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,<br>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.

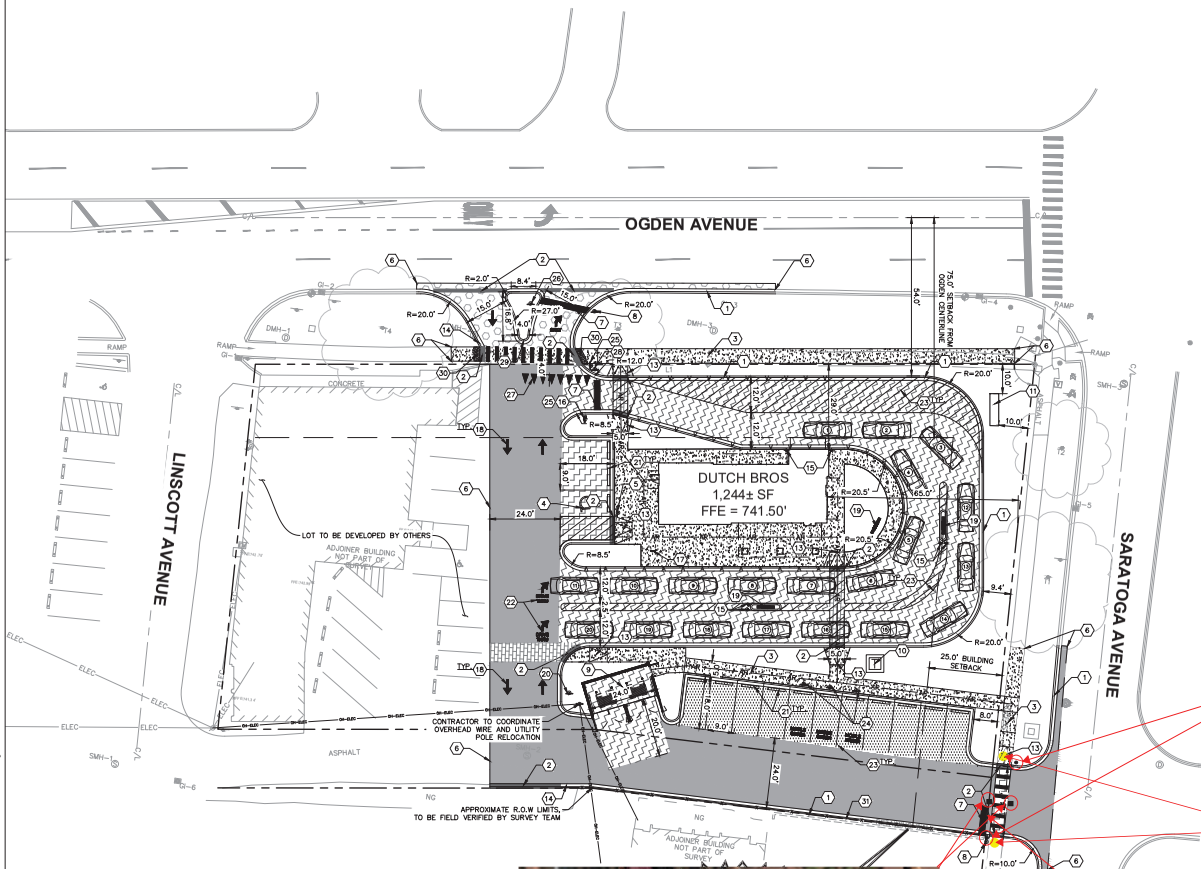
In an effort to alleviate concerns about potential higher traffic during the grand opening period, the petitioner provided a traffic mitigation plan.

## 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.

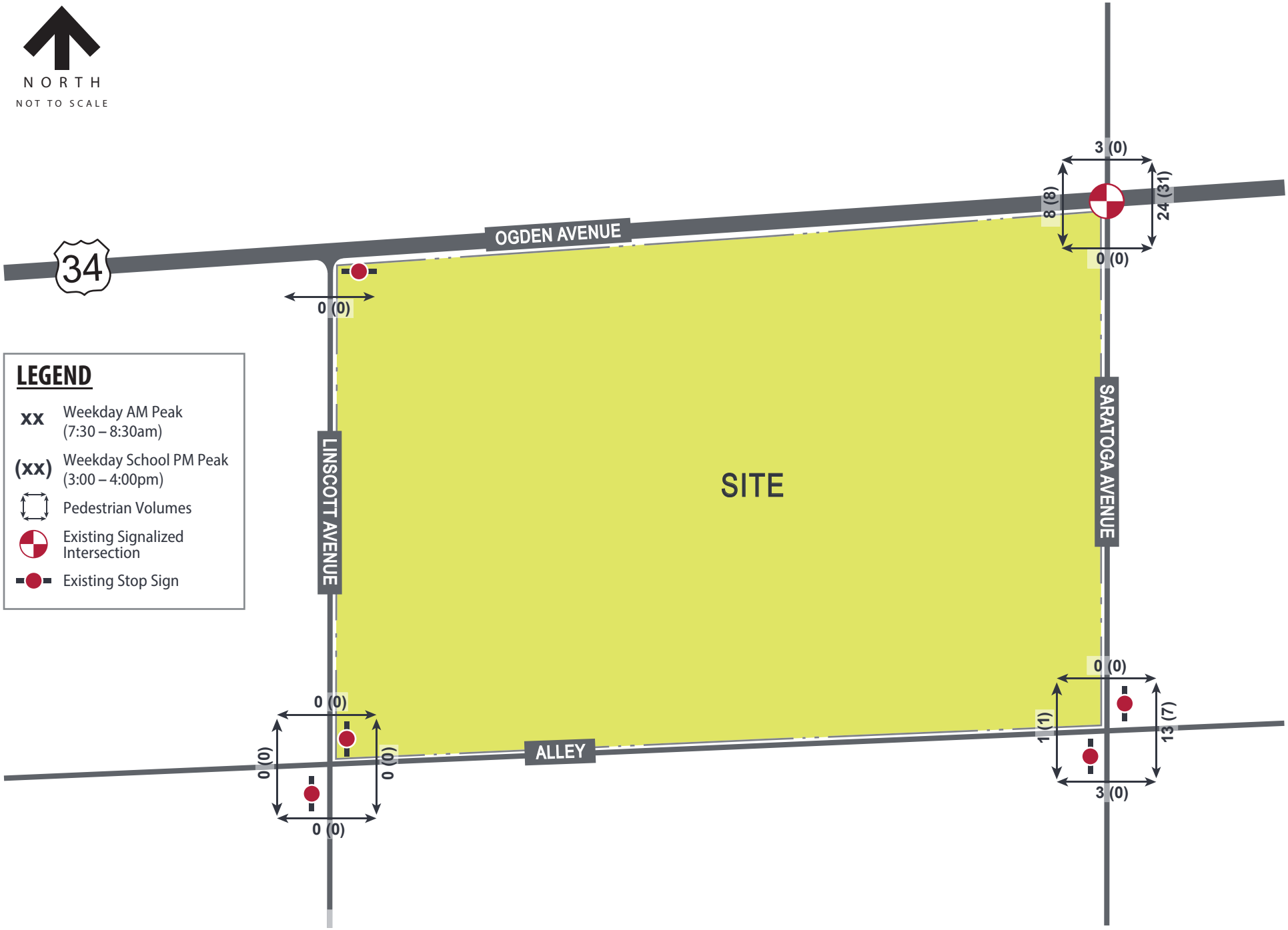
The peak hour vehicle traffic volumes were rounded to the nearest multiple of five and balanced between intersections with one exception. Volumes were not balanced between the Ogden Avenue/Saratoga Avenue and Ogden Avenue/Linscott Avenue intersections due to the presence of a private driveway. Peak hour 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<br>50% in/50% out | T = 53.21D – 17.43<br>50% in/50% out | T = 15.08D<br>50% in/50% out | T = 53.21D – 17.43<br>50% in/50% out |
| Strip Retail Plaza (<40k) (LUC 822) | Per 1,000 SF | T = 42.2X +229.68<br>50% in/50% out | T = 3.93X<br>55% in/45% out | Ln(T) = 0.68X + 2.77<br>50% in/50% out | T = 6.63X<br>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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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

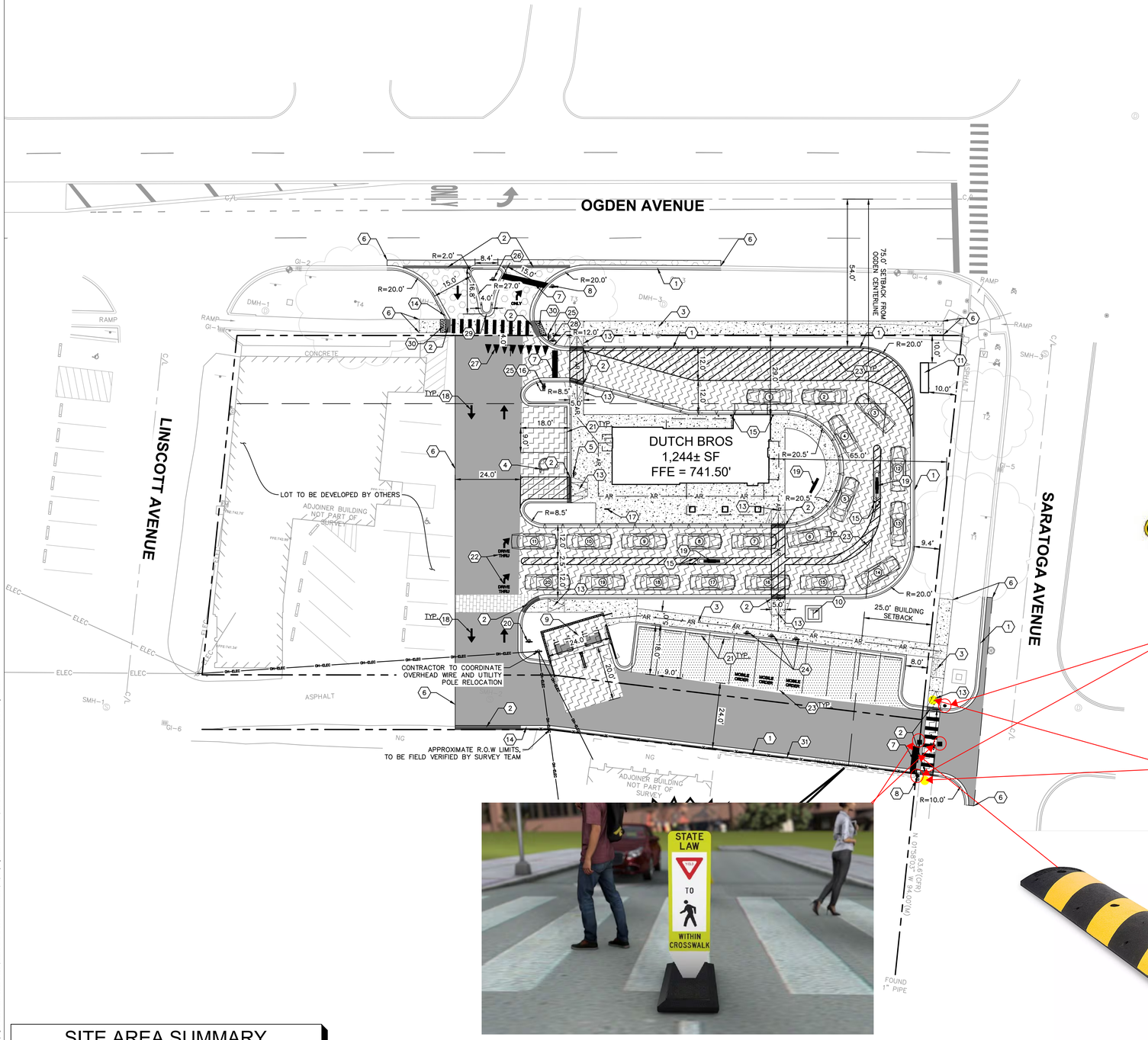
CMAP Year 2050 Traffic Projections

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

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
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)

| | Left | Thru | Right | U-Turn | |
|---|---|---|---|---|---|
| AM | 54 | 33 | 31 | 0 | 141 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 84 | 73 | 78 | 0 | 188 |

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

| | Left | Thru | Right | U-Turn | |
|---|---|---|---|---|---|
| AM | 1174 | 0 | 1590 | 0 | 0 |
| NOON | 0 | 0 | 0 | 1 | 1 |
| PM | 69 | 0 | 93 | 1 | 2 |
| | 1122 | 0 | 1087 | 2 | 1 |
| | 69 | 0 | 54 | 0 | 0 |

