGP26006223	OGDEN AVE at SARATOGA AVE	Failing to Yield Right of Way
2/13/2026 6:08 PM	DGP26006719	OGDEN AVE near SARATOGA AVE	Under Influence of Alcohol/Drugs
3/20/2026 4:49 PM	DGP26012548	OGDEN AVE at SARATOGA AVE	Failing to Reduce Speed to Avoid Crash
3/25/2026 3:20 PM	DGP26013451	OGDEN near SARATOGA	Improper Overtaking/Passing
3/30/2026 11:12 AM	DGP26014055	OGDEN AVE at OGDEN AVE	Improper Turning/No Signal
4/14/2026 4:22 PM	DGP26016470	OGDEN AVE near SARATOGA	Equipment-Vehicle Condition
4/25/2026 5:36 PM	DGP26018360	OGDEN AVE at SARATOGA AVE	Evasive Action Due to Animal, Object, Non-Motorist

Exhibit C- Items 1-10

Photographs of residential property proximity to proposed development Area

1.) View from Garage, No sound barrier will be present, direct residential exposure of cars, customers, noise and lights.

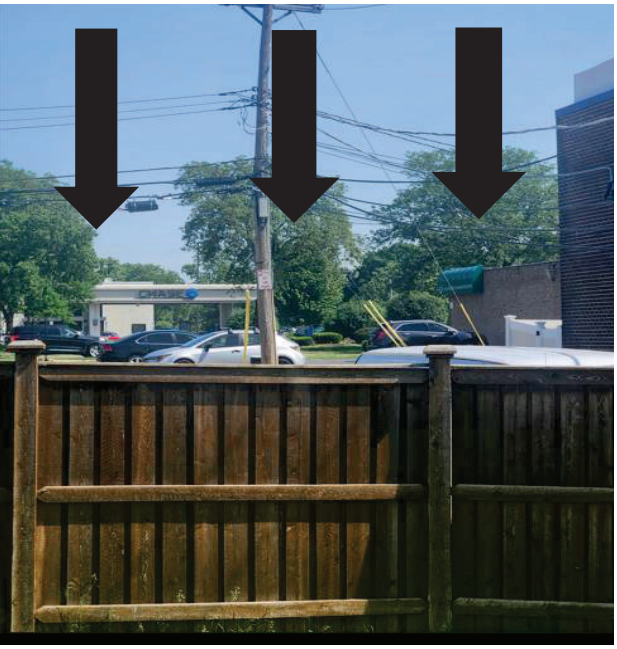
Where the Dutch brothers building will be located as well as menu, employees, customers, and walk up window.



2.) View from behind our garage, where we have an active play area for our children with a swing set, No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am). Cars will face directly into our yard due to the right turn from Ogden to sit and wait to enter the drive-thru line. (Constant flow of cars facing into our yard and home AM to PM).

Where cars will turn in off of Ogden to wait to turn left into the drive thru lane and cars waiting in drive thru lanes.

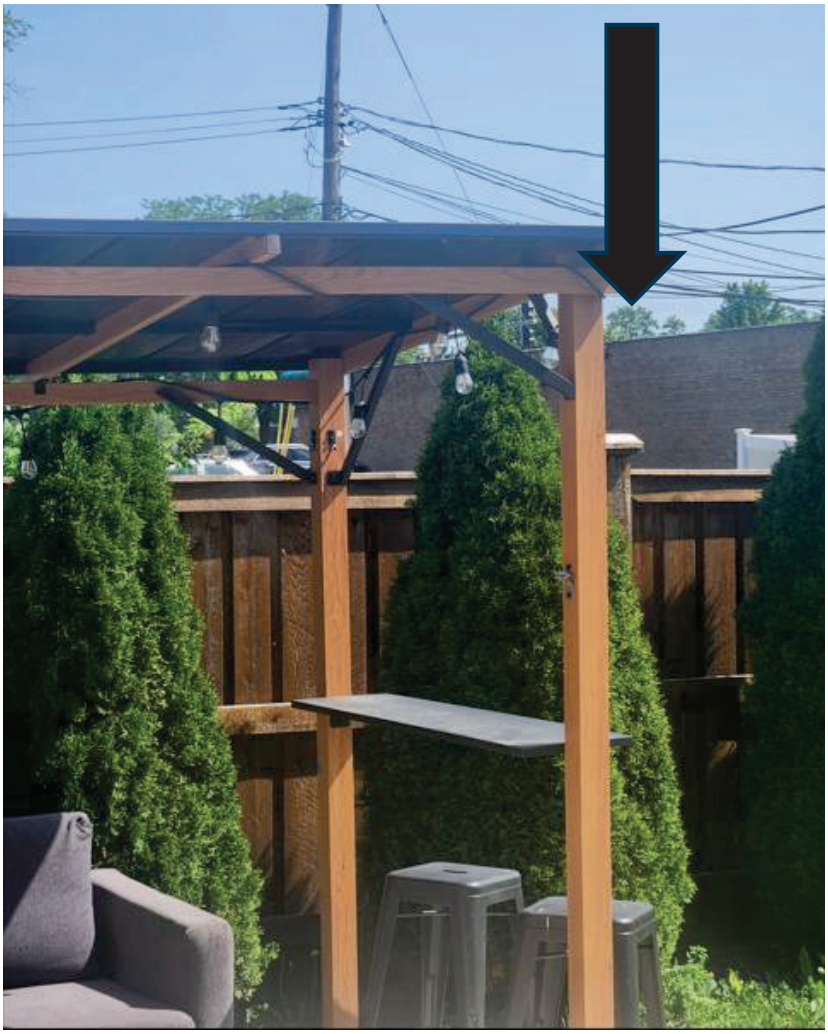




Will see stacked cars waiting in drive-thru lane as well as cars waiting to turn right from the alley into the establishment off of Saratoga.

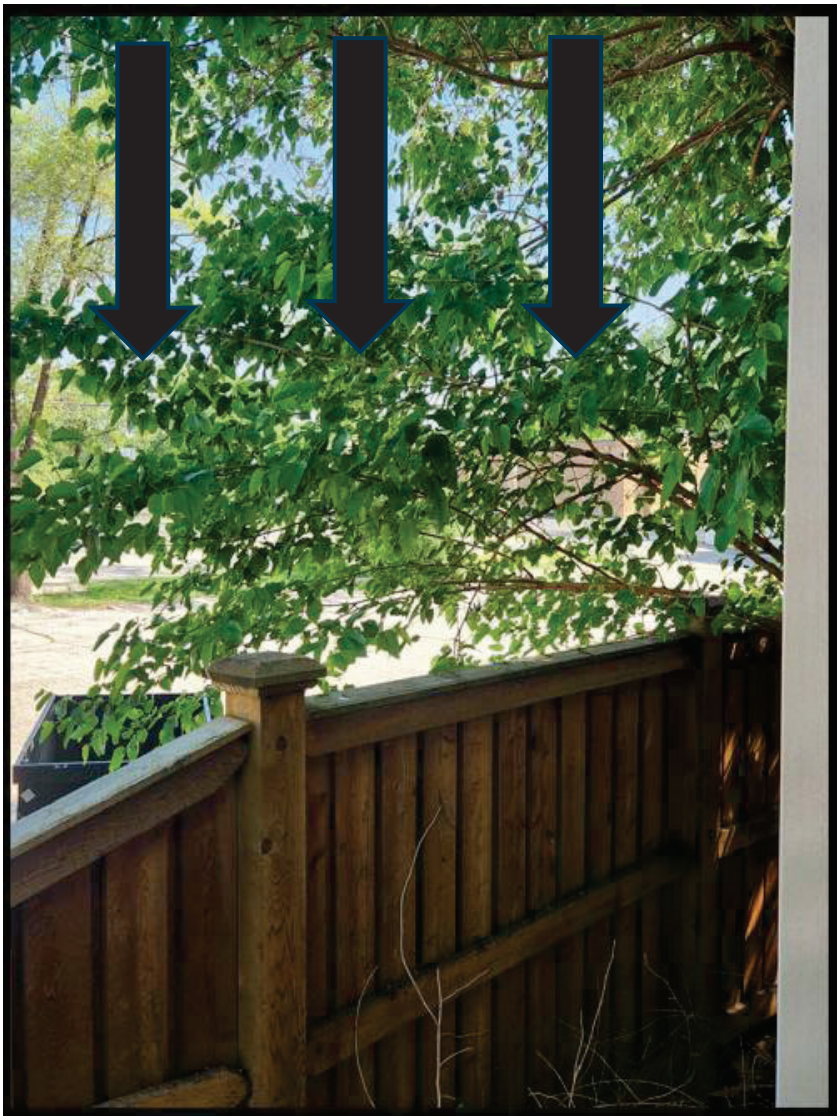
3.) View from one angle of our backyard patio. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).

Where building, walk-up window, as well as drive-thru waiting lines will be in view.



4.) View from children's playroom. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).

Once the leaves fall off the trees, the view will be extreme of all issues.



5.) View from master bedroom. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).



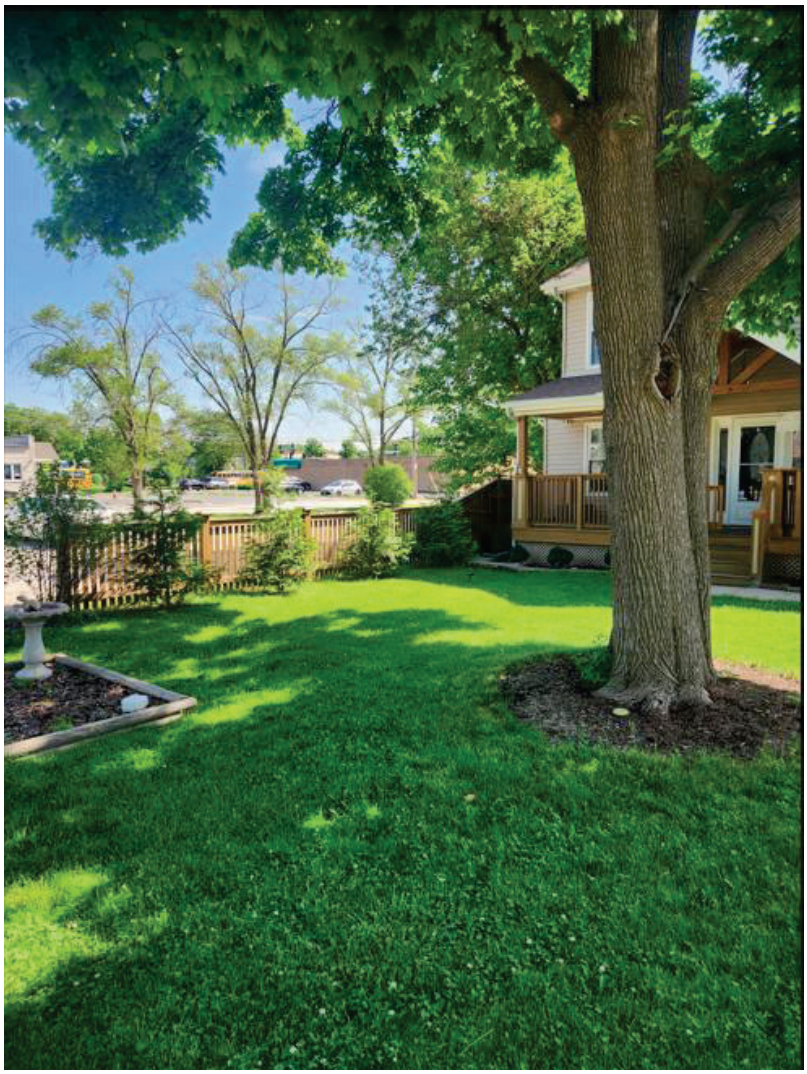
6.) View from back deck. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).

Will be able to see and hear constant vehicle stacking in drive thru and alley as well as everything else.



7.) View from front yard. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).





8.) **View from kitchen window. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).**



9.) **View from front porch. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).**



10.) View from drive way/front yard. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).



With Linscott being a direct connect for customers to try to enter from the back end of the alley this will cause car stacking down Linscott to turn left into the alley and then left into the establishment.

This will cause myself and other residents on this road to not even be able to turn down our residential road to return home or leave due to car stacking on Ogden, Linscott, the back alley, and Saratoga.

This will also block Pepper's parking lot for their customers as well as impact the dentist parking lot for customers and employees.

This will also cause people who are driving to avoid the car stacking to try to turn down Linscott or Middaugh to cut through which would either lead to cutting through school parking lots if the gates are open causing a massive safety concern or causing people to have to turn around to then find a way out due to gates being closed which will cause even more chaotic traffic, lane blockage, driveway blocking, and stacking.

Exhibit D- Photographs of Alley Access, Linscott Avenue Dead-End, and Herrick Middle School Gate Area









Continue of Exhibit D-





Exhibit E- Compilation of Public Resident Comments Regarding Proposed Development

- Taken from Change.org, Nextdoor.com & Facebook groups→
  - > *This area for Herrick pickup is already a disaster of kids walking across the street. Adding another busy restaurant is going to cause traffic accidents and more concerns. This is not a good location for a heavy traffic shop like this. Keep the kids safe please.*
  - *I love the idea of a new coffee shop, but this intersection is absolutely the wrong place for it. When I first read about it, I literally thought it was a misprint or that I was misunderstanding the proposal. That's how preposterous this idea is. The intersection is already very congested, especially during pickup and drop-off school times.*
  - *I support bringing this coffee shop to our community, but not at this location. Traffic is already incredibly congested in this spot, and adding another drive thru business will already compound the existing issues. Additionally, there is a high level of pedestrian traffic at this intersection from children walking to and from school. Adding more traffic congestion makes a risky intersection more unsafe for them.*
  - *I live on Saratoga and have noticed a significant increase in traffic already due to the new drop off route at Herrick. Traffic is already backing up both ways on Saratoga in the morning and afternoon. With the parking for DGN activities on the east side and cars in drop-off/pick-up line it essentially becomes a single lane. Adding more cars for another drive-through coffee shop at the entrance of our residential neighborhood where students are walking and biking to school is simply dangerous. We already have Starbucks right there to serve the local community and Dunkin is also both east and west of there. We do not need another coffee shop in this location.*
  - *This location has a high school and a junior high using the same intersection along with a major grocery chain mall across the street , it would be a reckless act by Downers Grove to allow this to be placed here. I want the coffee shop in Downers Grove just not here. I expect your business to be massively successful and it needs the car waiting space to be located away from the main traffic intersection.*
  - I love having new businesses come to DG but this is NOT the location. I get it, they are about profits and location is important but this would disrupt SO many parents and students getting to school. Not only in the morning but when Herrick & DGN have any type of event. It's dangerous. They should definitely look for another location if they care about being apart of DG & the safety of our community.
  - This is a terrible location for a coffee shop. If they go through with it, I guarantee we'll be hearing about a kid getting hit by a distracted driver within the first year. 🤦‍♀️

CONCLUSION AND REQUEST FOR DENIAL

The proposed Dutch Bros development/special-use permit at Saratoga Avenue and Ogden Avenue presents a range of concerns related to traffic congestion, crash history, school safety, emergency access, neighborhood compatibility, and overall quality of life for nearby residents.

As outlined in this packet, the surrounding roadway network already experiences documented crash activity and constrained circulation conditions, particularly at key access points along the Ogden Avenue Corridor. The addition of a high-volume drive-thru operation at this location would introduce sustained queueing, increased turning movements, and additional vehicle activity into an already sensitive traffic environment.

In addition, the site is located in close proximity to Herrick Middle School, including a direct access gate used by students, parents, and school staff. The overlap between school-related traffic patterns and peak-drive thru demand raises significant concerns regarding student safety, pedestrian movement, and overall circulation during critical morning and afternoon periods. These concerns are further heightened by the planned addition of an additional grade level at Herrick Middle School, which will increase future enrollment and transportation demand.

The proposal also raises concerns regarding compatibility with surrounding residential uses. The proximity of homes to the site, combined with limited buffering, early morning and late-night operations, vehicle headlights, noise, and idling activity, represents a meaningful change to the existing residential-edge environment.

While economic development is important to the Village of Downers Grove, it must be balanced with public safety, infrastructure capacity, and neighborhood compatibility. Based on the totality of conditions outlined in this packet, this proposal does not appear to be appropriately suited for this location.

The Village should also consider the documented operational history of Dutch Bros locations nationwide, including recurring reports of exceptionally long drive-thru queues, overflow traffic, and impacts to adjacent businesses and public roadways.

For these reasons, I respectfully request that the Village of Downers Grove deny approval for the special use permit/development for the proposed Dutch Bros at this site and instead encourage consideration of alternative uses that are more compatible with surround residential properties, school operations, and existing traffic conditions.

Thank you for your time, review, and service to the community.

Carter Moran <cmoran@downers.us>

Fwd: dutch bros

1 message

Jason Zawila <jzawila@downers.us> Thu, Jun 18, 2026 at 8:13 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **John Murray** [redacted]>
Date: Wed, Jun 17, 2026 at 11:24 AM
Subject: dutch bros
To: <planning@downers.us>

DENY dutch bros petition...too crowded by 2 major schools..put directly, N O
--John Murray, DG Resident since 1988

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, Jun 18, 2026 at 8:13 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Antonio Perna' via plancommission** <planning@downers.us>
Date: Wed, Jun 17, 2026 at 10:34 AM
Subject: Deny Dutch Bros Special Use Permit
To: planning@downers.us <planning@downers.us>

Dear Downers Grove Village Board,

As a resident, I am writing to express my strong opposition to the Dutch Bros special-use permit request/development. Please consider the community's voice on this matter regarding our neighborhood, community, and the children of Herrick Middle School and Downers Grove North.

Regards,
Antonio Perna

Carter Moran <cmoran@downers.us>

Fwd: No Dutch Bros

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 15, 2026 at 8:37 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **F G** [redacted]>
Date: Sun, Jun 14, 2026 at 7:21 AM
Subject: No Dutch Bros
To: <planning@downers.us>

VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 15, 2026 at 8:43 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Jennifer Takvorian** [redacted]>
Date: Sat, Jun 13, 2026 at 2:15 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Ask the Planning Commission to VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!

Jen Takvorian

Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use PermitBody: Ask the Planning Commission to VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 11:51 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Lynn Graham** <[redacted]>
Date: Mon, Jun 1, 2026 at 9:43 AM
Subject: Deny Dutch Bros Special Use PermitBody: Ask the Planning Commission to VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!
To: planning@downers.us <planning@downers.us>

I respectfully request that the village deny this from happening. We live in that area. That intersection is already difficult between the schools being there and Ogden. This would cause too much chaos, back up in traffic and is a danger to all of the children going to school ay Herick and DGN. Thank you for your consideration.

Lynn Graham

[redacted]

[redacted]

Best regards,

Lynn Graham| Partner

Hawbecker & Garver, LLC

[redacted]

HAWBECKER & GARVER, LLC
REAL ESTATE, RELOCATION & ESTATE PLANNING

Carter Moran <cmoran@downers.us>

Fwd: Dutch Bros coffee at Ogden and Saratoga

1 message

Jason Zawila <jzawila@downers.us> Tue, Jun 2, 2026 at 10:40 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Mary Izewski' via plancommission** <planning@downers.us>
Date: Mon, Jun 1, 2026 at 10:26 PM
Subject: Dutch Bros coffee at Ogden and Saratoga
To: <planning@downers.us>

Please do not allow drive thru zoning for this business. This will cause way too much congestion at this intersection and is much too close to schools which have their own traffic congestion and safety issues. Not to mention Fish and the Senior Center. Tell the company to find a different corner.

There's a Starbucks about a block down. So one store cannibalizes the other? What's the point of this? Actual people still live in this village. Please consider our safety.

Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: DENY DUTCH BROS SPECIAL USE PERMIT!

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 11:51 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Sheryl Spomer** <[redacted]>
Date: Mon, Jun 1, 2026 at 11:24 AM
Subject: DENY DUTCH BROS SPECIAL USE PERMIT!
To: <planning@downers.us>

As a resident of Downers Grove, who lives on Saratoga Ave, I am requesting that you **deny** a special use permit to Dutch Brothers. The traffic this facility will bring in will either be stacked up along Ogden going both east and west with people trying to turn into the place or it will stack up along Saratoga past the Senior Center, the Highschool and the middle school pick up and drop off zone. Not to mention people will try to cut through the alley off Linscott. This proposal will also elevate the amount of traffic cutting through on 41st street from Highland to Saratoga where they hardly stop at the stop sign as it is, not to mention the excessive speed!

Naperville allowed 7 Brew Coffee to open a store on the corner of Iroquois and Ogden in October 2024 and the traffic it brings in only ties up office complexes but it is backed up for blocks waiting to get in! Trying to exit Costco from Iroquois left onto Ogden is a traffic nightmare with all of the cars exiting and turning right and it really doesn't matter what time of day it is.

As a citizen of Downers Grove I say **VOTE NO**!

Regards,
Sheryl Spomer

[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Feedback - Dutch Bros

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 8:26 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Jean Rose** <[redacted]>
Date: Sun, May 31, 2026 at 12:29 PM
Subject: Feedback - Dutch Bros
To: <planning@downers.us>

Hello-

Please avoid putting a Dutch Bros on Ogden & Saratoga. That intersection is already a hazard. I am concerned for the safety of those waiting for their order as well as those that will be driving in that area.
The new Dutch Bros recently opened in Melrose Park. That location is in the same plaza as the DMV. After one week of opening, the drive-thru wait was one hour consistently. They serve 20k customers each day.
Please go visit this location so you understand the dynamic behind this brand.
That said, there is an enormous amount of real estate available on 75th & Lemont. These shopping plazas need the traffic because it is like a ghost town. It will also provide a safer location for the patrons since it will be complete mayhem when their doors open.

All the best,
Jean

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros the special use permit

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 8:26 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Jennifer Haverkamp** <[redacted]>
Date: Sun, May 31, 2026 at 10:48 AM
Subject: Deny Dutch Bros the special use permit
To: planning@downers.us <planning@downers.us>

Please vote NO to this location of Dutch Bros. It is welcome in our community, but adding a multiple lane drive through establishment in the midst of throngs of children and teenagers is not a good idea. The safety and wellbeing of our children and community is what is most important. Please vote no.
Thank you,
Jennifer Haverkamp

Carter Moran <cmoran@downers.us>

Fwd: Dutch brothers

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 8:27 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Joseph Binder' via plancommission** <planning@downers.us>
Date: Sat, May 30, 2026 at 8:40 AM
Subject: Dutch brothers
To: <planning@downers.us>

Vote no

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit: vote NO

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 8:27 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **melanie.sparks via plancommission** <planning@downers.us>
Date: Sat, May 30, 2026 at 7:12 AM
Subject: Deny Dutch Bros Special Use Permit: vote NO
To: <planning@downers.us>

Dear Planning Commission,
I am writing to to formally request that you VOTE NO on the Deny Dutch Bros special use permit. I am requesting this due to safety concerns for school children and congestion/traffic for our immediate neighborhood. As a mother and a close neighbor that lived blocks away, I ask you to formally vote no.
Thank you,
Melanie Sparks
[redacted]

Sent from Yahoo Mail for iPhone

Carter Moran <cmoran@downers.us>

Fwd: Subject: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 8:27 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Christina @ macro health' via plancommission** <planning@downers.us>
Date: Sat, May 30, 2026 at 11:25 AM
Subject: Subject: Deny Dutch Bros Special Use Permit
To: planning@downers.us <planning@downers.us>

To the planning commission,

I'm writing to ask you to VOTE NO to the Dutch Bros special use permit, to protect our neighborhood, community, and the children of Herrick and DGN.

Thank you,
Christina

Christina Graham, MSN, APRN, AGPCNP-BC
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Dutch Bros. proposal

1 message

Jason Zawila <jzawila@downers.us> Fri, May 29, 2026 at 10:05 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Phil Vettel** <[redacted]>
Date: Fri, May 29, 2026 at 9:24 AM
Subject: Dutch Bros. proposal
To: <planning@downers.us>

I have never objected to a development proposal before, but the proposal by Dutch Bros Coffee directly affects an intersection I'm familiar with.

The intersection of Ogden and Saratoga avenues is already busy, as four of its corners are occupied by a Jewel grocery store, Chipotle restaurant and a Chase bank (with drive-through ATMs). This is why, I assume, the village recently saw fit to install turn arrows to ease traffic. And also why, I assume, that the Chipotle fast-food restaurant on the corner is one of the company's few locations without a drive-thru lane.

According to the plan I've seen, customers of Dutch Bros (which is exclusively drive-thru) would exit directly onto Saratoga, just south of the intersection. At busy times, turning left on Saratoga to access Ogden Ave would be difficult and lead to backups. If frustrated customers turn right on Saratoga instead, they'd be adding to the congestion at Herrick Middle School and Downers North High School.