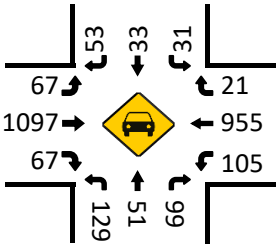
### WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

| | Left | Thru | Right | U-Turn | |
|---|---|---|---|---|---|
| PM | 44 | 0 | 21 | 0 | 0 |
| NOON | 1425 | 0 | 984 | 2 | 2 |
| AM | 77 | 0 | 111 | 1 | 1 |
| | 0 | 0 | 0 | 0 | 0 |
| | 1223 | 0 | 1263 | 0 | 0 |

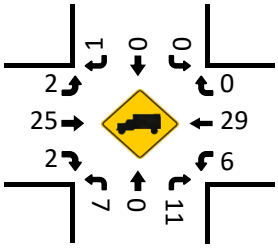
### NORTHBOUND (Saratoga Ave)

| | Left | Thru | Right | U-Turn | |
|---|---|---|---|---|---|
| PM | 204 | 0 | 81 | 51 | 58 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 213 | 0 | 136 | 51 | 110 |

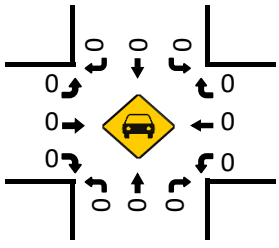
### Cars (AM)



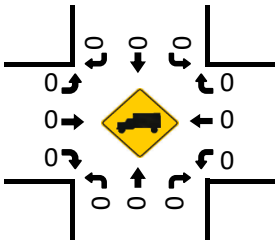

### HT (AM)



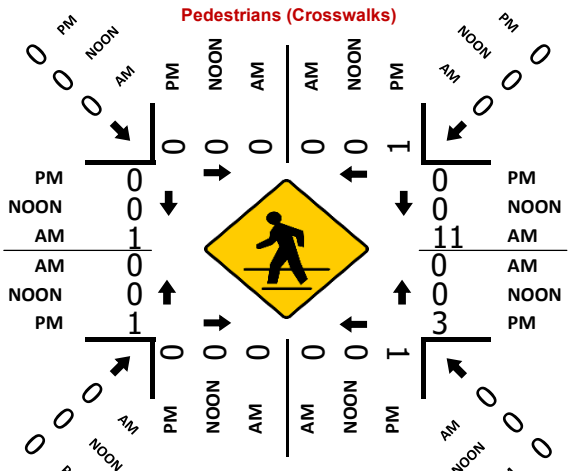

### Cars (NOON)



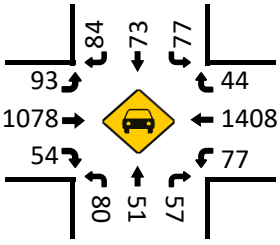

### HT (NOON)



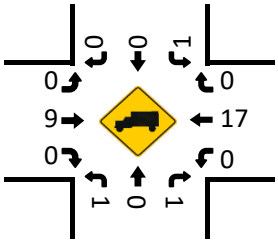

### Pedestrians (Crosswalks)




### 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 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **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 | 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 | U-Turn | Total |
|---|---|---|---|---|---|
| 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 | U-Turn |
|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 |
| NOON | 0 | 127 | 0 | 1 |
| PM | 0 | 1013 | 0 | 2 |
| | 0 | 41 | 0 | 0 |
| | 0 | 1260 | 0 | |

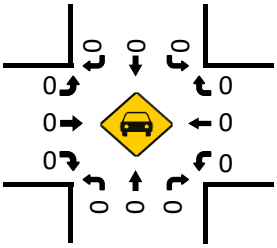
### WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

| | Left | Thru | Right | U-Turn |
|---|---|---|---|---|
| PM | 0 | 45 | 0 | 0 |
| NOON | 0 | 1105 | 0 | 2 |
| AM | 0 | 41 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 1155 | 0 | |

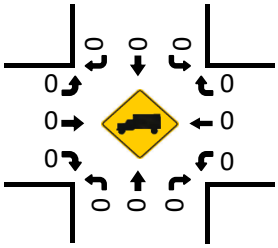
### NORTHBOUND (Saratoga Ave)

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 |
| NOON | 125 | 0 | 60 | 44 | 32 |
| AM | 0 | 0 | 0 | 0 | 0 |

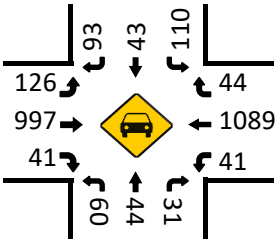
Cars (AM)



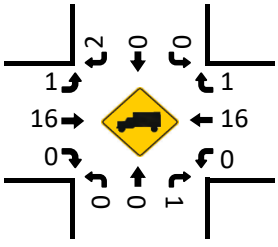
HT (AM)



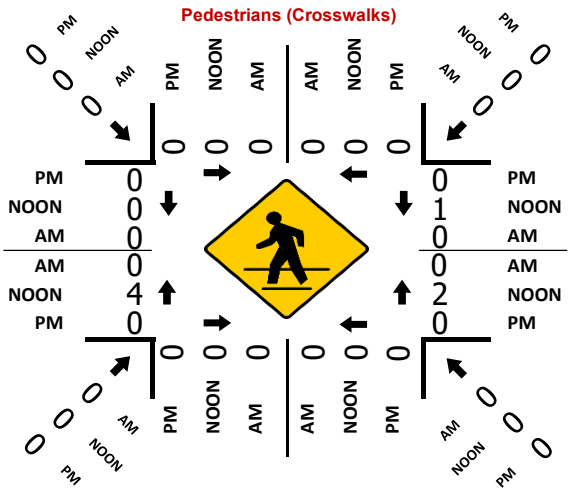
Cars (NOON)



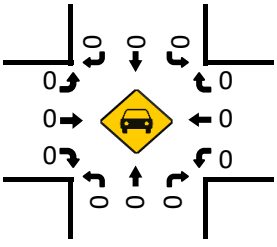

HT (NOON)



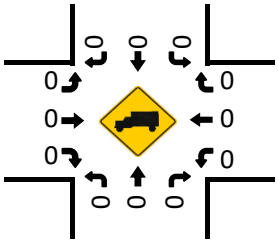

Pedestrians (Crosswalks)




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 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 |

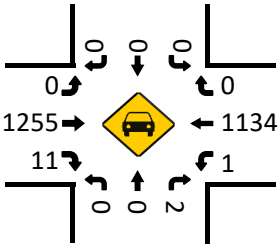
### WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

| | PM | NOON | AM |
|---|---|---|---|
| U | 0 | 0 | 0 |
| L | 1632 | 0 | 1171 |
| T | 1 | 0 | 1 |
| R | 0 | 0 | 0 |
| | 1234 | 0 | 1287 |

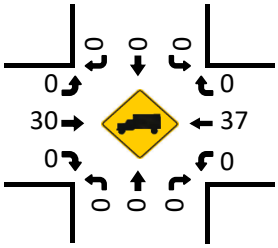
### NORTHBOUND (Linscott Ave)

| | L | T | R | U | |
|---|---|---|---|---|---|
| PM | 3 | 0 | 1 | 0 | 1 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 12 | 0 | 0 | 0 | 2 |

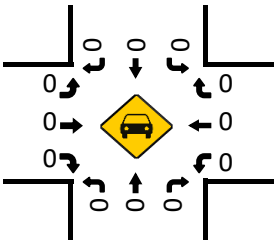
Cars (AM)



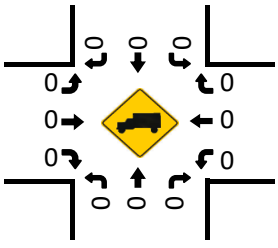

HT (AM)



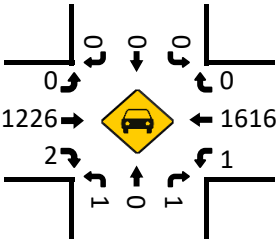

Cars (NOON)



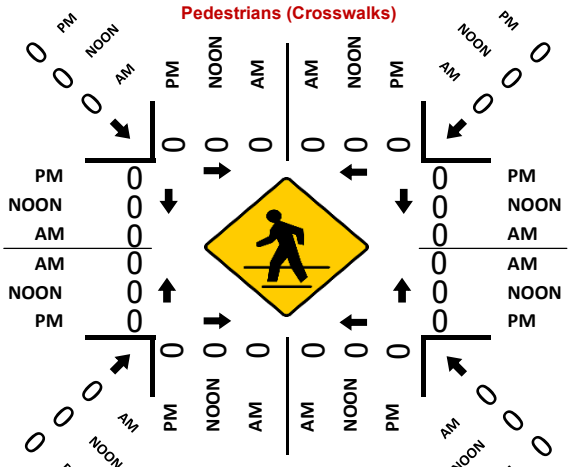

HT (NOON)



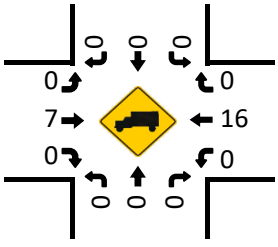

Cars (PM)




Pedestrians (Crosswalks)




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)

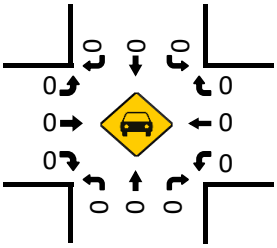
| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 1282 | 0 | 2 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 1208 | 0 | |
| PM | NOON | AM | |

### NORTHBOUND (Linscott Ave)

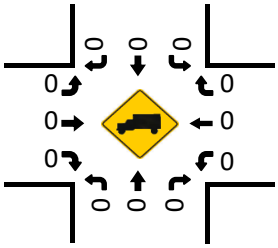
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 3 | 0 | 1 | 0 | 4 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

0 0 0 0 | 0 0 1 0

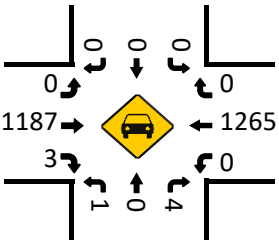
### Cars (AM)



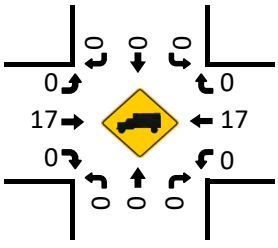
### HT (AM)



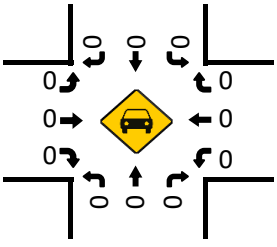
### Cars (NOON)



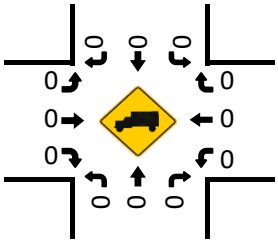

### HT (NOON)



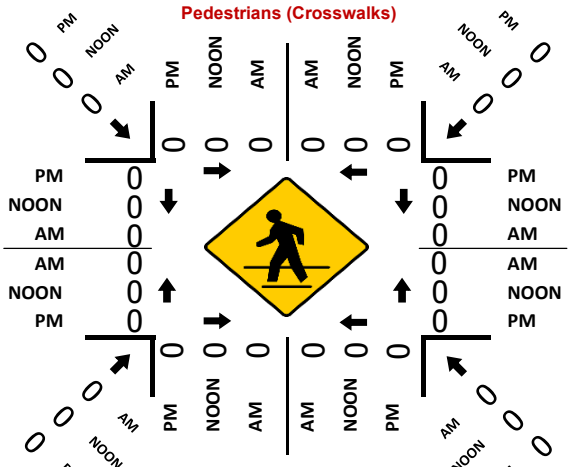

### Cars (PM)



### 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 | | | | | |

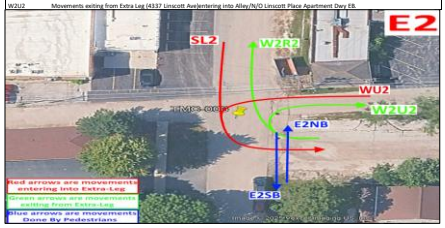
**Explanation for extra leg movements**

**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 exitna 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 | |
| **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 | 0 | 0 |
| NOON | 0 | 0 | 0 | 0 |
| PM | 3 | 0 | 0 | 1 |