Moreover, regular users of Saratoga might opt to avoid the congestion by using Linscott or Oakwood Avenues, adding to congestion around the high school and/or Pierce Downer Elementary.

I feel that adding traffic into school zones would make those areas less safe for our children.

Accordingly, I ask the Village to withhold approval for the Dutch Bros development.

Respectfully submitted,
Phil Vettel
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 8:28 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Jaime Symowicz** <[redacted]>
Date: Fri, May 29, 2026 at 10:04 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

I am writing to voice my opposition to building a Dutch Bros with a drive-thru at Ogden and Saratoga. Please vote NO on this. As a parent who will have children attending Herrick and DGN in the fall, adding another business with a drive thru to an already very congested area will greatly impact their safety. Many students are being dropped off/picked up or walk to the businesses in that area after school. While I welcome new businesses in Downers Grove, I think residents would all be better served if Dutch Bros opened in a different, less congested location.

Thank you for your time.
Jaime Symowicz

Carter Moran <cmoran@downers.us>

Fwd: Dutch Brothers location

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 8:28 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Kathryn Martin' via plancommission** <planning@downers.us>
Date: Fri, May 29, 2026 at 7:37 PM
Subject: Dutch Brothers location
To: <planning@downers.us>

Hello,
I'm concerned about the proposed location for Dutch Brothers coffee at Saratoga and Ogden. This is a busy intersection already and this coffee shop will make this even more chaotic. I love Dutch Brothers and would like one in our area but not this location. It is too close to two schools and many seniors live in the apartment complex across the street. I'm a life long DG resident. Let's come up with some better locations for consideration. Just thinking about a few: Fairview and Ogden in the old CVS, the old site of DuPage Inn by Culver's.

Thank you in advance for your consideration of this important safety issue for our students and seniors.

Sincerely,
Kathy Martin

Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 8:28 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Melissa Schroeder' via plancommission** <planning@downers.us>
Date: Fri, May 29, 2026 at 7:01 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

To whom it may concern,

Ask the Planning Commission to VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!

This area is already way too crowded to add a huge drive-thru operation there.

Please let me know either way and thank you for your time.

Melissa

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros special use permit

1 message

Jason Zawila <jzawila@downers.us> Fri, May 29, 2026 at 10:15 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Ashley Esko** <[redacted]>
Date: Fri, May 29, 2026 at 10:14 AM
Subject: Deny Dutch Bros special use permit
To: <planning@downers.us>

Hello - I am kindly requesting you to VOTE NO to the proposed Dutch Bros location at the southwest corner of Ogden and Saratoga. Given the close proximity to both Herrick Middle School and Downers Grove North High School, and the number of students crossing Ogden at drop off and pick up times, I believe this poses a huge risk to the safety of children and young adults. I would encourage you to visit the intersection of Ogden and Saratoga between 8-8:30 AMand between 3-3:30 PM to understand the true congestion of the area at drop off and pickup times. In addition, I would encourage you to visit the Dutch Bros location in Melrose Park to see the traffic congestion it causes on a daily basis. I would love to see a Dutch Bros in Downers Grove, but we have vacant space in multiple strip malls in the area that could house a Dutch Bros that aren't nestled between two schools.

Thank you for your consideration on this matter.

Ashley Esko
Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros special use permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 9:57 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Arwa Karimi** <[redacted]>
Date: Thu, May 28, 2026 at 9:48 AM
Subject: Deny Dutch Bros special use permit
To: <planning@downers.us>

Ask the planning commission to vote NO to protect our neighborhood, community and the children of Herrick and DGN.

Carter Moran <cmoran@downers.us>

Fwd: DENY DUTCH BROS SPECIAL USE PERMIT

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 9:57 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Lisa LaGiglio' via plancommission** <planning@downers.us>
Date: Thu, May 28, 2026 at 9:39 AM
Subject: DENY DUTCH BROS SPECIAL USE PERMIT
To: <planning@downers.us>

ATTN: PLANNING COMMISSION

Please VOTE NO to protect the children/students of Herrick Middle School and DGN, our neighborhood and our community.

Thank you kindly,
Lisa LaGiglio
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 9:34 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **Rachel Ittner** [redacted]>
Date: Thu, May 28, 2026 at 9:34 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Good morning -

I am a resident of Downers Grove, with children currently attending both Herrick and Downers Grove North. Please vote NO on the proposed special use permit for Dutch Bros to protect our neighborhood, community, and the children attending these schools.

Kind regards,

Rachel Ittner
[redacted]
DG

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use PermitBody

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 9:35 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **Rasmus Nielsen** <[redacted]>
Date: Thu, May 28, 2026 at 9:15 AM
Subject: Deny Dutch Bros Special Use PermitBody
To: <planning@downers.us>

Good Morning DG Planning Committee,

As a long term resident of Downers Grove, with a soon to be sophomore at DGN and an incoming 7trh grader at Herrick - I am writing this email to **strongly oppose** the plans for a Dutch Bros shop on Ogden and Saratoga Ave. That will greatly increase traffic and the risk of accidents.,

Feel free to contact me if you have any questions

CALIBER INC

Rasmus Nielsen
CEO
[redacted]

[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 9:35 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Erin Espinoza** <[redacted]>
Date: Thu, May 28, 2026 at 9:15 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Good morning,

Please VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!

Thank you,
Erin Espinoza
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 9:04 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

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---------- Forwarded message ---------
From: **Alexis Aranda** <[redacted]>
Date: Thu, May 28, 2026 at 9:02 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Hi, I'm a resident of Downers Grove and I urge the planning commission to deny the permit for Dutch Bros. The proposed area is directly in the path of our school children commuting to middle school as well as the high school. Adding a commercial coffee shop that primarily serves drive through customers and has a thirteen car waiting area, will substantially increase the amount of car accidents and pedestrian injuries. No amount of "careful planning" will make 11-14 year old children be able to navigate heavy traffic on their way to school.

If injuries to our children is not enough of a reason to deny the permit, I urge you to consider the effect of waiting cars spilling into the streets like Ogden Ave, blocking the flow of traffic. Making it impossible for emergency vehicles to pass through to get to the person in need. One can say well emergency vehicles can go around but is that really the expectation we want to set in emergency situations?

Furthermore, people like me who must have access to Jewel Pharmacy will be in danger of not having access to the pharmacy. The elderly and people with urgent needs like Epilepsy need to get to their medication. Unnecessary delay can be detrimental to their health.

Please deny the permit. We will find other businesses to invest and make Downers Grove flourish. This is not the right one.

Thank you,

Alexis Aranda

[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 9:05 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Danielle Rankovich Cummings** <[redacted]>
Date: Thu, May 28, 2026 at 8:43 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Hello,

Please ask the planning commission to vote NO to protect our neighborhood, community, and the children of Herrick and DGN. As a Herrick teacher, I see the impacts of the traffic on Ogden due to the amount of industry. Another popular chain restaurant will be detrimental to the already high traffic area.

Especially with Herrick gaining 300+ students next year, traffic is only going to increase. We need to reduce this where we can, and denying Dutch Bros will be a way to do this.

Thank you,

A concerned teacher and community member

Carter Moran <cmoran@downers.us>

Fwd: Attn: Zoning Committee - Dutch Bros Coffee Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:30 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Merrideth Gilley** <[redacted]>
Date: Thu, May 28, 2026 at 8:28 AM
Subject: Attn: Zoning Committee - Dutch Bros Coffee Special Use Permit
To: <planning@downers.us>

Good morning!

I recently purchased a home in Downers Grove for the fantastic school districts and safety. While business is an important part of the community, the safety of patrons of these establishments as well as community dwellers should the be the priority. The proposed location of the Dutch Bros Coffee near Saratoga & Ogden would increase traffic and congestion considerably near the high school, middle school and senior center where individuals of a vulnerable age are picked-up, dropped-off and communing.

For these reasons, please VOTE NO for the Dutch Bros Coffee Special Permit.

Thank you,

Merrideth Gilley

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special use permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:22 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Kiersten Santos** <[redacted]>
Date: Thu, May 28, 2026 at 8:21 AM
Subject: Deny Dutch Bros Special use permit
To: <planning@downers.us>

Ask the Planning Commission to VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!

We don't need another coffee shop. We need our kids safe and traffic under control

Kiersten Santos

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:10 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Stephen Rauch' via plancommission** <planning@downers.us>
Date: Thu, May 28, 2026 at 7:45 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Hello,

Naperville put an indefinite hold on their Dutch Bros proposal because the traffic gridlock was too dangerous, and theirs was inside a giant shopping center! If a major shopping plaza can't handle this car-centric model, it has no place next to our homes and school zones.

Please vote no on Dutch bros coffee.

Sincerely
Steve Rauch
[redacted]
Sent from my iPad

Carter Moran <cmoran@downers.us>

Fwd: Vote no on dutch bros traffic

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:10 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Tess Spector** <[redacted]>
Date: Thu, May 28, 2026 at 7:23 AM
Subject: Vote no on dutch bros traffic
To: <planning@downers.us>

Hello, please vote no to Dutch Bros special use permit.

The traffic going to from Herrick and DGN on Ogden is crazy already, adding extra traffic there would be terrible, and divert people onto side streets that are absolutely crawling with kids walking to/from school and parent drop offs. Please vote no to that location.

Terisa Spector
Downers Grove resident

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Brothers special use permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:10 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'MELISSA O'Driscoll' via plancommission** <planning@downers.us>
Date: Thu, May 28, 2026 at 7:20 AM
Subject: Deny Dutch Brothers special use permit
To: <planning@downers.us>

Please do NOT allow this shop to build here. This will create massive chaos. Ogden is already jam packed and dangerous with Herrick traffic. 2026/7 school year bring even more traffic with 6th grade moving to Herrick. This coffee shop would make it almost impossible to get to school walking or driving. This would be insane to allow this shop at this already extremely congested intersection.

Melissa O'Driscoll

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Brothers special use

1 message

Jason Zawila <jzawila@downers.us> Fri, May 29, 2026 at 10:05 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Leslie H.' via plancommission** <planning@downers.us>
Date: Thu, May 28, 2026 at 11:17 PM
Subject: Deny Dutch Brothers special use
To: planning@downers.us <planning@downers.us>

Dear planning commission,

I am all for Dutch Brothers coffee coming to Downers Grove, however, the proposed location at Ogden and Saratoga is the wrong place for it. That area is far too congested to begin with, and we need to
consider the safety of both kids and adults who are already having a hard time navigating the area. Please help Dutch Brothers locate another great location that will not endanger our citizens.

Regards,
Leslie Harris Henderson
[redacted]
Downers Grove

Yahoo Mail: Search, Organize, Conquer

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Brothers Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:10 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Tia Nash' via plancommission** <planning@downers.us>
Date: Thu, May 28, 2026 at 2:14 AM
Subject: Deny Dutch Brothers Special Use Permit
To: <planning@downers.us>

Dear Planning Commission,

I am writing to respectfully ask the Commission to vote no on the proposed business development of Dutch Brothers at the intersection of Ogden and Saratoga.

This intersection is already heavily congested with traffic throughout the day, especially during school arrival and dismissal times. Many children walk through this area on their way home from Herrick and DGN and families in the neighborhood are deeply concerned about the increased danger this development would create.

Adding another business at this location would likely increase vehicle traffic, turning movements, distractions, and congestion in an area where pedestrian safety should be the highest priority. Children crossing streets near busy intersections are especially vulnerable, and even a small increase in traffic can significantly raise the risk of accidents.

There is no intersection more inappropriate than by our middle school and high school. Increased traffic, noise, and congestion would place additional strain and danger on an area that is already difficult for drivers, pedestrians, and families to navigate safely.

Our community should prioritize the safety and well-being of our children and residents over additional commercial expansion in a location that is not appropriate for higher traffic volume.

I respectfully urge the Planning Commission to consider the long-term safety implications for students, families, and the surrounding neighborhood and vote no on this proposal.

Thank you for your time, consideration, and service to our community.