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

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

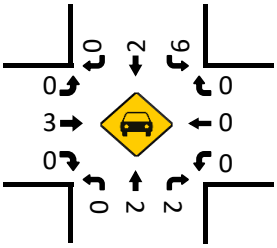
### NORTHBOUND (Linscott Ave)

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

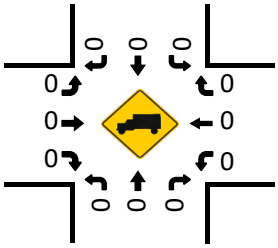
| | Left | Thru | Right |
|---|---|---|---|
| PM | 0 | 0 | 0 |
| NOON | 1 | 0 | 0 |
| AM | 0 | 0 | 0 |
| | 1 | 0 | 11 |

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

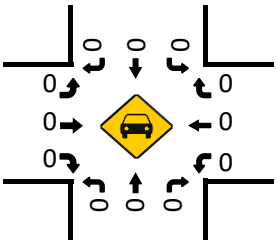
Cars (AM)



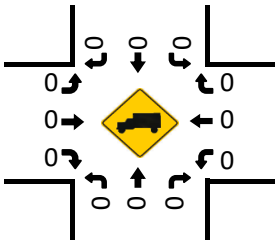

HT (AM)



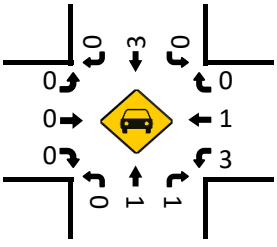

Cars (NOON)



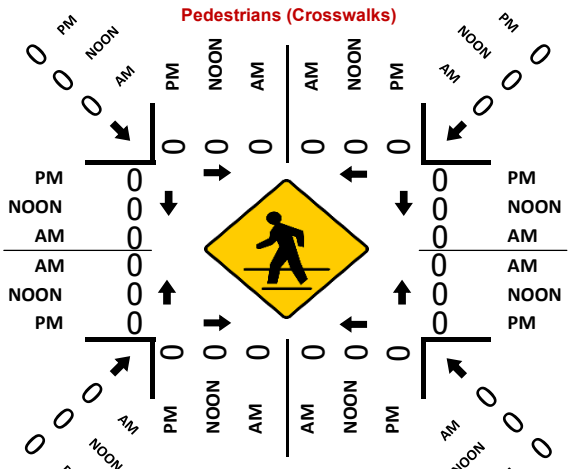

HT (NOON)



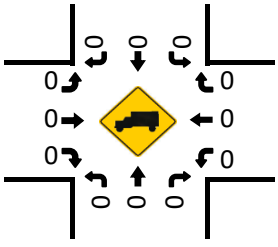

Cars (PM)




Pedestrians (Crosswalks)




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 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | | | | SOUTHBOUND | | | | | EASTBOUND | | | | WESTBOUND | | | | | | | |
| **NOON** | 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 **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)

| | 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 |

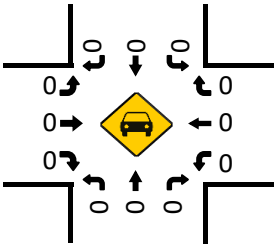
### WESTBOUND (Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave)

| | PM | NOON | AM |
|---|---|---|---|
| U | 0 | 1 | 0 |
| L | 0 | 2 | 0 |
| T | 0 | 1 | 0 |
| T | 0 | 0 | 0 |
| R | 0 | 1 | 0 |

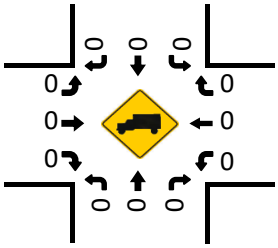
### NORTHBOUND (Linscott Ave)

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 3 | 0 | 0 | 1 | 1 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

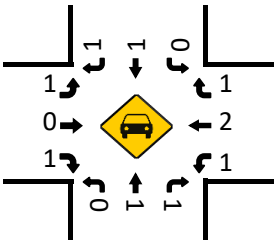
Cars (AM)



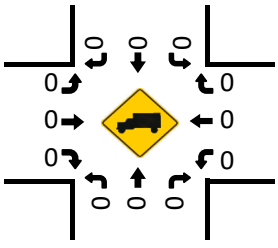
HT (AM)



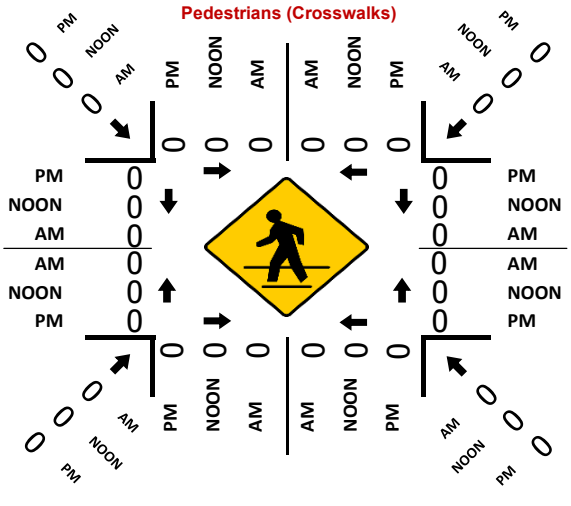
Cars (NOON)



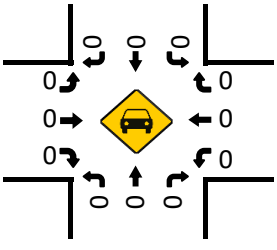
HT (NOON)



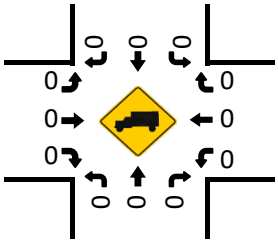
Pedestrians (Crosswalks)



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 | | | | | | /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)

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

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

| 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 | |

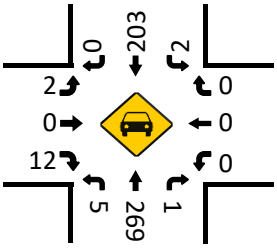
**CONTROL:** 2-Way Stop(EB/WB)

| | | | |
|---|---|---|---|
| TEV | 521 AM | 0 NOON | 424 PM |
| PHF | 0.72 | | 0.83 |

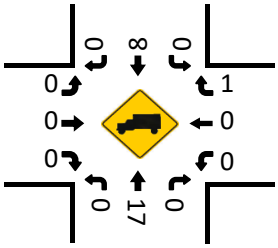
## NORTHBOUND (Saratoga Ave)

| | | | | | |
|---|---|---|---|---|---|
| PM | 179 | 0 | 1 | 167 | 10 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 223 | 0 | 5 | 286 | 1 | AM |

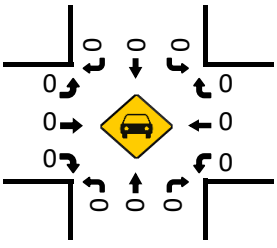
Cars (AM)



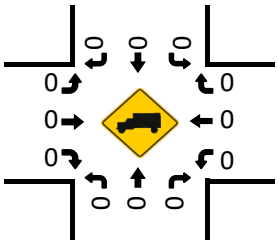

HT (AM)



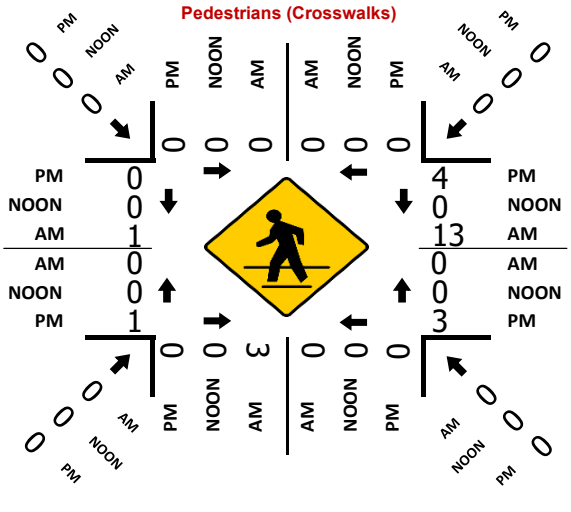

Cars (NOON)



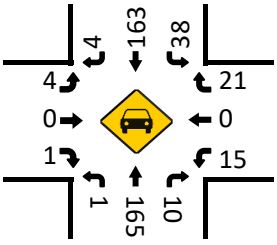

HT (NOON)



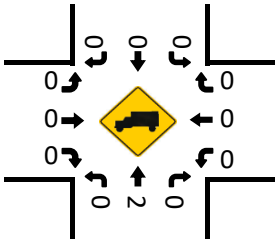

Pedestrians (Crosswalks)




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 | | | | | | 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 & 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 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 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 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: NONE |
| NOON: 12:00 PM - 01:00 PM | NOON: 11:00 AM - 12:45 PM |
| PM: NONE | PM: NONE |

**CONTROL:** 2-Way Stop(EB/WB)

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 288 | 0 |
| PHF | | 0.94 | |

## SOUTHBOUND (Saratoga Ave)

| | L | T | R | U | Total |
|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 |
| NOON | 6 | 88 | 29 | 2 | 136 |
| PM | 0 | 0 | 0 | 0 | 0 |

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

| | L | T | R | U | Total |
|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 |
| NOON | 8 | 6 | 1 | 2 | 17 |
| PM | 0 | 0 | 0 | 0 | 0 |

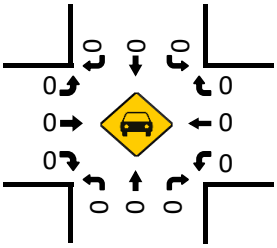
## WESTBOUND (Alley/ProDental/AAA Jewelry & Diamond Exchange Inc/Chipotle Mexican Grill Dwy)

| | L | T | R | U | Total |
|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 |
| NOON | 14 | 0 | 14 | 0 | 40 |
| PM | 0 | 0 | 0 | 0 | 0 |

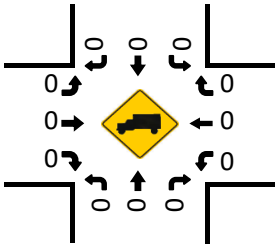
## NORTHBOUND (Saratoga Ave)

| | L | T | R | U | Total |
|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 |
| NOON | 104 | 0 | 2 | 114 | 10 |
| PM | 0 | 0 | 0 | 0 | 0 |

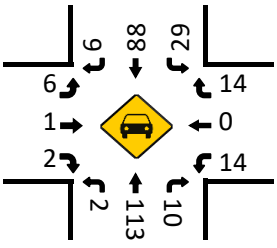
Cars (AM)



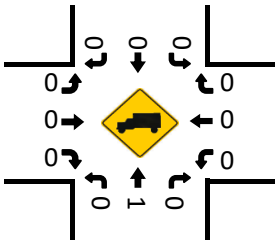
HT (AM)



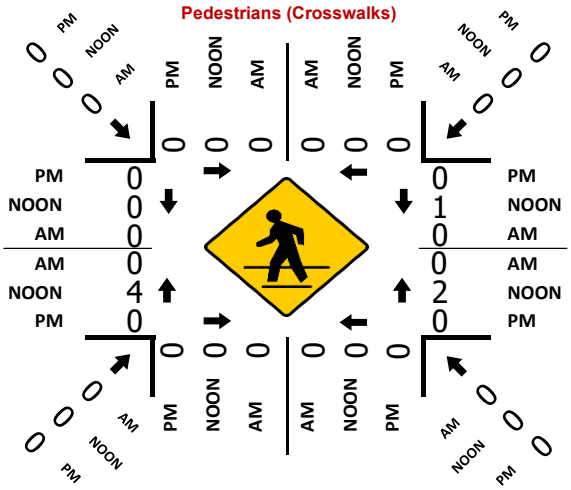
Cars (NOON)



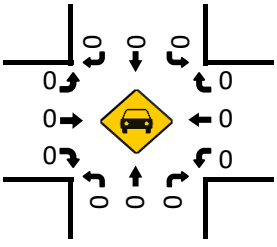

HT (NOON)



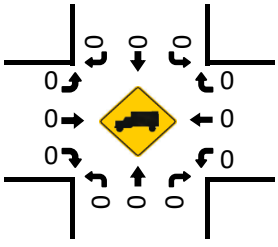

Pedestrians (Crosswalks)



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 & Diai
**City:** Downers Grove