Sincerely,

Tia Nash, Downers Grove Resident and Parent

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Fri, May 29, 2026 at 10:04 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Mackenzie Gapastione** <[redacted]>
Date: Thu, May 28, 2026 at 7:36 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Hello - I am kindly requesting you to VOTE NO to the proposed Dutch Bros location at the southwest corner of Ogden and Saratoga. Given the close proximity to both Herrick Middle School and Downers Grove North High School, and the number of students crossing Ogden at drop off and pick up times, I believe this poses a huge risk to the safety of children and young adults. I would encourage you to visit the intersection of Ogden and Saratoga between 8-8:30 AM and between 3-3:30 PM to understand the true congestion of the area at drop off and pickup times. In addition, I would encourage you to visit the Dutch Bros location in Melrose Park to see the traffic congestion it causes on a daily basis. I would love to see a Dutch Bros in Downers Grove, but we have vacant space in multiple strip malls in the area that could house a Dutch Bros that aren't nestled between two schools.

Thank you for your consideration on this matter.

Mackenzie Gapastione

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros special use permit

1 message

Jason Zawila <jzawila@downers.us> Fri, May 29, 2026 at 10:04 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Linda Korf** [redacted]>
Date: Thu, May 28, 2026 at 6:11 PM
Subject: Deny Dutch Bros special use permit
To: planning@downers.us <planning@downers.us>

Planning
Commission:

Please
VOTE
NO on the above request to protect our neighborhood, community, and the children of Herrick and DGN!
We've
recently seen how traffic was affected by road work at the corner of Ogden and Saratoga - backed up and very slow moving. And

frustrating for all drivers. And I've been caught in the traffic jams at Ogden and Iroquois in Naperville caused by 7 Brew (I think it's called). Horrific. Please VOTE NO!

Sent from my iPad

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Fri, May 29, 2026 at 10:03 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **Renee Mazour** [redacted]>
Date: Thu, May 28, 2026 at 4:29 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

I am sending this email as a resident of Downers Grove to request that the Planning Commission to VOTE NO to the Dutch Bros Special Use Permit. We need to protect our neighborhood, community, and the children of Herrick and DGN!

Renee Mazour
[redacted]
Downers Grove, IL 60515

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Fri, May 29, 2026 at 10:03 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Paige Rooke** <[redacted]>
Date: Thu, May 28, 2026 at 2:38 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Hello -

Please vote NO to protect our neighborhood, community, and the children of Herrick and DGN!

Thank you,
Paige
--
Paige Preissler
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 2:04 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **Amy Anderson** <[redacted]>
Date: Thu, May 28, 2026 at 1:28 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

To Whom It May Concern:

I am a lifelong Downers Grove native, who has chosen to remain here to raise my children. I am asking you to please not allow this special use to pass as it is detrimental to the neighborhood, the schools and all the kids who may be utilizing the Saratoga crossing to get to school. This is going to be a traffic nightmare at a location that is already too congested. Go check out the 7 Brew in Naperville that has been open for years to see the huge line that queues up on the residential street to feed into the business. This is not safe to have on the main street between two schools. I myself don't even live near there, but I have a child at DGN who does cross Saratoga sometimes and this will not be safe. After seeing recent Dutch Bros openings locally (Melrose Park) and the extent that 7 Brew has remained popular, I know this is not the right fit for that space. I cant see any neighborhood wanting cars backed up down their street, but definitely not by two schools where a good bulk of the kids are walkers or parent pickups. Please keep our kids safe and don't let this business move in.
Thank you,
Amy Anderson
[redacted] Downers Grove

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 2:04 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Chaz Usher** <[redacted]>
Date: Thu, May 28, 2026 at 1:14 PM
Subject: Deny Dutch Bros Special Use Permit
To: planning@downers.us <planning@downers.us>

Hello.

I am Chaz Usher and live at [redacted]. I am writing to urge you to turn down the Dutch Bros location that is being considered at the corner of Ogden and Saratoga. It is already a congested area and more congestion in a area so used by students walking to Middle School or High School is a recipe for disaster.

Thank You

Chaz Usher

Project Manager

Ideal Heating Company

[redacted]

[redacted]

[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Dutch Brothers coffee shop

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 2:04 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Valerie Hankamp LAST_NAME' via plancommission** <planning@downers.us>
Date: Thu, May 28, 2026 at 12:55 PM
Subject: Dutch Brothers coffee shop
To: planning@downers.us <planning@downers.us>

Please DENY their zoning request. That corner is already way too busy. You only have to look at the Dutch Bros location at Ogden and Naper to see what a disaster this business would bring.
As a long time resident of north DG, it is almost impossible to turn east onto Ogden from Venard. Yet you approved fast food restaurant on Ogden that will make it worse.

we have plenty of drive through coffee shops. Don't put this one at that corner. There are middle and high school kids, activities, and parents that use that intersection constantly.
Please put residents above a coffee shop. That's what you are there to do.

Tell them to find somewhere else.

Carter Moran <cmoran@downers.us>

Fwd: NO Dutch Brothers coffees

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 2:03 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Nancilee Gasiel' via plancommission** <planning@downers.us>
Date: Thu, May 28, 2026 at 12:47 PM
Subject: NO Dutch Brothers coffees
To: planning@downers.us <planning@downers.us>

> I am writing to say that as a resident and user of the light at Ogden and Sarasota I don't want you to allow Dutch Bothers Coffee in that location or anywhere else in Downers Grove.
>
> I bike through that intersection regularly and find it one of the only safe locations to cross Ogden Ave. Another high traffic coffee company will make this an unsafe Intersection and make Ogden further impassable.
>
> I thought that Downers Grove was committed to being a micromobility forward community. This tells me that the village has zero commitment to improving walking and biking in the village. The only thing the village wants is tax revenue, not making Downers Grove a better place to live.
>
> Sincerely,
> Nanci Gasiel

Sent from AT&T Yahoo Mail on Android

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 10:39 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Carolina Menapace** <[redacted]>
Date: Thu, May 28, 2026 at 10:27 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Dear Planning Board,
My name is Carolina Menapace and I live on Seeley Avenue and object to Dutch Brothers setting up shop on Saratoga and Ogden. The traffic to our neighborhood is already awful after school and it takes 15 minutes to get from Seeley to the light on Main sometimes. This is a bad idea and someone's going to get hurt with the congestion.
Thanks for listening,
Carolina Menapace
[redacted]
Downers Grove

Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:09 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Tracy Wong** <[redacted]>
Date: Thu, May 28, 2026 at 12:05 AM
Subject: Deny Dutch Bros Special Use
To: <planning@downers.us>

Dear members of the Planning Commission

I've learned recently that a developer has proposed a two lane drive thru for a Dutch Bros location on Saratoga and Ogden. I live a few blocks over and I would urge you to please VOTE NO.

I've seen the lines at the latest Melrose park location and instead of it being a positive addition to our community, it would be a disaster. In addition to traffic jams, people will be cutting in and out of local neighborhood streets.

Lines of cars
https://www.instagram.com/reel/DYXor9dxHAP/?igsh=MTZ1Y2VlZ2toYjFmbQ==

Lines of people
https://www.instagram.com/reel/DYVnacNibJg/?igsh=MXNydmk4am8yMnc0ZA==

Please vote no to protect our neighborhood, community, and the children of Herrick and DGN! 🛑🧐

Please let me know this email was received and noted. Thank you for your time.

Tracy Wong

Carter Moran <cmoran@downers.us>

Fwd: Dutch Bros

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 9:36 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Karen Klickman** <[redacted]>
Date: Wed, May 27, 2026 at 9:34 AM
Subject: Dutch Bros
To: <planning@downers.us>

Hi -

I hear that Dutch Bros wants to put a drive through on the SW corner of Saratoga and Ogden. I haven't seen the plans, but I can't see how this is a good idea. That intersection is already crowded—Saratoga desperately needs to be a little wider there. Adding a bunch of cars coming out of a drive through will make it even more unmanageable. And there are a lot of pedestrians there because of all the schools. I hope the village is taking a good look at this proposal, because it could cause a lot of problems.

Karen Klickman
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 9:30 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Jill Luedtke' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 9:27 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Ask the planning commission to VOTE NO to protect our community, neighborhoods, and the children of Herrick and DGN.

Sent from Yahoo Mail for iPhone

Carter Moran <cmoran@downers.us>

Fwd:

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 9:17 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Bob Balla** <[redacted]>
Date: Wed, May 27, 2026 at 9:17 AM
Subject:
To: <planning@downers.us>

Please do not build coffee shop there, to much congestion, much to close to homes and schools, Please protect the neighborhood.

No coffee shop.

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 9:15 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Kelly Nelson** <[redacted]>
Date: Wed, May 27, 2026 at 9:11 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Ask the planning commission to VOTE NO to protect our community, neighborhoods, and the children of Herrick and DGN.

Thank you!!

Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 9:16 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Michael Bergin' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 9:03 AM
Subject: Deny Dutch Bros Special Use Permit
To: planning@downers.us <planning@downers.us>

Planning Commission,

Please vote NO on the proposed Dutch Bros coffee location at Ogden & Saratoga. That area is way too congested with two major schools. There's already a Starbucks right there that creates enough of a traffic problem. I'm all for new businesses on Ogden, I just think that's a terrible location.

Thank,

Mike Bergin
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Planning

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 9:17 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: '[redacted]' **via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 8:56 AM
Subject: Planning
To: planning@downers.us <planning@downers.us>

DO NOT put up another coffee shop on Ogden Ave..Ogden is way too busy and there is enough coffee shops around..Think of the community and the children.. Protect our community..it's bad enough that the school wants to expand then it for sure will b e a hang out.

Please NO coffee 😫 shop.

Yahoo Mail: Search, Organize, Conquer

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 9:16 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Michelle Harrison' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 8:55 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

VOTE NO to protect our community, neighborhoods, and the children of Herrick and DGN.

Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Dutch Brothers

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 9:15 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Dru** <[redacted]>
Date: Wed, May 27, 2026 at 8:48 AM
Subject: Dutch Brothers
To: <planning@downers.us>

DG Planning. Please reconcider letting Dutch Brothers Coffee be built in Downers Grove. It will cause way too much traffic in the area of Herrick Jr. High and Downers Grove North High Schools. Thank you, Dru Ann Stech

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 9:15 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **C C** <[redacted]>
Date: Wed, May 27, 2026 at 8:30 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Hello-
I am asking the planning commission to VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN.

Thank you.

Carter Moran <cmoran@downers.us>

Fwd: URGENT: Traffic Safety Threat to DGN Student Pedestrians and Drivers (Ogden & Saratoga)

1 message

Stanley Popovich <spopovich@downers.us> Wed, May 27, 2026 at 8:26 AM
To: Carter Moran <cmoran@downers.us>, Jason Zawila <jzawila@downers.us>

FYI

---------- Forwarded message ---------
From: **David Fieldman** <dfieldman@downers.us>
Date: Wed, May 27, 2026 at 8:08 AM
Subject: Fwd: URGENT: Traffic Safety Threat to DGN Student Pedestrians and Drivers (Ogden & Saratoga)
To: Stanley Popovich <spopovich@downers.us>

---------- Forwarded message ---------
From: **Hank Thiele** <hthiele@csd99.org>
Date: Wed, May 27, 2026 at 7:50 AM
Subject: Fwd: URGENT: Traffic Safety Threat to DGN Student Pedestrians and Drivers (Ogden & Saratoga)
To: Fieldman, David <DFieldman@downers.us>

---------- Forwarded message ---------
From: **Hank Thiele** <hthiele@csd99.org>
Date: Wed, May 27, 2026 at 7:47 AM
Subject: Re: URGENT: Traffic Safety Threat to DGN Student Pedestrians and Drivers (Ogden & Saratoga)
To: Jill Browning <jbrowning@csd99.org>
Cc: Courtney DeMent <cdement@csd99.org>

works for me

On Wed, May 27, 2026 at 7:27 AM Jill Browning <jbrowning@csd99.org> wrote:

> **Here's a DRAFT:**
>
> Hi Christie,
>
> Thank you for reaching out and for sharing your concerns about the proposed development currently under review by the Village. We appreciate you taking the time to alert us to the plans being considered and to share your perspective on student safety in the area.

District 99 works closely with the Village and local officials to help ensure our community is safe for students, staff, and families. We value our ongoing partnership and will continue to communicate and collaborate on plans that may impact student safety.

Thank you again for contacting us and for your continued support of the DGN community!

On Wed, May 27, 2026 at 7:16 AM Courtney DeMent <cdement@csd99.org> wrote:

Hi Jill!
Any suggestions on a short response?
Thanks!
Courtney

---------- Forwarded message ---------
From: **C C** <[redacted]>
Date: Wed, May 27, 2026 at 6:52 AM
Subject: URGENT: Traffic Safety Threat to DGN Student Pedestrians and Drivers (Ogden & Saratoga)
To: <cdement@csd99.org>

Dr. Dement

I am writing to you as a direct neighbor living on Linscott Avenue to bring a pressing student safety hazard to your attention. A petition has been submitted to the Village for a Special Use permit to construct a dual-lane Dutch Bros Coffee drive-thru at the corner of Ogden Avenue and Saratoga Avenue.