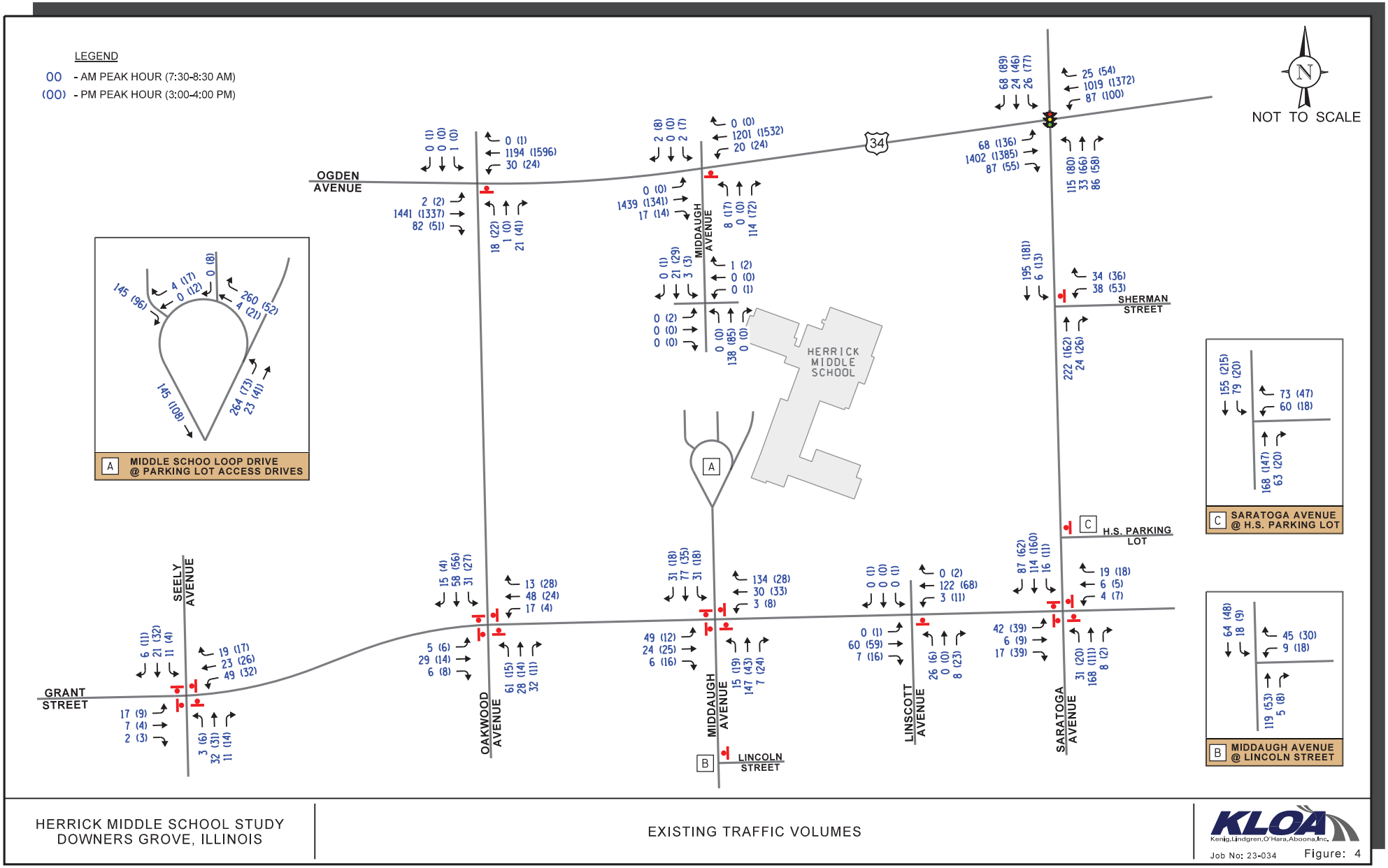
# PEAK HOURS

**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 |

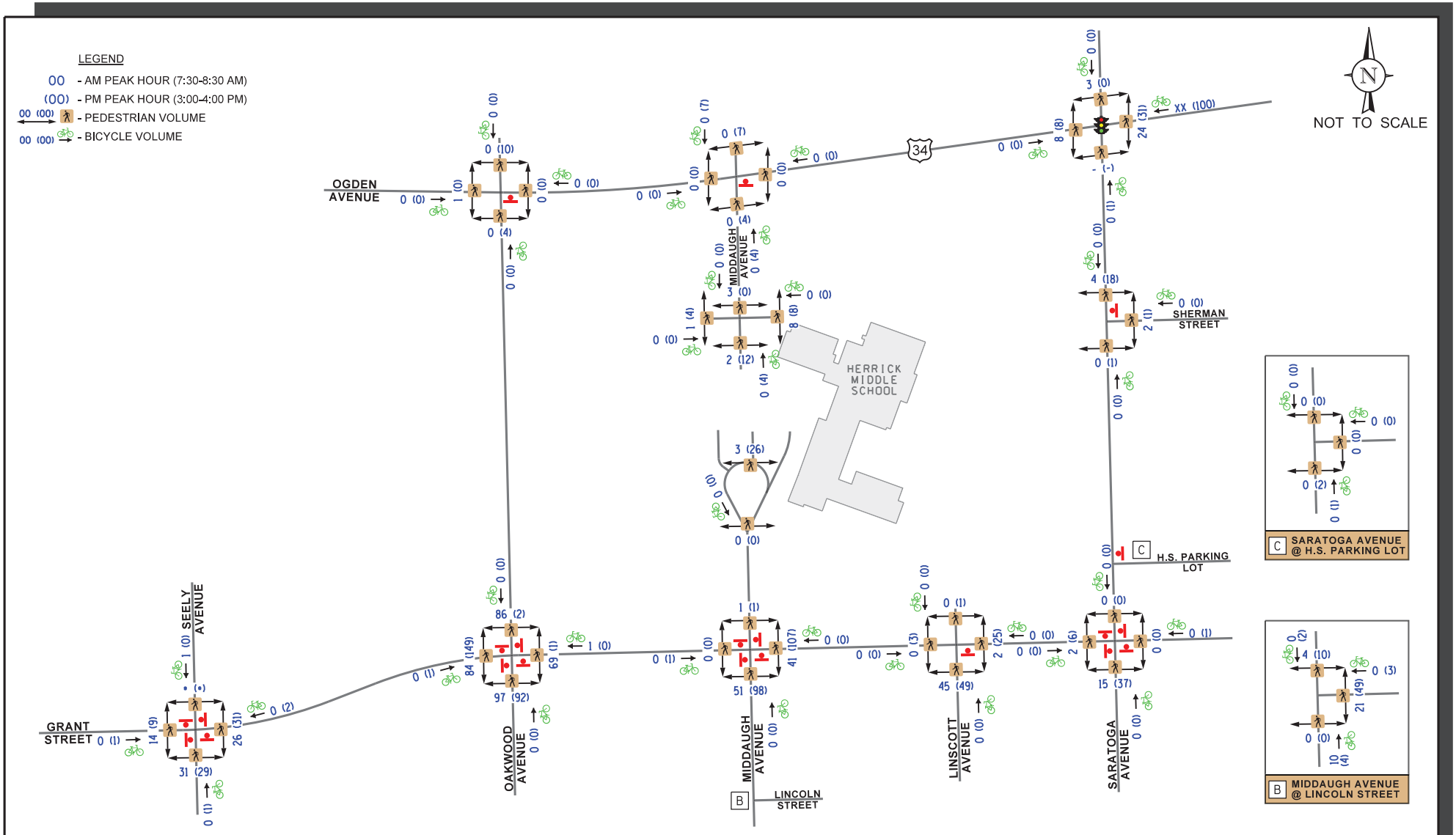
# TRAFFIC COUNT DATA AND PROJECTED TRAFFIC VOLUMES FROM *TRAFFIC IMPACT STUDY – EXPANSION OF HERRICK MIDDLE SCHOOL* (BY KLOA, DATED AUGUST 22, 2023)




HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING TRAFFIC VOLUMES

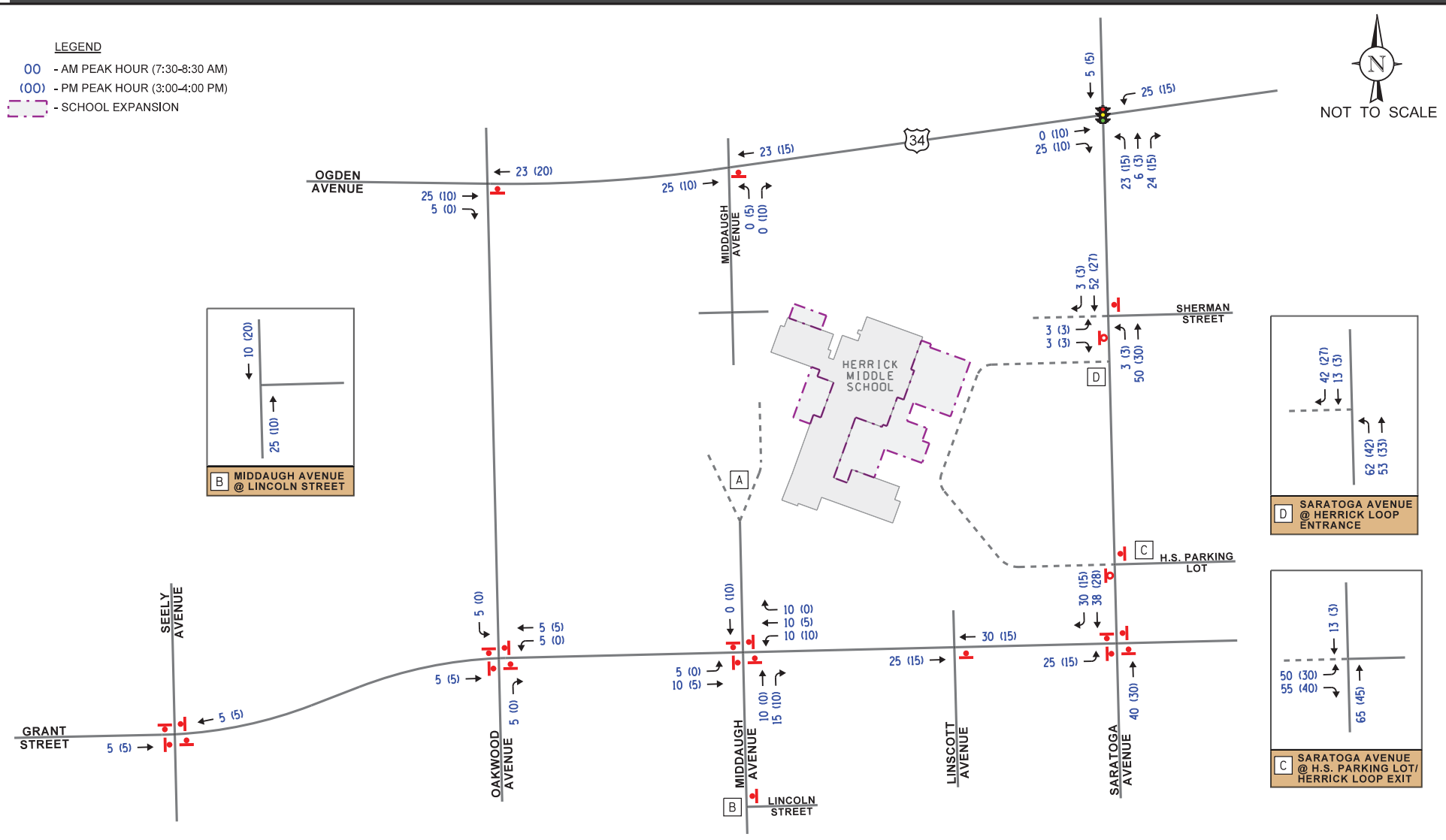
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 23-034 Figure: 4




HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

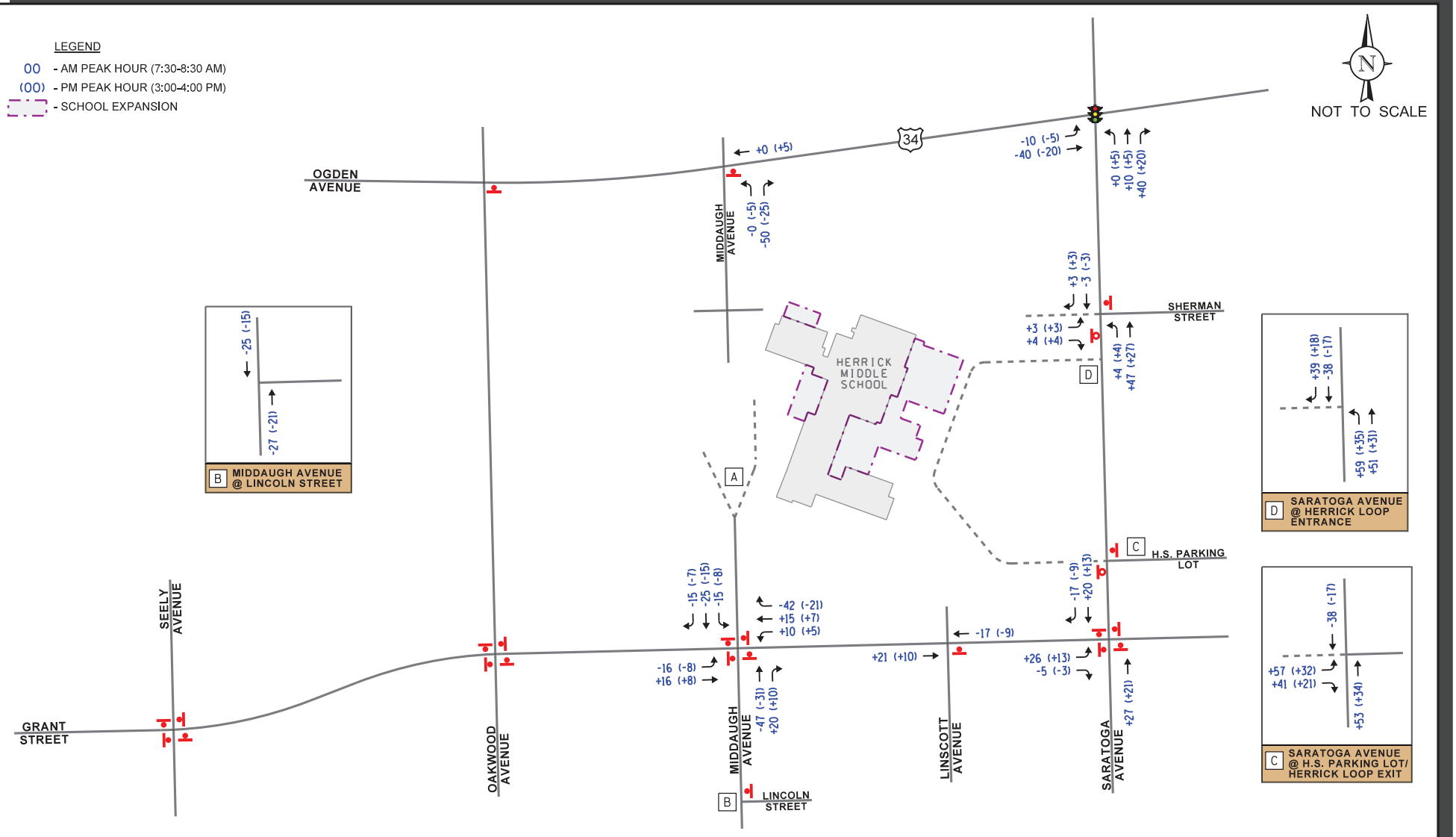
KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 23-034 Figure: 5




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

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**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.

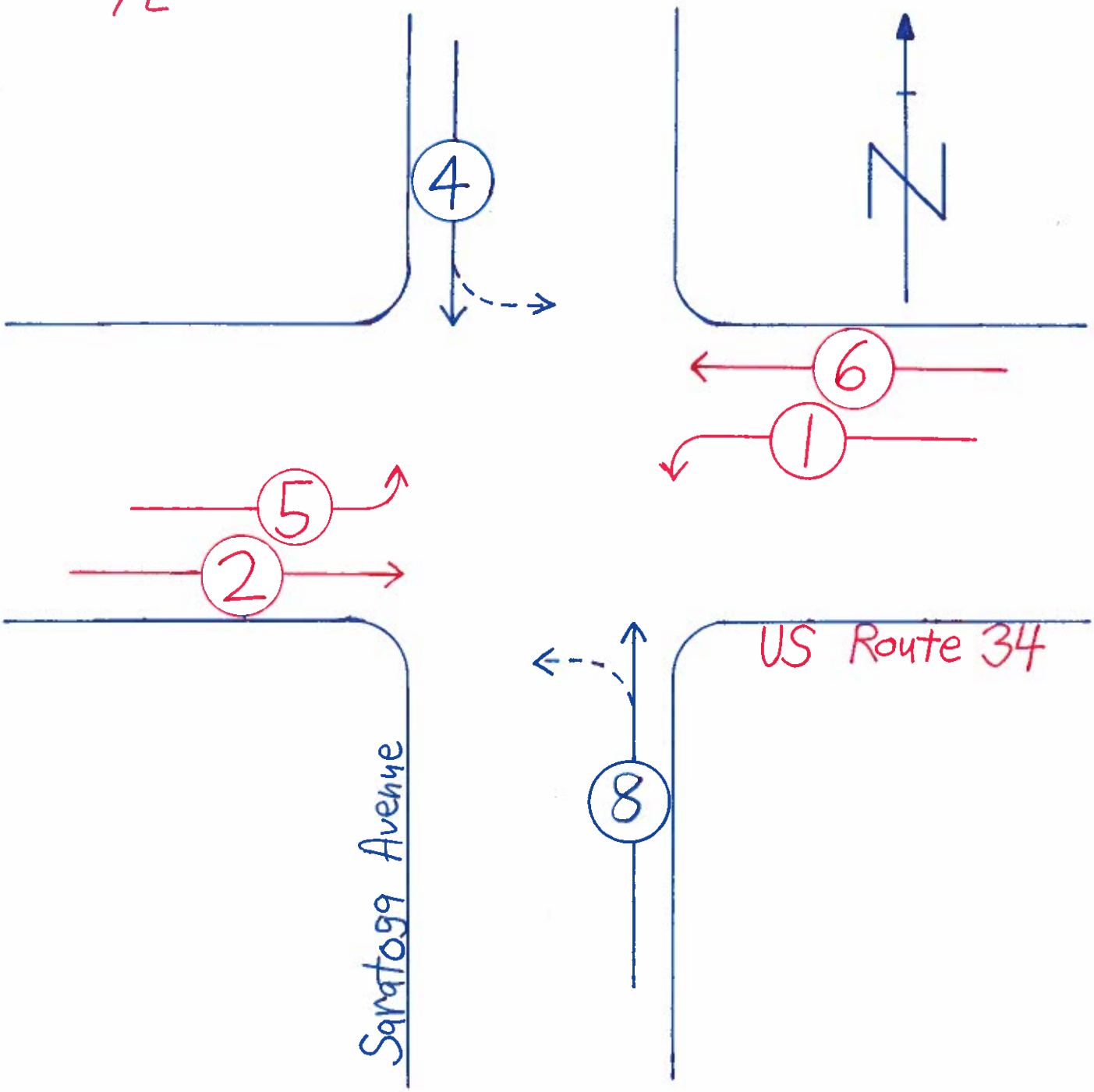
NIC Program Steps

| 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

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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

Date: 6/9/26

Location: _____ From 0 From 0

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

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

ACCESS

LINSCOTT AVENUE

C/L

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'

EM GV E V

NG

OH-ELEC

AR

10' 5' 0 10'

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) | | | 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 | 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 |

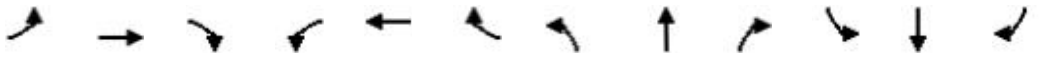
| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 438 | 455 | 177 | 446 | 452 | 186 | 180 | 0 | 0 | 191 | 0 | 0 |
| Stage 1 | 262 | 262 | - | 188 | 188 | - | - | - | - | - | - | - |
| Stage 2 | 176 | 193 | - | 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



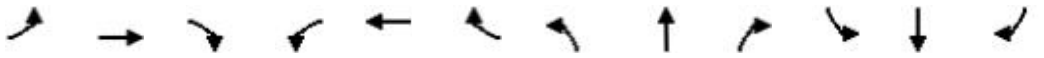
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 125 | 1015 | 40 | 40 | 1105 | 45 | 60 | 45 | 30 | 110 | 45 | 95 |
| Future Volume (veh/h) | 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)

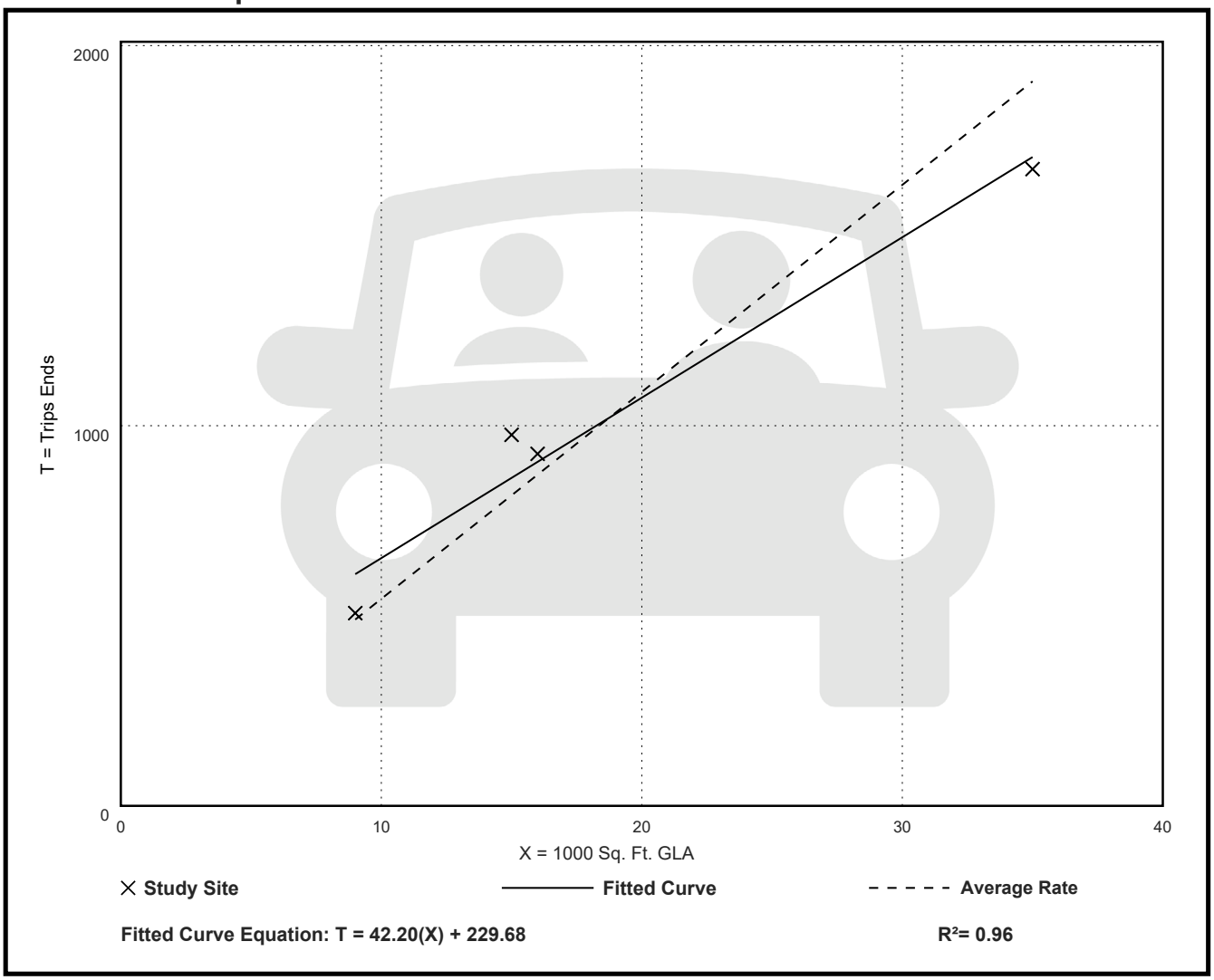
**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**
**On a: Weekday**