This intersection is a major pedestrian walking corridor for DGN students and a primary route for inexperienced teenage drivers commuting to school. The developer's site plan places a high-volume commercial exit on Ogden directly next to the Saratoga traffic light, a secondary entrance on Saratoga, and an open connection to our residential alley.

During peak morning rush hours, which align perfectly with DGN's morning arrival window, the Saratoga/Ogden traffic light will back up and trap cars inside the drive-thru lanes. This "7 Brew Effect" domino backup will freeze the entire property and force frantic, rushed drivers to use Linscott Avenue and the connecting residential alleyway as a high-speed shortcut to bypass the gridlock and loop back onto Saratoga.

Mixing hurried morning commuters trying to beat a traffic light with high school pedestrians and young drivers is a recipe for a severe accident. The Naperville City Council recently shelved a similar Dutch Bros proposal inside a massive commercial shopping center because they determined the traffic gridlock was too dangerous. If a giant shopping plaza cannot safely handle this business model, it has no place on a narrow corridor intersecting our high school student routes.

The Planning and Zoning Commission is currently reviewing this permit under Section 28.12.050. I respectfully request that the DGN administration review this site plan and submit an official letter of concern to the Village Planning Department to protect the safety of our student drivers and walkers.

Can you please let me know you received this email?

Thank you for your time and your continued commitment to the safety of the DGN community.

Sincerely,

Christie Cantilena

[redacted]

--

Dr. Courtney DeMent
Principal

4436 Main Street
Downers Grove, Illinois 60515
630-795-8401
cdement@csd99.org
csd99.org/dgn

District 99 is committed to providing high-quality educational opportunities for all students in a caring, equitable and inclusive environment.

--

Jill Browning
APR, Chief Communications Officer

6301 Springside Avenue
Downers Grove, Illinois 60516
O: 630-795-7164
C: 630-776-8057
jbrowning@csd99.org
csd99.org

Every day, the District 99 community works to provide a foundation for students to confidently pursue a future of their choosing.

--

Dr. Hank Thiele
Superintendent

6301 Springside Avenue
Downers Grove, Illinois 60516
630-795-7100
hthiele@csd99.org

Every day, the District 99 community works to provide a foundation for students to confidently pursue a future of their choosing.

--

Dr. Hank Thiele
Superintendent

6301 Springside Avenue
Downers Grove, Illinois 60516
630-795-7100
hthiele@csd99.org

Every day, the District 99 community works to provide a foundation for students to confidently pursue a future of their choosing.

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--

David Fieldman
Village Manager
Village of Downers Grove
850 Curtiss Street
630-434-5526

--

Stan Popovich, AICP

Director of Community Development
Village of Downers Grove
850 Curtiss St
Downers Grove, IL 60515
p. 630-434-6893
Pronouns: he, him, his

Carter Moran <cmoran@downers.us>

Fwd: Concern Regarding Proposed Dutch Bros at Ogden & Saratoga

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:09 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Karen O'Connor** <[redacted]>
Date: Wed, May 27, 2026 at 10:39 PM
Subject: Concern Regarding Proposed Dutch Bros at Ogden & Saratoga
To: <planning@downers.us>

Dear Planning Commission,

I am writing to express my concern regarding the proposed Dutch Bros drive-thru at Ogden Avenue and Saratoga Avenue. I respectfully ask the Commission to carefully consider the potential traffic and safety impacts this development could have on the surrounding neighborhood and nearby schools before approving the Special Use Permit.

Based on the proposed site plan, there are serious concerns about traffic congestion and unsafe driving patterns near Herrick Middle School and Downers Grove North High School. The location of the exit near the Saratoga traffic light could create significant backups, trapping vehicles and encouraging drivers to use nearby residential streets and alleys as shortcuts to avoid congestion.

This is especially concerning because those streets are heavily used by students walking to school, parents dropping off children, and school buses. Increased cut-through traffic and impatient drivers could create dangerous conditions for students and families in the area.

I also understand that a similar Dutch Bros proposal in Naperville was placed on hold due to traffic safety concerns. Given the close proximity of this proposed location to homes, schools, and pedestrian routes, I believe these concerns deserve serious attention here as well.

Please prioritize the safety of our community, students, and residents when reviewing this proposal. I respectfully ask the Planning Commission to vote no on the Special Use Permit as currently proposed.

Thank you for your time and consideration.

Sincerely,

Karen O'Connor

[redacted]

[redacted]

Carter Moran <cmoran@downers.us>

Fwd: No to Dutch Brothers

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:09 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Kerry Quirin** <[redacted]>
Date: Wed, May 27, 2026 at 10:17 PM
Subject: No to Dutch Brothers
To: <planning@downers.us>

Planning Commission,

Please do not allow Dutch Brothers in the area of Saratoga and Ogden. Not only will this cause a stoppage in traffic flow due to the line for coffee being backed up, but the high school, Junior high, and Senior Center are right there. It's not safe to create this traffic jam near so many entities that converge on this area. Dutch Bros is welcome in DG, just not there.

Kerry Quirin
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:09 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Heather Klintworth' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 9:29 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!

This is a terrible idea and a horrible location. I am vehemently against this proposal in this location.

Heather Klintworth
DG Resident and Voter
[redacted]

Jason Zawila <jzawila@downers.us>

Dutch bros and street signage

Sean Daly <[redacted]> Wed, May 27, 2026 at 8:59 PM
To: planning@downers.us

Just wanted to voice my opinion and say I'm against the traffic cluster the Dutch bros at Saratoga/ogden would create.

Additionally, I live on Pershing near prairie and someone came around and sprayed bike lane signage on the street in front of my house today. Setting aside how ugly it is, why would we waste money this way when this is not needed at all on a side street? The whole street is a bike lane with the limited amount of traffic on this street. It's astounding that this made it past a budget, this is absolutely useless. Please respond with the reasoning behind this decision or direct me to who is able to answer this question.

Thank you,
Sean Daly

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:07 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Alexander Baden** <[redacted]>
Date: Wed, May 27, 2026 at 8:53 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Dear Committee,

I'm emailing to urge you to vote no to the proposed Deny Dutch Bros permit near our schools.
We don't need additional car traffic at areas that see a lot of foot traffic by our students.

Appreciate you doing the right thing for the kids and our neighborhood.

Best regards,
Alexander Baden
Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:07 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Lisa Young** <[redacted]>
Date: Wed, May 27, 2026 at 8:50 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

The Planning Commission should VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN! The traffic at this intersection is already too busy. The additional traffic this business would provide would be detrimental to the neighborhood band a safety hazard to our children.

Lisa Young

Carter Moran <cmoran@downers.us>

Fwd: Say NO to Dutch Brothers at Saratoga and Ogden

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:07 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Julie Ruffolo** [redacted]>
Date: Wed, May 27, 2026 at 8:47 PM
Subject: Say NO to Dutch Brothers at Saratoga and Ogden
To: <planning@downers.us>

As a resident that walks to the Jewel at Saratoga and Ogden, bikes frequently through the intersection and witnesses kids traveling to and from school there - please do not approve any plans for a busy retail/food/coffee shop at that intersection. It is already madness at school drop off and pickup times and it is difficult for walkers and riders anytime of day. We've seen Starbucks traffic back up onto Ogden and deal with a lot of turners in and out of Chipotle. Already too much happening there.

Thank you for representing residents.

Julie Ruffolo
[redacted]
DG
Resident in NW DG since 1987

PS -We honestly have enough coffee vendors
Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Concern over Dutch brothers coffee

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:07 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Caroline Johnson** <[redacted]>
Date: Wed, May 27, 2026 at 8:45 PM
Subject: Concern over Dutch brothers coffee
To: <planning@downers.us>

Hello,

I live in Pierce Downer neighborhood near North high school. I am very concerned about the safety of the kids and adults in our community if this drive thru coffee spot is added. That intersection is already incredibly busy and backed up during school pickup and drop off times.

Thank you for hearing my concerns!

Caroline Johnson

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros. Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:07 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Lurann Harmon' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 8:44 PM
Subject: Deny Dutch Bros. Special Use Permit
To: <planning@downers.us>

Dear Plan Commission members,

Please think long and hard before granting Dutch Brothers coffee a special use permit to open up a location near Ogden and Saratoga. As has been seen in other suburbs, this business generates massive amounts of traffic. While the tax revenue coming into the Village would be nice, some things are more important than money. The lives of children attending schools nearby is most certainly one of those things. That kind of traffic on the roads where kids are going to school is an accident, potentially fatal, waiting to happen. Please say no; DG does NOT need another coffee vendor so near the schools. Thank you.

Lurann Kiesa Harmon

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:07 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Elli Baden** <[redacted]>
Date: Wed, May 27, 2026 at 8:43 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Ask the planting commission to vote no to protect our neighborhood, Community, and the children of Downers Grove North and Herrick!

Elli Baden
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Brothers Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:06 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Julie Vainisi** [redacted]>
Date: Wed, May 27, 2026 at 8:23 PM
Subject: Deny Dutch Brothers Special Use Permit
To: <planning@downers.us>

Hello,

I'm a resident of Downers Grove and I would like the planning commission to vote NO on Dutch Bros special use permit. Please protect the neighborhood, community, and students of Herrick and Downers Grove North High School.

Thank you,

Julie Vainisi
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: No to Dutch Bros.

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:06 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Angeles Kasper** <[redacted]>
Date: Wed, May 27, 2026 at 8:14 PM
Subject: No to Dutch Bros.
To: planning@downers.us <planning@downers.us>

Hi,

I oppose to the plan of building the Dutch Bros at Ogden and Saratoga. The gridlock is already terrible at that intersection with the traffic coming from Herrick and the HS. I reside in the Orchard Brook community and it is really difficult to get through that way, especially during school drop off and pick up times coming out from Venard to Ogden.

I feel like Dutch Bros would be better placed further down Ogden and Sterling or Ogden and Cross.

Sent from my iPhone
Angeles Kasper
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros.

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:06 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **Anne Bossard** [redacted]>
Date: Wed, May 27, 2026 at 8:07 PM
Subject: Deny Dutch Bros.
To: <planning@downers.us>

Hi there,

I recently learned about a proposed Dutch Bros at Ogden and Saratoga. Please deny this request!

I currently have a daughter at Herrick and one starting in the fall. If I ever drive her if she doesn't take the bus, a 5 minute trip turns into 30 due to all the traffic. If a Dutch Bros is there, that added traffic and backup would make it impossible for the school busses and cars going to both Herrick and DGN. It would also be unsafe for all the kids walking. Please deny this request. A Dutch Bros would be fantastic, just not there!!

Thank you,
Anne Bossard
[redacted]
Downers Grove

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Brothers Special Use

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:06 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Greg Kavchak' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 7:33 PM
Subject: Deny Dutch Brothers Special Use
To: <planning@downers.us>

Please do NOT allow Dutch Brothers to build at Ogden and Saratoga. This is already a tight intersection and having something this busy this close to a school is just not smart. Allow it to be put at 75th and Lemont or something but vote NO on that location.

Thank you,

Greg (Prince Street)
Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Dutch Bros location

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:09 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Kelly Henrikson** <[redacted]>
Date: Wed, May 27, 2026 at 9:03 PM
Subject: re: Dutch Bros location
To: <planning@downers.us>

Dear Village of Downers Grove,
I am not sure if you have been around Herrick and DGN on drop off and pick up, but is there any way to add the Dutch Bros not to where the Jewlers is located?
I'm reading about this spot, and I'm wondering why would we approve this in this spot when there is another coffee right there?
Why is the Dutch Bros not going next to Omega?

The location is a mess. You're going to see a lot of traffic accidents because this is a super busy intersection already.
Also, why is this not on the agenda or to neighbors?

Lastly, I'm all for extra coffee places,
but I'm not cool about the location as there will be kids trying to walk here as well as too many cars and buses. This needs to be reexamined and find another spot.
There are plenty of empty not running businesses along ogden.
Also, who would want to be in a location where students will be destroying the place daily?
Please make good choices.

Thank you,
K

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:06 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

Downers Grove | 850 Curtiss Street | Downers Grove, IL 60515 | www.downers.us

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---------- Forwarded message ---------
From: **Dana Birch** <[redacted]>
Date: Wed, May 27, 2026 at 6:48 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Please VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!

Something like this should be on the south side like in the empty shopping center off of 75th street. Not on Ogden where traffic is already a mess.

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:06 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: [redacted]>
Date: Wed, May 27, 2026 at 6:05 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Downers Grove Planning Commission – I'm writing to implore you to VOTE NO on the Dutch Bros Coffee drive-thru proposed at Ogden & Saratoga Ave. due to traffic gridlock and dangerous safety concerns. Please VOTE NO on this development to protect our neighborhood, community, and the children of Herrick and Downers Grove North.

Jack Carson | Pierce Downer Neighbor

[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:06 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Maggie Kohl** <[redacted]>
Date: Wed, May 27, 2026 at 5:31 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Hello,

As a resident of this potentially impacted neighborhood, I am respectfully writing to ask the Planning Commission to please VOTE NO and to protect our DGN neighborhood from the dangerous and high traffic volume/congestion this will inevitably create.

Thank you,
Maggie

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:05 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Cynthia Keller' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 4:58 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

This is extremely detrimental to the neighborhood where proposed.Please ask the Planning Commission to VOTE NO to protect our neighborhood, community, and the children of Herrick and Downers Grove North.

Regards,
Cindy Keller

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch coffee plans, it will be a MAJOR traffic disaster! I've lived in DG since 1972 and have seen other instances, this could be the worst!

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:05 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Marian Denk' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 4:31 PM
Subject: Deny Dutch coffee plans, it will be a MAJOR traffic disaster! I've lived in DG since 1972 and have seen other instances, this could be the worst!
To: <planning@downers.us>

Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:04 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **Jennifer Sunnquist** [redacted]>
Date: Wed, May 27, 2026 at 3:38 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Dear Planning Commission,

Please VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN! Traffic is already gridlock with Pierce Downer, Herrick, and DGN all in a row and with limited bus service to each school. 🔴 🔮 Thank you!

Best regards,
Jennifer Sunnquist and family
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Brothers special use permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:02 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Blanca Adams' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 2:38 PM
Subject: Deny Dutch Brothers special use permit
To: <planning@downers.us>

I am writing to request that a special use permit request for the corner of Saratoga and Ogden be denied.

We live on Saratoga and this corner is already extremely busy with traffic from school drop offs and general use. There is a significant amount of foot traffic with people walking to Jewel, DGN, waiting for the bus,or to go to Doerhoeffer.

Please do not allow this permit to be approved.
Gene and Blanca Adams
[redacted]
Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Thu, May 28, 2026 at 8:05 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Jill Marie Harper** <[redacted]>
Date: Wed, May 27, 2026 at 4:16 PM
Subject: Deny Dutch Bros Special Use Permit
To: planning@downers.us <planning@downers.us>

Planning commission,
Please VOTE NO to protect our neighborhood from this development at Saratoga and Ogden!
I live on this street and its already a traffic problem with everyday traffic, Herrick & DGN.

Thank you,
Jill Harper
[redacted]

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros. Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 1:44 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

Downers Grove | 850 Curtiss Street | Downers Grove, IL 60515 | www.downers.us

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---------- Forwarded message ---------
From: **Donna O'Neill** <[redacted]>
Date: Wed, May 27, 2026 at 1:44 PM
Subject: Deny Dutch Bros. Special Use Permit
To: <planning@downers.us>

PLEASE do not move forward with this. Traffic is horrific on Ogden, especially during busy times. People turning left to get onto Ogden going in either direction is dangerous without there being a main stop light that everyone can use. The center lane gets seriously congested with drivers trying to turn left into these small businesses or to joining traffic on Ogden from the schools/neighborhoods. Add speeding drivers who regularly cut off other drivers regularly will likely increase car accidents. This would get ugly!

Please vote no to this. There must be other ways to generate revenue safely. Or, there needs to be stop lights to control and manage the flow of traffic!

Sincerely,

Donna O'Neill
Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 1:42 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **'Lisa Wright' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 1:40 PM
Subject: Deny Dutch Bros Special Use Permit
To: planning@downers.us <planning@downers.us>

Please Ask the Planning Commission to **VOTE NO** to protect our neighborhood, community, and the children of Herrick and DGN!

Thank you!
Kind regards,
Lisa Wright
A resident of Downers Grove

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 1:31 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Kelly Cantilena** <[redacted]>
Date: Wed, May 27, 2026 at 1:28 PM
Subject: Deny Dutch Bros Special Use Permit
To: planning@downers.us <planning@downers.us>

To whom it may concern,

Ask the planning commission to VOTE NO to protect our community, neighborhoods, and the children of Herrick and DGN.

Get Outlook for iOS

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 1:02 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **Lauren Cantore Gonzalez** <[redacted]>
Date: Wed, May 27, 2026 at 1:01 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

Please vote NO to Dutch Bros. We do not need any more congestion at that corner. Traffic in that area is already bad.
Please protect our neighborhood, community, and the children of Herrick and DGN!!!!

Lauren Cantore Gonzalez

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 1:01 PM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

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---------- Forwarded message ---------
From: **Brittany Wagner** <[redacted]>
Date: Wed, May 27, 2026 at 12:26 PM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

To whom it may concern:

Please ask the Planning Commission to VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!

Thank you,

Brittany Wagner

Sent from my iPhone

Carter Moran <cmoran@downers.us>

Fwd: Dutch coffee

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 11:28 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **'Trudy Meister' via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 11:11 AM
Subject: Dutch coffee
To: <planning@downers.us>

Please vote no on this company desire to use the Saratoga and Ogden site
Especially near all the schools thank you
Sent from my iPad

Carter Moran <cmoran@downers.us>

Fwd: Coffee shop

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 11:38 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: '[redacted]' **via plancommission** <planning@downers.us>
Date: Wed, May 27, 2026 at 11:07 AM
Subject: Coffee shop
To: planning@downers.us <planning@downers.us>

Be considerate and don't think with your pocket book.. think of the neighbors and kids..very congested Ogden is

Yahoo Mail: Search, Organize, Conquer

Carter Moran <cmoran@downers.us>

Fwd: Deny Dutch Bros Special Use Permit

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 11:38 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Renee Mazour** [redacted]>
Date: Wed, May 27, 2026 at 11:05 AM
Subject: Deny Dutch Bros Special Use Permit
To: <planning@downers.us>

I am sending this email as a resident of Downers Grove to request that the Planning Commission to VOTE NO to protect our neighborhood, community, and the children of Herrick and DGN!

Renee Mazour
[redacted]

Carter Moran <cmoran@downers.us>

Fwd:

1 message

Jason Zawila <jzawila@downers.us> Wed, May 27, 2026 at 10:53 AM
To: Carter Moran <cmoran@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

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---------- Forwarded message ---------
From: **Deborah Garrity** <[redacted]>
Date: Wed, May 27, 2026 at 10:52 AM
Subject:
To: <planning@downers.us>

No to building the coffee shop on Ogden and Saratoga.
Sent from my iPhone

Village of Downers Grove

Planning and Zoning Commission – Minutes (DRAFT)

Table 1 - Detailed information on this Planning and Zoning Commission meeting.

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	July 6, 2026 at 7:00 PM

A. 26-PZC-0020

The petitioner is seeking approval of the Establishment of a Planned Unit Development, Map Amendment to Rezone the subject property from B3, General Services and Highway Business to B3/P.U.D., General Services and Highway Business/Planned Unit Development, Vacation of a Public Right-of-Way, a Plat of Subdivision and a Special Use to Operate a Drive-through. The property is currently zoned B-3, General Services and Highway Business. The property is located approximately 100 feet southwest of the intersection of Ogden Avenue and Saratoga Avenue, commonly known as 1205 and 1219 Ogden Avenue, Downers Grove, IL (PINs: 09-06-408-014, 09-06-408-012), Michael Gatto/Campagno, LLC, Petitioner; 1205 Ogden Avenue, LTC A7700272096 and 1219 W Ogden Avenue - The Big W Investments, LLC, Owners.

Michael Gatto, on behalf of Xsite Real Estate, presented on the redevelopment of the parcels at 1205 to 1219 Ogden Avenue, where they propose to demo the two current structures on the site and build two new structures, a Dutch Bros drive-through and a multitenant retail building that will be done in two phases. He said the Dutch Bros, on Lot 2 will be done in the first phase and the development on Lot 1 will be done in the second phase. He expressed they are requesting entitlements of a Planned Unit Development, Special Use for the Drive-Through, Zoning Map and Text Amendment, Alley Vacation and Cross Access Easement with the neighbor to the south, as well a Proposed Deviation on the Linscott Avenue side yard setback to reduce it to 5 feet.

Mr. Gatto then discussed the Zoning Map Amendment criteria, in which they believe all seven criteria have been met. In regard to the Planned Unit Development criteria, they believe all five criteria was satisfied, as well as the Special Use Drive-Through criteria.

Mr. Gatto then shared Kimley-Horn conducted a traffic study for the area and found the addition of Dutch Bros traffic can be accommodated by the existing roadway network, and under peak hour conditions, all traffic is expected to be accommodated on site. Mr. Gatto noted they paid special attention to the school campus and collected additional data on the peak hours for school pickup and drop-off. From discussions at the neighborhood meeting and with multiple conversations with both neighbors to the south, on traffic generation issues, sound mitigation, and headlamp light pollution, they decided to install a privacy along the southwest property line in order to mitigate any noise or light pollution that may go towards them. He added the business owner to the south's main concern was access through the alley to his existing parking lot, so they offered a universal cross-access agreement unliterally with the land that will run with the land upon sale.

Mr. Gatto then explained the way Dutch Bros runs their business is very streamlined and they have individuals with handheld tablets taking orders instead of having a speaker box, and they have very few food prep delays. He said they are employing a two-lane drive-through and a dedicated walk-up window. Mr. Gatto shared that Kimley-Horn recommended some changes to their plans, including an Ogden Avenue right in and right out with a pork chop median, no left turn sign, minor leg stop control, and one inbound and one outbound lane. He added on the alley and south access, they are employing minor leg stop controls and having no queuing permitted on the Saratoga side at any time. He stated for the grand opening period, they will increase car stacking from 20 cars to 40, will have on site traffic management personnel, and will allow the entire site to be used for circulation for as long as necessary until they start building the building on the west side.

Chairman Rickard asked for questions for the petitioner.

Chairman Rickard voiced the biggest concern was the amount of traffic, stacking, and automobile movements. He asked what they learned from some of their other facilities and what would they be doing here differently to alleviate some of that. Justin Opitz, with Kimley-Horn, talked about what they are doing at this site to manage traffic, including taking the two driveways onto Ogden Avenue currently there and consolidating it into one and only permitting right-in and right-out movements. He also discussed the grand opening traffic mitigation plan to provide more stacking. Allie Lahti, with Dutch Bros, added in addition to the 40-car stacking, they have four-to-five-line busters taking orders before they get to the

window, and their average car time from the window is around a minute. She said if they have more than a 40-car stack, they will deploy drink runners to help get the line out quicker. She stated they also hire a third party traffic management and will deploy them as long as possible. She added on the inside, they also have somebody deployed on each position to make sure the drinks and food items are out as quickly as possible.

Commissioner Frankovic asked if they alternate lanes when the orders are coming out, as there seems to be a condensing from two lanes down to a single exit lane, which could cause potential backup. Ms. Lahti responded they do a zig zag method so they come in order, and they have an exit lane when leaving.

Commissioner Frankovic inquired what happens when someone has a larger order and someone behind them has their order run out to them but they are still stuck in the queue. Ms. Lahti answered they would give them their order and they will be able to get out through the exit lane.

Commissioner Barry asked where the cars will be if they still have backlog and stacking despite their best efforts. Ms. Lahti responded they can close the drive-through and ask them to reroute and come back when there is room in the line or they can have them park and come up to the walk-up to make sure cars do not stay on Saratoga. She added the third party traffic control helps mitigate that, and that has worked really well at other locations. Commissioner Lincoln asked what that looks like. Ms. Lahti answered they put signage out if the lot is full and cones so customers cannot continue to back up onto the main road.

Commissioner Frankovic asked them where parking is. Mr. Gatto responded they have overflow parking for the crew, which they could potentially open up.

Commissioner Frankovic inquired if they have any plan, other than general commercial business, for the western facing lot. Mr. Gatto said they cannot commit to any tenants until this process unfolds and Dutch Bros is stabilized down to normal queuing. Ms. Lathi added they usually see the traffic and stacking slow down significantly after two weeks, and one of her recent shops was 50% less busy by week six.