**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**

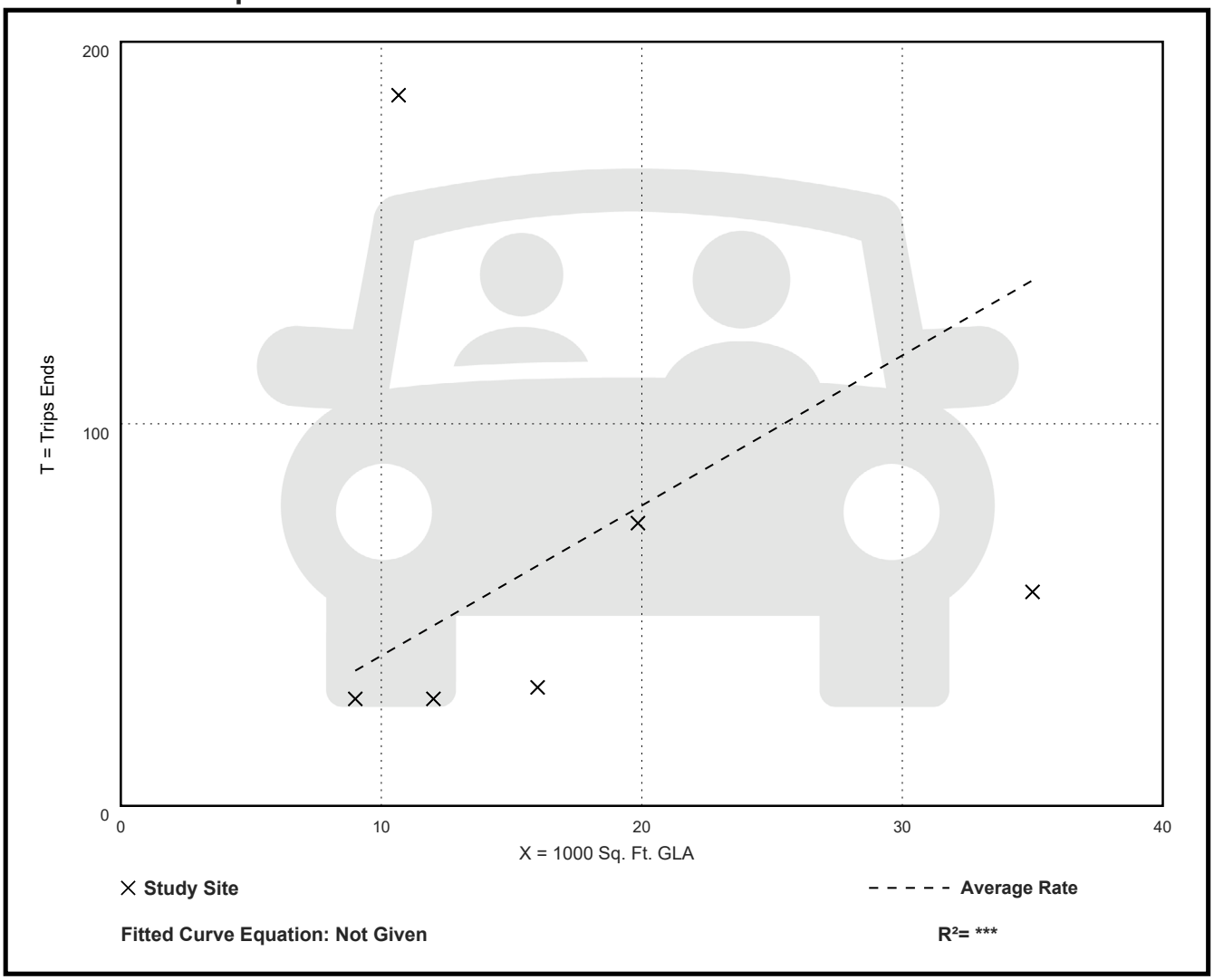
# Strip Retail Plaza (<40k)
# (822)

**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



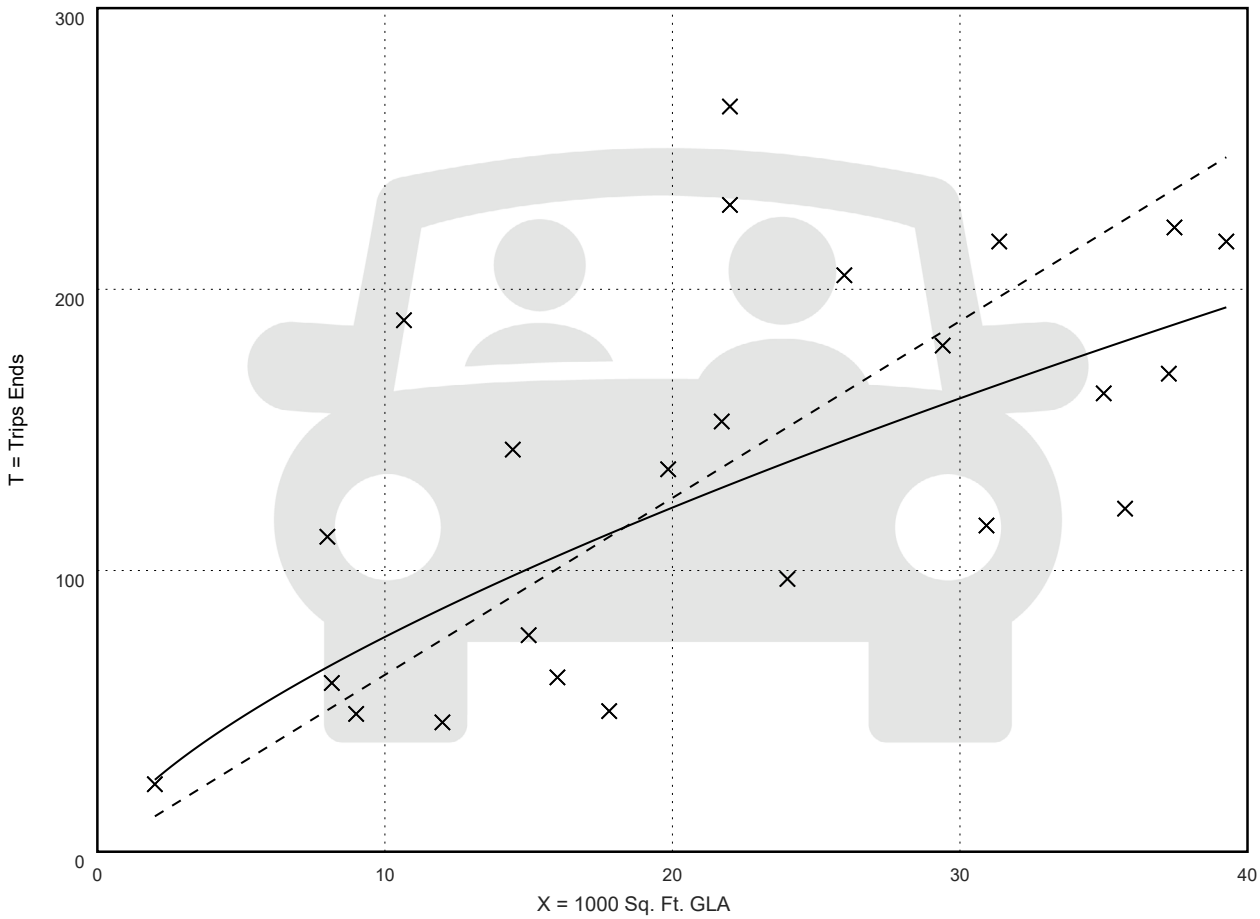
# Strip Retail Plaza (<40k)
# (822)

**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)

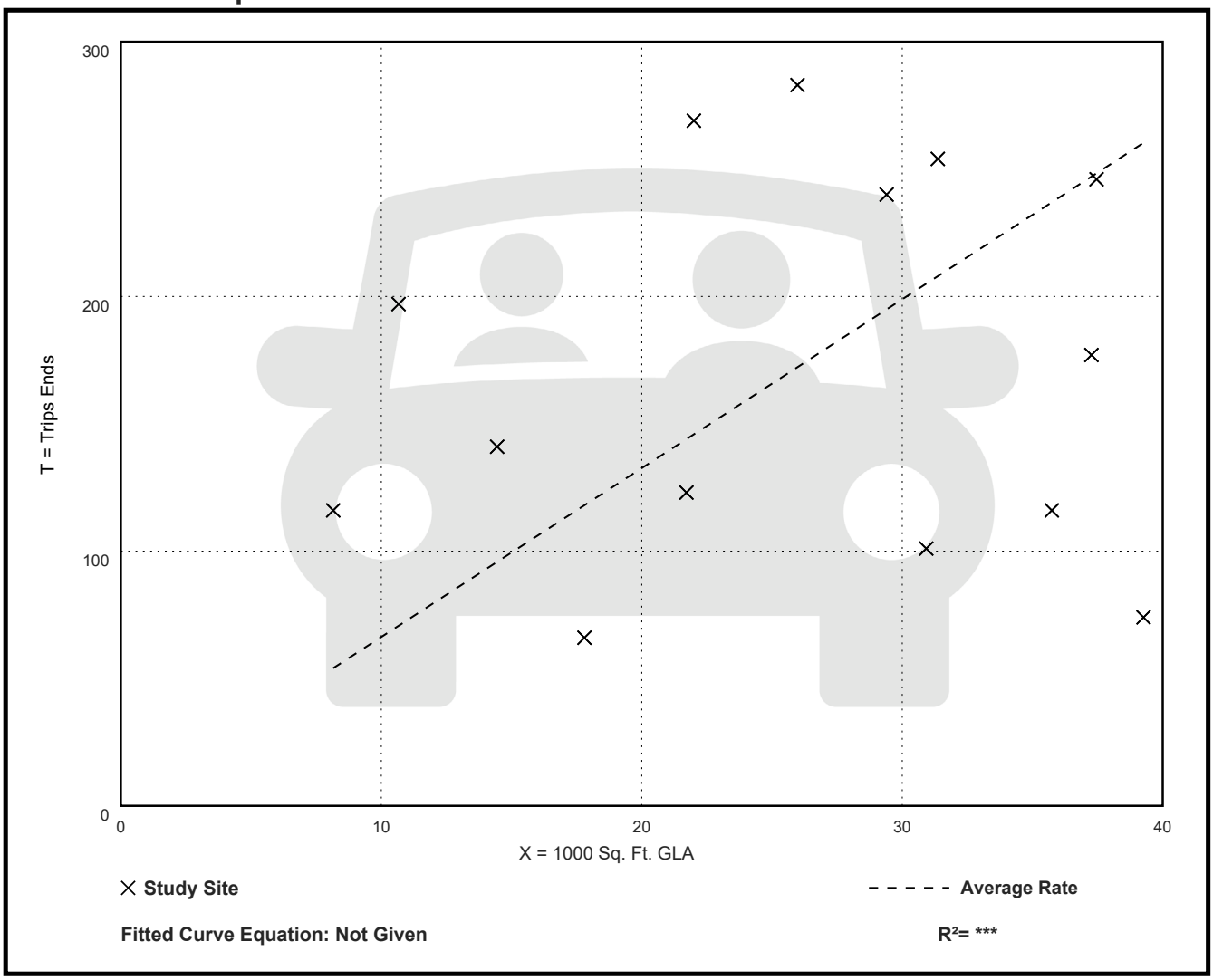
**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**
**On a: Saturday, Peak Hour of Generator**