Commissioner Frankovic asked them to highlight the area for pedestrian access for anybody traveling from the schools. Mr. Gatto responded they have a crosswalk from the south to the north on the Saratoga side that goes north of the Dutch Bros parking area and cuts into the site, and then further north across the drive-through it will be a differentiated pavement material. He added they are also installing a 4 foot high open concept fence along the

southeastern boundary to direct all the students through the sidewalk and pedestrian controls they have in place.

Commissioner Eberhardt asked where people coming in from Saratoga would go if they are turned away. Mr. Opitz responded all traffic during the open period would be directed to enter via Saratoga, as the Ogden entrance will be closed. He said if they are turned away, they will likely be directed to just keep driving south.

Commissioner Eberhardt inquired what would happen in that situation if there was a line of cars going to school. Mr. Gatto answered there are traffic controls on Saratoga to the south of the site and there is little to no parking on either side of that roadway, so that road should be navigable by the cars going to the south, as well as the turnoff on the next street to the south on the east side, which can redirect them right back to Ogden Avenue.

Commissioner Lincoln inquired about the highest car queues they have had in some of the other facilities they have opened in the Chicago metro recently. Ms. Lathi stated their average car stack at grand opening is about 35-40 cars, but since the Melrose Park facility is the first shop in the area, they saw about a 65-car stack. However, she did not foresee that at this location.

Commissioner Frankovic asked when the Darien location would be constructed. Ms. Lathi answered they are very close to breaking ground on it and guessed it would be open before this one. She noted they are giving the worst case scenario and do not plan to have to turn a lot of traffic away.

Commissioner Eberhardt asked if there is a problem with exhaust in the winter when they have people waiting. Mr. Gatto said they have not employed any measures for exhaust mitigation, but it is an open air drive-through and the nearest home is two lots to the south.

Commissioner Lincoln inquired if the two lanes coming in from Saratoga would be following the reconstructed alley that will eventually be part of the agreement with the neighboring property. Mr. Gatto answered yes.

Commissioner Lincoln pointed out they said if cars cannot get in, they would be sent to parking. He asked what parking they would be sent to. Ms. Mathi responded there is public parking nearby.

Commissioner Lincoln inquired if they have two cars blocking the exit to go onto Ogden, how would other cars be able to take the other route to get out. Ms. Lathi answered they would have a traffic person redirecting traffic and a traffic controller at the beginning of the

line to help mitigate the traffic line. Chairman Rickard stated there is a traffic light at Saratoga and Ogden which would help create breaks and gaps for people to get out of there. Ms. Lathi added the Munster location that just opened has a light in the same space, and they are able to get a lot of cars out while the light is red and when it is green, they are ready for more space in the stack.

Commissioner Eberhardt asked if they ran traffic studies at peak hours for the school traffic. Mr. Opitz answered yes, from 6 to 9 a.m. and 2 p.m. to 6 p.m. He added morning hours are busier than the evening commute.

Commissioner Lincoln voiced a number of the public comments they received talked about how the public uses the alley to cut across. He asked if the new reconstructed alley would allow for public use.

Mr. Gatto responded right now the cross access agreement would only be unilateral for the building owner directly to the south. He added the alley will be similar to what it is now, but repaved and curved, and there will be an access down to the south in line with the Ogden curb cuts and the Linscott and Saratoga ingress/egress points.

Commissioner Eberhardt asked if the cones for the grand opening plan would be there 24/7 or only at the peak hours. Ms. Lathi answered only as needed.

Commissioner Patel inquired if they considered not allowing the entrance on Ogden and just having Saratoga. Mr. Opitz responded they want to provide access on Ogden to be able to capture the traffic off of Ogden and send it back onto Ogden without impact to Saratoga or Linscott. Mr. Gatto added they are also going to need the Ogden Avenue curb cut.

Commissioner Eberhardt asked about parking with the west tenant and if it was intended to have two tenants. Mr. Gatto responded they have parking along the western side of the ingress from Ogden and along the entire north side of the proposed alley vacation future road. He added yes, they would prefer to have two tenants in that building.

Commissioner Lincoln asked what about Downers Grove current zoning code they were not able to work around to build this. Mr. Gatto answered it is the zoning code and the location of the site, as it is a very difficult to redevelop in because there is no assemblage and the depth of the lots are difficult to come by. He said being able to assemble two long term owner properties that happened to be exiting at the same time was unique, but they need to get a building design and footprint and a site plan that makes sense for the site.

Chairman Rickard asked for public comment.

Dr. Don Provenzale, who occupies the property south of the proposed development, had serious concerns about traffic. He said the parking lot at Melrose Park is vast and the cars snake all the way through the parking lot, and he could not envision how the proposed property will not have gridlock. He added that he uses the parking lot behind his building for staff and handicap parking, and he did not know how a handicap person could exit his back parking lot and travel west on Ogden Avenue and if is made one-way in the alley. He was also worried the parking attendants will tell people to turn into his parking lot in order to turn around. He added that Herrick already has a lot of cars lined up on Saratoga to pick up kids from school, and that school is increasing their enrollment 50% next year.

Karen Clickman (ph), Saratoga Avenue resident, wanted to know if cars would be exiting onto Saratoga after the grand opening or continue to go to Linscott all the time. She was concerned about the impact to school traffic, as well as Saratoga's narrow lanes. She said with all the incoming traffic, there will be more people turning onto Saratoga and she could not see how there would not be a lot more accidents from that. She added school buses also turn right onto Saratoga off of Ogden often and they cannot turn right if someone is in the left turn lane, and if Dutch Bros exits onto Saratoga, there will be people in that left turn lane all the time. She noted the intersection is already so bad that she avoids it in the morning between 7:30 and 9:00.

Joan McGuire stated she crosses the street at Ogden and Saratoga 10 times a week and could not understand why a variance for the alley is being considered. She goes to the senior center on Saratoga, where people have trouble finding parking when attending activities. She noted this is area is highly traveled for ambulances and Starbucks is just two block to the east, so she did not understand the need.

Scott Richards was dismayed to see this proposal come up for that area and did not know why anybody would consider this property suitable for this type of business. He was not against the business itself, but did not feel that parcel would be a good fit for it. He agreed this will impact the buses coming out of the school parking lot and heading up to Ogden Avenue. He said there are a lot of cars along the athletic field for the high school on the east side of Saratoga facing north as well, which makes it tricky to drive down. He recommended finding another location.

Tricia Cantilena, nearby resident, voiced that she was not concerned with Dutch Bros business and many residents would support and welcome the economic development to Downers Grove, but did not know if this particular location was appropriate for a high value drive-through focused operation. She said the traffic study acknowledged there are already

times when traffic is operating near capacity at the Ogden-Saratoga intersection, so she questioned if adding a two-lane drive-through operation on that corner. She also voiced concerns about the timing of the traffic counts, as December does not capture many fall and spring school activities and June does not represent typical school year conditions. She worried if this site would function as intended under real world conditions. She asked the Commission and Village to consider the traffic model and the lived experience of the community, as more than 700 residents signed a petition and more than 100 submitted comments in opposition. She added it was mentioned the customers typically spend about 1 minute in the drive-through, but the traffic study said it uses an average vehicle service time of around 4 minutes and 54 seconds in its analysis.

Bruce Rhodes, Saratoga Avenue resident, welcomed Dutch Bros to Downers Grove, but did not believe this location would work for them or the community. He expressed that people park along the fence past the high school, which can be scary for people on that three-lane road and it causes major backups. He said if the Saratoga entrances remains open when the grand opening is over, they will have people coming around from Ogden Avenue going south and anybody who gets stuck in the queue coming in from the north to turn up against the traffic going north would totally gridlock anybody coming from Jewel down Saratoga to get into the neighborhood, and anyone turning left or right off of Ogden Avenue will be totally stuck if they cannot get into that lot immediately. He added Ogden Avenue backs up past their exit quite often, meaning anyone on Linscott trying to exit their property cannot get onto Ogden Avenue and would have a very hard time turning left. He said the only way he could see this possibly working is to leave Saratoga alone and use their entire west property as a place to hold the queue of the cars. However, if they come out on Ogden to go east and the light is red, the cars back up very quickly and will shut off their access point to Ogden. He added the Fish Pantry parking lot is full on Tuesdays and Fridays and they have spillover, which should also be considered. He recommended putting 20 cars in the empty parking lot of the jewelry store and let one go out on Ogden Avenue at the pace the cars at Dutch Bros are supposed to be going and see how well they can get into traffic at different times a day.

Colleen Kramnic, Saratoga Avenue resident, expressed she was familiar with Dutch Bros from a traffic standpoint, as she has seen the impact their traffic has on parking lots and nearby streets. She appreciated all the consideration that went on to have all the queuing on the property, but those cars would still be coming in and out of Ogden and Saratoga, and those streets are very narrow and parents line up and park on the west side of Saratoga and block the street. She stated they are adding sixth grade to Herrick this year, which will increase the number of people in the area for arriving and dismissal. She stated as a resident

in that quadrant, she already has to avoid that area, so she was concerned with the additional traffic this business will bring. She asked them to reconsider moving to another location.

Mary Kay Holmes, resident, wanted to make sure they are considering the very active senior center there, where there is a lot of movement of cars in and out of that building and very often not enough parking for their bigger events. She added Pace buses are also going in and out of that parking lot, and the Fish Pantry is there as well, with people coming to collect their food items.

Bryan Gay, with Downers Grove Economic Development Corporation, shared that the EDC worked with Dutch Bros over the past year and vetted the site and gave them their unanimous support. He said there are very few lighted intersections along Ogden Avenue and this is the type of site this kind of business is looking for. He expressed the applicant took the time to try to engineer a site that kept all the stacking on the site for the 2 to 6 weeks of the startup program where they could have larger queues. He added by the time this location is open, there should be eight other locations within the region, which will help take off some of pressure on this site, and they have gone above and beyond to try and mitigate that risk as much as possible. They also took in additional data specific to the school districts in relation to Saratoga in the mornings and afternoons. He shared he was also out there and saw some of it himself. He commented that every time they talk about a coffee user in the market, everybody brings up 7 Brew in Naperville, but this applicant is supplying more spots and appropriately planning. He voiced there are currently more 35,000 cars that travel that way every day on Ogden, and a few extra hundred cars a day going in and out of that site is a small percentage.

Chairman Rickard asked for the staff report.

Carter Moran, Staff Planner, stated the properties at 1205 and 1219 Ogden Avenue are zoned B-3, General Service and Highway Business, and the petitioner is requesting a Special Use, establishment of a P.U.D., Zoning Map Amendment from B-3 to B-3/P.U.D., a Plat of Subdivision, and the vacation of a public Right-of-Way. He said all proper notice requirements were given and staff received 95 pieces of written correspondence in opposition, and a separate neighborhood meeting was hosted by the petitioner. He stated two existing access points are located on Ogden Avenue, with additional access points on Linscott Avenue and Saratoga Avenue into the existing Village owned right-of-way. He said the petitioner is proposing a commercial re-subdivision, subsequent to the demolition of the existing buildings and parking lots, to create two lots of record, including the vacated public right-of-way south of the subject properties, which will add 20 feet in depth to southern

boundary to each property. He stated a utility easement will be maintained across the entire vacated right-of-way area and the cross-access easement extending along the lot shared boundary line.

Mr. Moran further explained the first lot to be developed is Lot 2, at the corner of Saratoga Avenue and Ogden Avenue, a drive-through only Dutch Bros and associated parking lot improvements. He discussed the access points, operations of the business, drive-through stacking, bailout line, pedestrian crossings, bicycle parking, trash enclosure, proposed 4 foot open design fence to go along the south lot line, and site landscaping. He shared the second lot to be developed will be Lot 1, including a commercial building shell for a restaurant user. He went over the access points, building and seating patio, 31 parking spaces between Lots 1 and 2, building setback, proposed pedestrian crossings, trash enclosure, proposed 8 foot privacy fence along the south lot line, and site landscaping.

Mr. Moran stated the proposed deviation included in the establishment of the P.U.D. is the reduction of the required building setback along Linscott Avenue, and the petitioner proposes a 5 foot setback where 25 foot is otherwise required. He went over the building elevations, and proposed pedestrian connection. He noted signage is not included on the elevations currently, as it will be reviewed separately by staff, but must meet the requirements of the municipal code. He discussed the guidance offered from the Comprehensive about land development uses and unique characteristics regarding this application. Staff found the standards of approval for a Right-of-Way Vacation, Approval of the Special Use, Zoning Map Amendment, and Approval of the Planned Unit Development were all met and recommended approval of the petition.