**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



# 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)

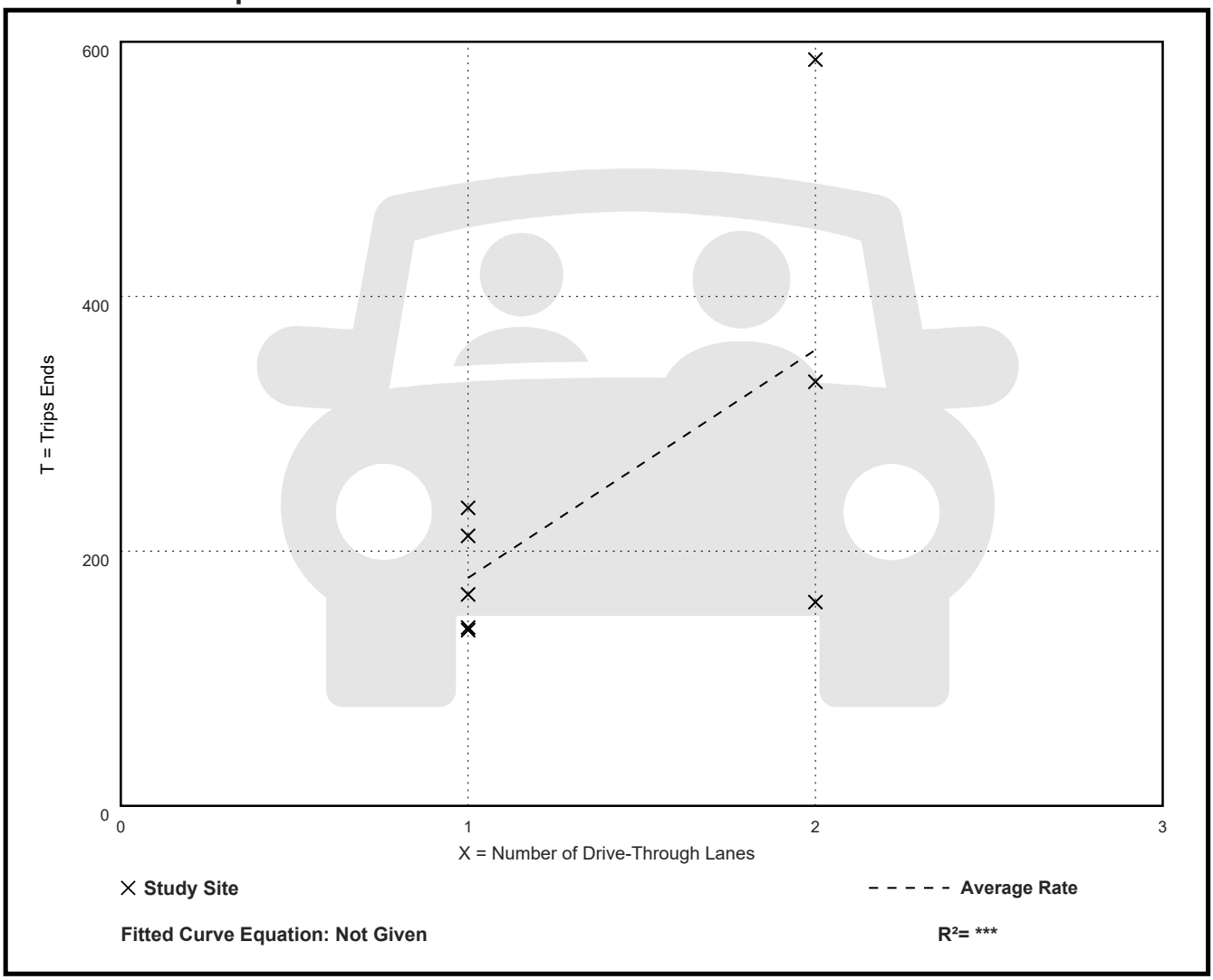
**Vehicle Trip Ends vs:** **Drive-Through Lanes**
**On a:** **Weekday**

**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



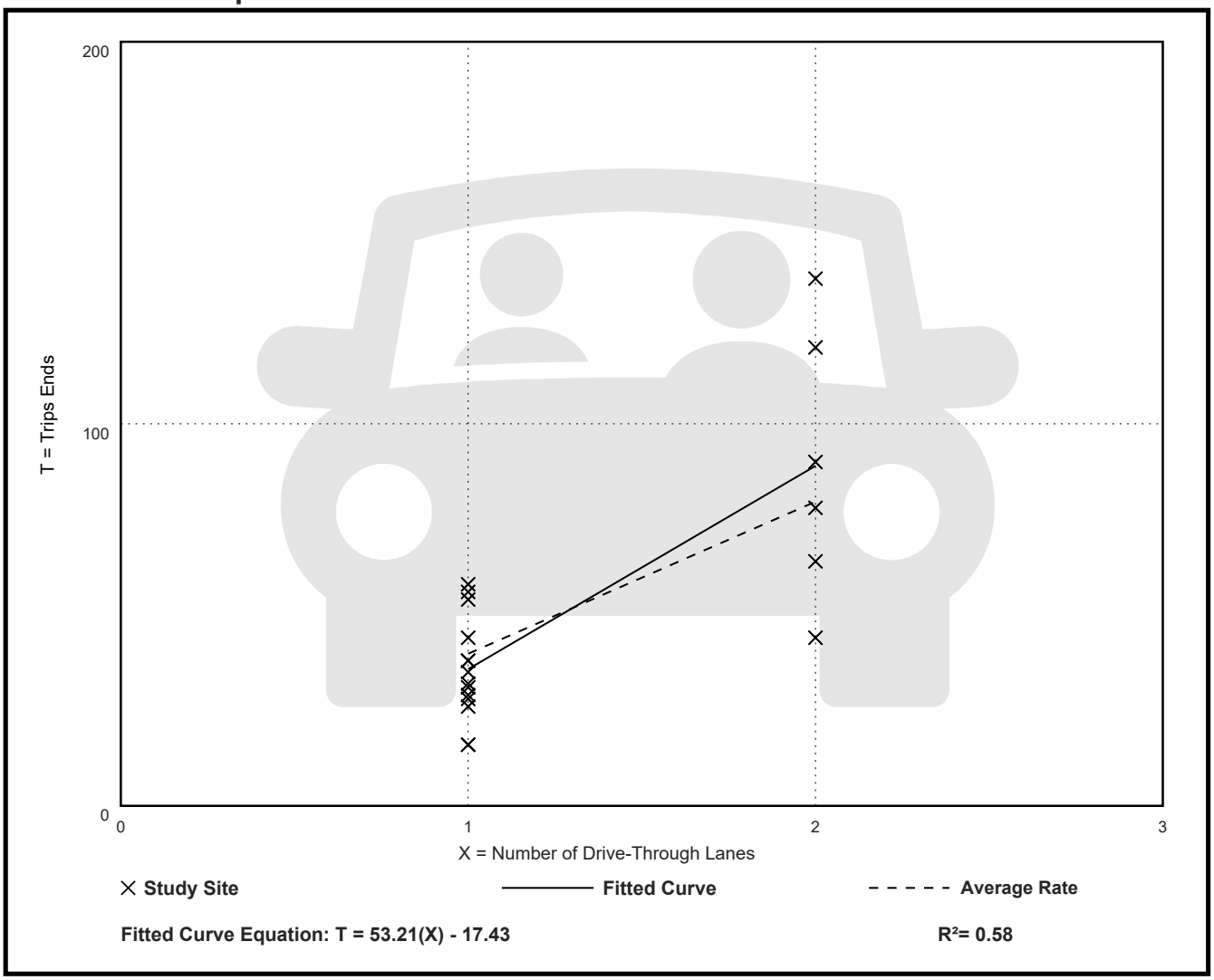
# Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

| | |
|---|---|
| **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**

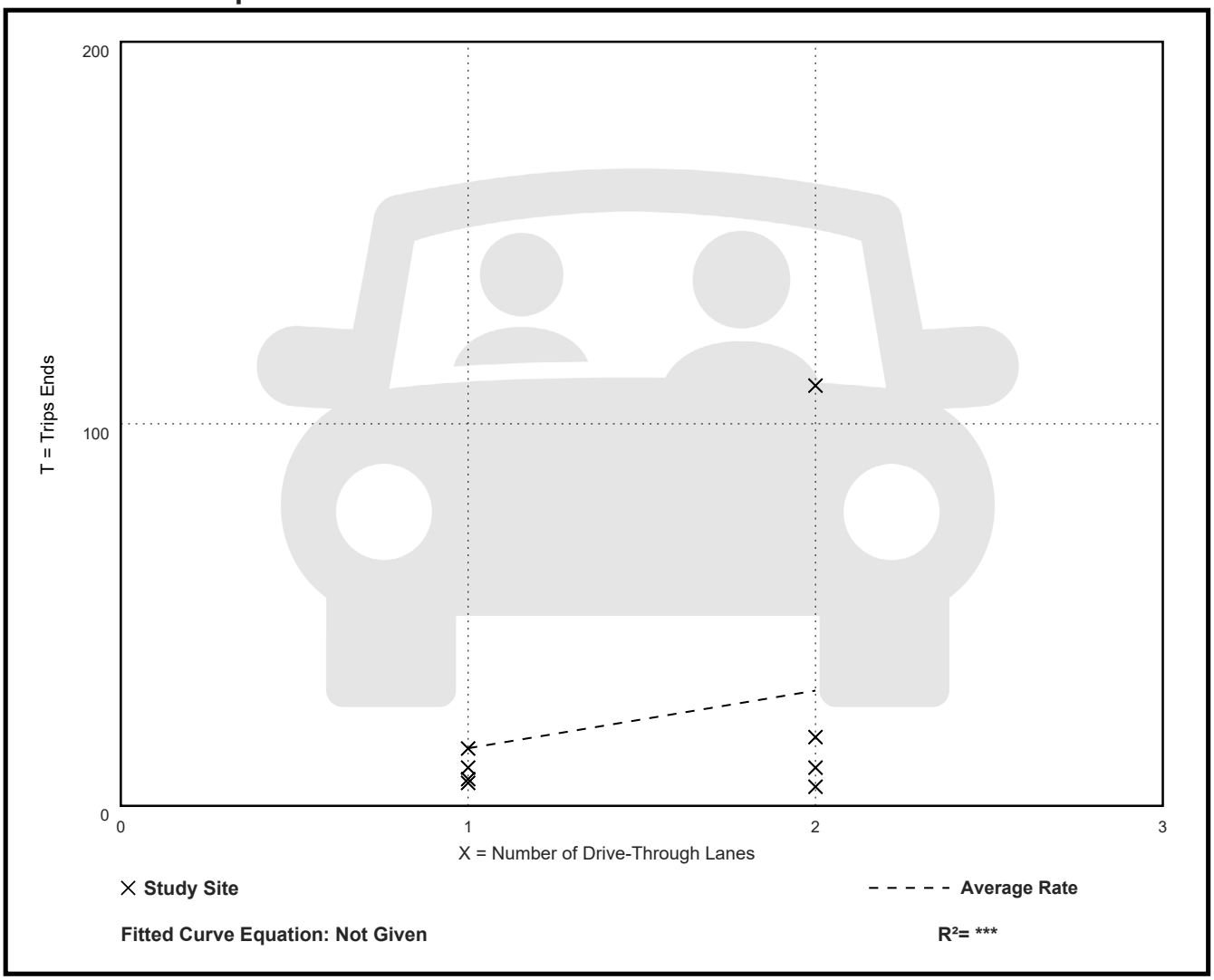
# Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

| | |
|---|---|
| **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 |
|---|---|---|---|---|---|---|---|---|
| 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 |

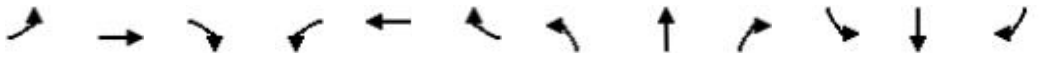
| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 449 | 470 | 184 | 461 | 468 | 195 | 186 | 0 | 0 | 200 | 0 | 0 |
| Stage 1 | 268 | 268 | - | 197 | 197 | - | - | - | - | - | - | - |
| Stage 2 | 182 | 203 | - | 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

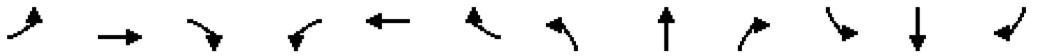
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 1125 | 95 | 185 | 980 | 20 | 200 | 65 | 180 | 30 | 40 | 55 |
| Future Volume (veh/h) | 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 |

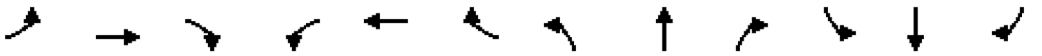
| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 53 | 0 | - | 0 | 47 | 29 |
| Stage 1 | - | - | - | - | 29 | - |
| Stage 2 | - | - | - | - | 18 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| 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



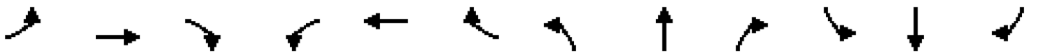
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 135 | 1440 | 70 | 185 | 1365 | 55 | 165 | 80 | 100 | 80 | 50 | 95 |
| Future Volume (veh/h) | 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 |

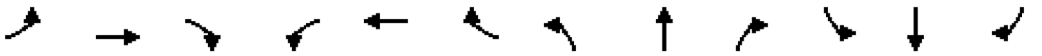
| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 0 | - | 0 | 57 | 39 |
| Stage 1 | - | - | - | - | 39 | - |
| Stage 2 | - | - | - | - | 18 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| 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