Chairman Rickard asked for questions for staff.

Commissioner Frankovic asked about consolidating the two lots into one. Mr. Zawila answered anything is possible but the desire of the petitioner is to divide it into two lots, and that an additional deviation would be required if it was consolidated into one lot.

Commissioner Frankovic asked if it would be feasible to create a small green space area for the initial six weeks to allow for food trucks to come and occupy the space and make it more of a community social area to introduce themselves into the community, and then work on converting it back after the six weeks. Mr. Zawila responded the petitioner can respond to that when they come back up.

Commissioner Eberhardt asked why Lot 1 was not being used for the backup of the grand opening traffic if Lot 1 is not being developed right away. She also asked if the parking lot

directly south of Lot 1 was empty. Mr. Moran answered that is the parking lot for the building at 4336 Saratoga. Commissioner Eberhardt also wondered if the petitioner had looked at flipping the lots and having traffic more on the Linscott side.

Commissioner Frankovic agreed with the idea of keeping the queuing traffic in the entirety of the lot during the opening period. She asked if there was any requirement for the bike parking. Mr. Moran responded because all of the coffee shop's internal space is employee only, they do not have any parking lot requirements for customers, so all 31 parking spaces and 2 bike space provided are counted toward the other lot.

Commissioner Lincoln inquired why they are creating a P.U.D. Mr. Moran answered to accommodate the setback deviation on Linscott.

Commissioner Frankovic asked what the Village was prepared to do if this goes up and ends up creating a huge issue with traffic or gridlock. Mr. Zawila responded if there is spillover onto Saratoga, that is a violation of the recommended condition of approval, so there are penalties in their code they would enforce. However, they like to work with businesses, property owners, and residents before it gets to that.

Commissioner Lincoln asked if they would not be able to put as many stipulations in place if they did not have the P.U.D. Mr. Zawila responded it would be more difficult and this is the vehicle for that.

Chairman Rickard invited the petitioner back up to address and respond to comments or add anything other information.

Mr. Gatto expressed they were good with adding more bike parking for the western portion. He did not know if Dutch Bros had the opportunity for that with the way it is laid out, but they are willing to explore that. In regard to using green space for traffic, they are using it for traffic flow because they are taking away the parking space on the eastern portion, a small snippet of the landscape island, and the trash enclosure for Lot 1 that they will go back and rebuild and re-curb at a later date.

Commissioner Eberhardt asked if the green space was usable to the community. Mr. Gatto responded they would have to verify that. He said he would love to put a few picnic benches out there.

Commissioner Frankovic asked about Commissioner Eberhardt's proposal of switching the lots to alleviate some issues around Saratoga. Mr. Gatto answered Dutch Bros wants to be at the hard corner of Saratoga and Ogden and the eastern portion of the site has a larger depth,

so they are able to achieve a larger stack and traffic flow circulation patterns that they are not able to do on the western portion.

Commissioner Eberhardt inquired if access coming in from Linscott instead of Saratoga is an option that has been reviewed. Mr. Gatto responded the grand opening plan is only for that brief period, and once they are stabilized, Linscott and Saratoga will be open ingress and egress through the site. He added in regard to access being only on Linscott and not Saratoga, Saratoga is a lit interchange that is effectively controlled and Linscott is not. He added they also heard Linscott exiting back onto Ogden Avenue is difficult going westbound.

Commissioner Eberhardt asked if it was out of the question to have a signal at Linscott and Ogden. Mr. Gatto stated the Village does not control that, so they would have to go through IDOT for that. He said shutting down Saratoga was a non-starter for the project for a lot of different reasons. Mr. Opitz expressed if the queue were to get to Saratoga during the grand opening, the plan would be to funnel them south and have them go east on Sherman Street to circulate back north and get to Ogden Avenue.

Commissioner Eberhardt asked if there was a signal at that relief point. Mr. Opitz answered no, Sherman turns into Prince and connects to Ogden and they anticipate them to make a right turn.

Commissioner Lincoln asked if there would be someone from Dutch Bros standing down there to send them down that road. Ms. Lahti answered if it was needed, they would absolutely have a traffic controller right there. She also noted they have an order ahead system, so a lot of customers place mobile orders, where they can get in the line, get their drink and then leave, which would help mitigate the movement of the traffic. She added their goal is to be good partners with the community and not cause a disruption, so they would make sure to tell people not to park in the offices next to them. She added they can also put up extra signage if needed or have somebody there to make sure they are being good neighbors. Mr. Gatto expressed this is a corporately owned Dutch Bros store, who wants to have a circulation route that makes sense for everybody.

Mr. Opitz responded to the comment of the traffic counts in the study being collected in December 2025 and June 2026. He said they went back in June 2026 to capture data when school was in session to compare variations to December. He said along Ogden Avenue, they saw similar volumes, and Saratoga was a little lower, but they were not different enough to result in any material changes to the actual analysis. He said the study was approved and reviewed by IDOT, and the seasonal activities was not at a high enough variation to warrant an adjustment. He said the mention of 1 minute wait time at the window is a goal for Dutch

Bros, which is after the order is placed and someone approaches the window. He stated the 4 minutes and 54 seconds is the service number they got from observing the 7 Brew in Naperville, which is the time from placing an order to the when they leave the drive-through. However, they believe Dutch Bros drive-throughs function more efficiently.

Commissioner Barry asked them to touch on the duration of pickup at Herrick. Mr. Opitz believed the duration of pickup at Herrick to the south was a 15-20 minute window of impact in the afternoon. He noted parents may show up before school releases, which is the queuing they see on Saratoga, but there are no parking signs on Saratoga.

Commissioner Frankovic asked about the duration time at drop-off, as typically people want coffee first thing in the morning versus the afternoon. Mr. Opitz responded it may be a bit longer in the morning, but he believed it was a similar window of time, as the amount of time a parent would likely spend dropping off is probably less, as they can pull in, drop off, and then leave.

Chairman Rickard asked for Commission deliberation.

Commissioner Barry commended Dutch Bros for doing what they could with an imperfect site and to alleviate the stacking, He had some concerns on Saratoga for drop-off and pickup time for the junior high and high school, as traffic does gridlock there at times, and would like to see something more certain on how to get them off of Saratoga quickly if there is a backup. He felt the lot was probably better suited for a large parking lot.

Commissioner Frankovic did not feel the criteria for approval was met because of the issues with the traffic and was not being able to say it was not detrimental to the health, safety, and general welfare of the community with the pedestrian issues, general traffic volume, and Herrick adding an entire 6th grade class. She noted the addition of the restaurant later on will also add to that traffic.

Commissioner Eberhardt was on the fence with the requirements they were to look at. She stated drive-throughs are special use because of this kind of thing. She believed Dutch Bros was a good company to have in this area, but this lot seems too tight and landlocked for this situation, and she did not see it as desirable, convenient, or necessary for the public in that area. She appreciated the lengths they went through to try and be as conservative as possible, but she would like to see another solution or a different way of routing the traffic in the area.

Commissioner Lincoln was conflicted as well. He did not feel some of the things were articulated very well when it came down to the specific requirements, and he was not getting

enough of the check marks he would like to see. He stated the alley there seemed to serve a purpose and he would want to see a stipulation that they must leave it open for public use, and there was no mention of compensation. He also did not know if the rationale to want to maximize the site and create room for additional development for the P.U.D. was not a good enough rationale, as well as not being vacant long enough to need to make a lot of special exceptions to the lot. He believed business would mitigate after the first six weeks and when they open more facilities, but he still felt like this was not the right place for it. He could tell a lot of work went into this to try and figure out the best way to maximize the flow, but he was not sure if it was enough.

Commissioner Patel shared a lot of his fellow commissioners concerns and he was trying to rationalize how to make it work, but it is difficult when they have two schools there and traffic challenges.

Chairman Rickard voiced he did not doubt there would be traffic challenges during the introduction period, but the felt the site and project as shown has the benefit of mitigating that from day one that a lot of other projects similar do not do. He felt it seemed more intimidating than it really is, because they showed the worst case scenario initially. He believed that after the initial 4-6 week period, there would not be traffic issues with the plan, as he felt it flows and works better than another very close coffee place with a drive-through that is much trickier to navigate. He agreed it would be nice if Saratoga was a little wider, but he did not see many issues with the post-grand opening plan. He felt they were taking a lot of provisions to alleviate the initial inconvenience of the traffic and traffic movements.

Commissioner Lincoln agreed they put a lot of steps into it, but he was having a hard time thinking that was enough. He was conflicted because he would love to have a business like this bring in the tax dollars.

Commissioner Frankovic agreed that she could not support what they are presenting with at this time, but hoped they continue to work with Downers Grove on this. She could not say the economic benefit would outweigh the potential negatives to the community at this location at this time.

Commissioner Eberhardt expressed the public also does not support it at this time, but she would be happy to look at other traffic options or other ways to ease any public concerns about how this is handled.

Chairman Rickard felt some people were assuming some of the traffic volume would be going south through their neighborhoods and down some of the trickier areas, but there are

three ways to get out of there and believed 90% of them are going to Ogden. He noted in the grand opening phase, there are only two ways out, but they would be limiting how many people come in, which should lessen congestion.

Commissioner Barry assumed that for the most part people driving eastbound on Ogden in the morning would be the primary users and he did not believe this would move the needle one way or the other in regard to traffic on Ogden, but his concerns were still on Saratoga and the pickup and drop-offs at school. He wondered if it was possible to have that exit not be used during those times, which may help. He suggested that possibly be a condition. Commissioner Frankovic shared that even with that condition added, she would still not be in support at this point.

Commissioner Patel stated he would consider something like that, but he would need to hear the actual exact words to see how it work. Commissioner Eberhardt added she would want to see how that worked and ideally hear back from the public on that.

Chairman Rickard voiced that condition would be about how they would manage turnaways at the peak school hours of drop-off and pickup and trying to avoid cars heading south on Saratoga during those windows of time.

Commissioner Frankovic felt that would be helpful but would not fix the entire issue and would require more research and communication with the community. Commissioner Eberhardt stated she could not say that would mitigate the issues.

Mr. Zawila commented there seems to be the want for the evaluation of restricting access on the Saratoga side during the pickup and drop-offs. He said they have done this before, where it becomes part of the record and they can a get response for the Village Council, where their traffic engineer could evaluate that.

Chairman Rickard said he felt that would be pushing the problem to them without addressing it. He asked about giving the applicant an opportunity to come up with a response for that and table this. He stated if the question Commissioner Barry brought up was enough to make a majority of them feel okay with it, he would be inclined to do that, but if not, there would not be much of a need to do that.

Commissioner Lincoln commented that would certainly help, but he would still need more than that as that to answer all the other questions and concerns.

Mr. Zawila informed the commission the petitioner indicated they would not prefer to table it and would like a recommendation to come out of this meeting.

Commissioner Patel expressed his concern was just with Saratoga, so he would be supportive of this moving forward with an evaluation based on specific times for North and Herrick.

Commissioner Eberhardt asked what happens if they do not approve it.

Mr. Zawila answered it would go to the Village Council without a recommendation and they would have to make the final decision. Commissioner Eberhardt pointed out it will go to the Council with or without a recommendation, but she felt it was important to have that extra condition clearly stated as part of the package.

Chairman Rickard reiterated he felt these would be short term traffic issues and it is not uncommon to have people directing traffic during grand openings and then it levels off. He had a hard time believing there will be 40 cars stacks there at rush hour two months after it opens, and a majority of them exit out onto Ogden.

The Commission decided not to add a condition.

With respect to File 26-PZC-0020, 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 Planned Unit Development, a Zoning Map Amendment from B-3, General Service and Highway Business to B-3/PUD, General Services and Highway Business Planned Unit Development, vacation of a Public Right-of-Way, Final Plat of Subdivision, and a Special Use for a Drive-Through, as required by the Village of Downers Grove Zoning Ordinance, and is in the public interest. Therefore, Commissioner Patel made a motion that the Planning and Zoning Commission recommend the Village Council approve File 26-PZC-0020, subject to the eight (8) conditions as presented on the staff report.

The motion seconded by Commissioner Barry.

Aye: Chairman Rickard

Nay: Patel, Barry, Frankovic, Eberhardt, Lincoln

Motion Failed. Vote: 1-5