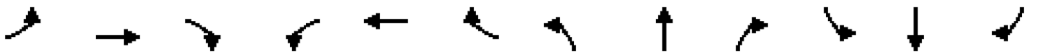
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 100 | 1130 | 55 | 140 | 1410 | 45 | 140 | 55 | 60 | 80 | 85 | 90 |
| Future Volume (veh/h) | 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 |

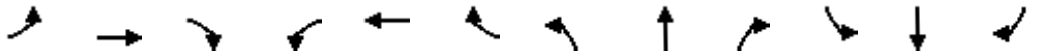
| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 0 | - | 0 | 47 | 39 |
| Stage 1 | - | - | - | - | 39 | - |
| Stage 2 | - | - | - | - | 7 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| 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

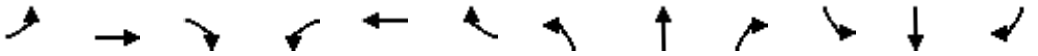
Build (2032) Traffic Projections
SAT Peak Hour



| 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 |

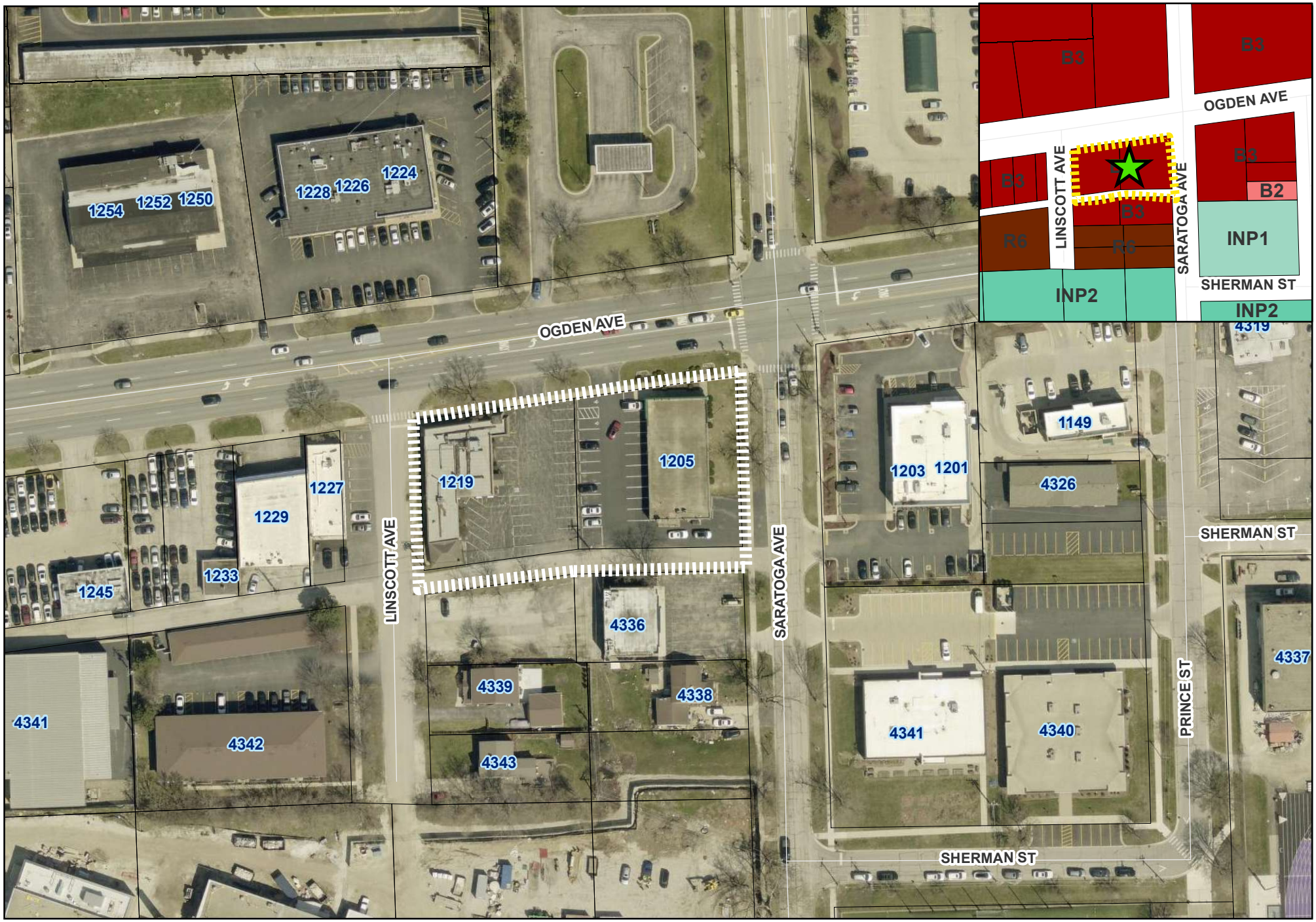
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 164 | - | - | - | 964 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.039 |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | - | 8.9 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |







Kimley»Horn
4201 Winfield Road | Suite 600 | Warrenville, IL 60555
630-487-5550




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 Vacating Village Public Alley Lying South of 1205 and 1219 Ogden Avenue", as presented.

## Summary of Item.

Adoption of this ordinance shall vacate a public alley lying south of 1205 and 1219 Ogden Avenue.

## Record of Action Taken.

_____

_____

_____

# Ordinance

**An Ordinance Vacating Village Public Alley Lying South of 1205 and 1219 Ogden Avenue**

WHEREAS, it has been determined by the Council of the Village of Downers Grove in DuPage County, Illinois, that it is in the public interest to vacate an unimproved 20 foot wide public right-of-way lying south of and adjoining the properties located at 1205 and 1219 Ogden Avenue, Downers Grove, Illinois, in said Village hereinafter more particularly described; and

WHEREAS, the, owners of the properties located at 1205 and 1219 Ogden Avenue have filed with the Planning and Zoning Commission, a written petition requesting the vacation of said public right-of-way conforming to the requirements of the Village's Right-of-Way Vacation Policy (Resolution No. 2003-58); and

WHEREAS, the required public notice has been given and a public hearing respecting said vacation has been conducted by the Planning and Zoning Commission on July 6, 2026 in accordance with applicable law; and

WHEREAS, the Village Council, after due investigation and consideration, has determined that the nature and extent of the public use and the public interest to be served is such as to warrant the vacation of said portion of said right of way.

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

SECTION 1. That all that part of the following described property, to wit:

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

Commonly known as an unimproved 20-foot wide right-of-way adjoining the properties located at 1205 and 1219 Ogden Avenue, Downers Grove, IL

PINs N/A

(hereinafter referred to as the "Ogden Avenue Vacated Right-of-Way"), is hereby vacated and closed, and that it is hereby declared that the same is no longer required for public use and that the public interest will be served by such vacation and that title shall be vested with the property owners at 1205 and 1219 Ogden Avenue, as depicted on the final plat of vacation.

SECTION 2. This vacation shall be subject to the following conditions:

1. The vacation shall substantially conform to the staff report dated July 6, 2026.

2. Prior to issuing any site development or building permits, the petitioner must record the Plat of Vacation and Final Plat of Subdivision.

SECTION 3. The Mayor and Clerk of the Village of Downers Grove are hereby authorized to sign the plat of vacation of the Vacated Ogden Avenue Right-of-Way described herein.

SECTION 4. That a certified copy of this ordinance and an accurate map of the Vacated Ogden Avenue Right-of-Way shall be filed for record by the Clerk of the Village of Downers Grove in the Office of the Recorder of Deeds, DuPage County, Illinois, upon satisfaction of all conditions contained in Section 2 of this ordinance.

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

SECTION 6. That this ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

_____

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<br>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.

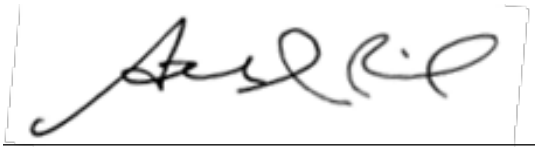
Staff will provide a recommendation at the July 6, 2026 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for the requested entitlements, staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommended approval 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:

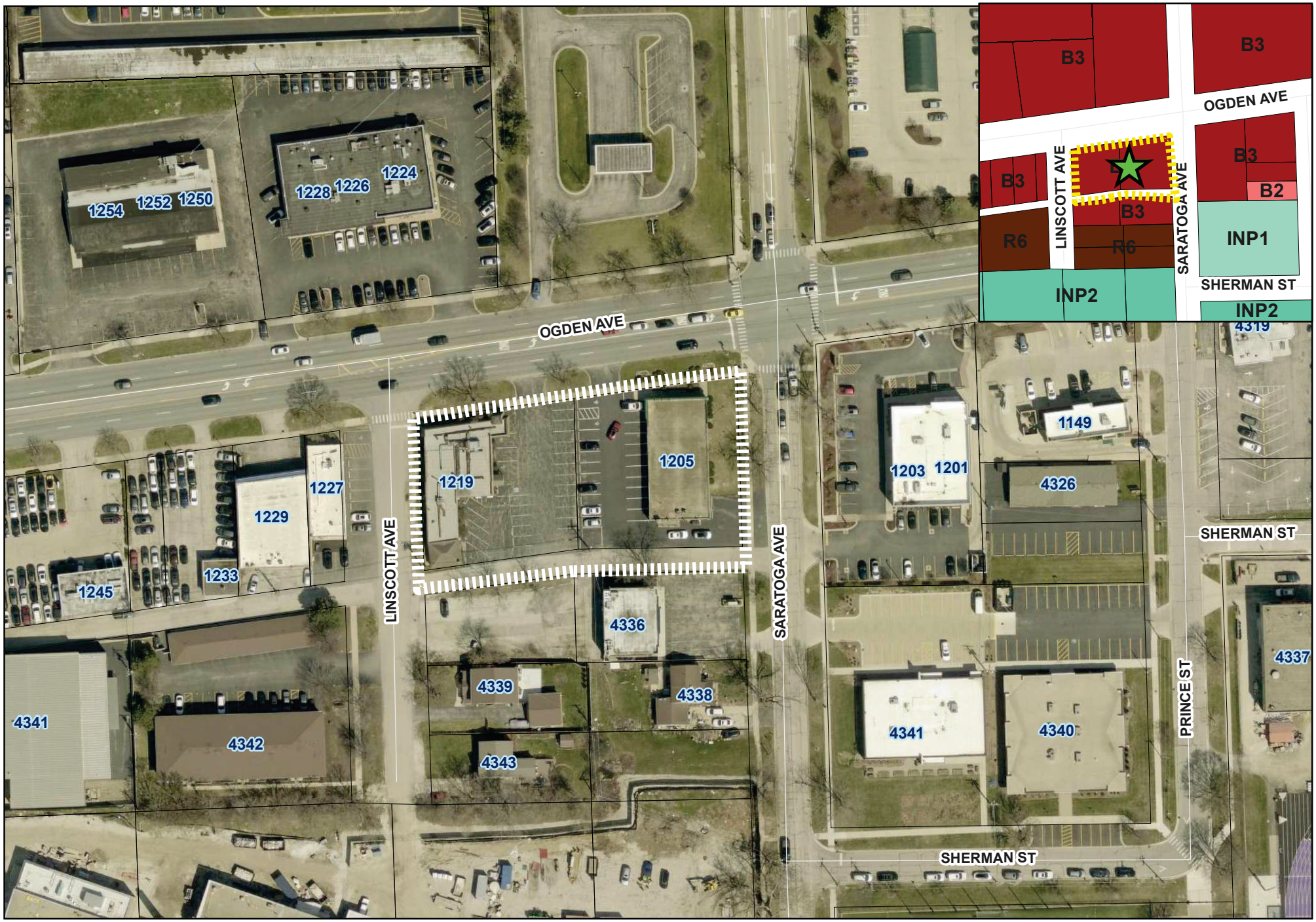
1) Prior to issuing any site development or building permits, the petitioner must record the Plat of Vacation and Final Plat of Subdivision.
2) Special Use, Planned Unit Development, and Right-of-Way Vacation shall substantially conform to the staff report; architectural drawings prepared by Chipman 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
B2
B3
B3
R6
R6
LINSCOTT AVE
SARATOGA AVE
INP1
SHERMAN ST
INP2
INP2
1254
1252
1250
1228
1226
1224
OGDEN AVE
1219
1205
1227
1229
1233
1245
LINSCOTT AVE
SARATOGA AVE
1203
1201
1149
4326
4319
SHERMAN ST
4336
4339
4338
4343
4341
4342
4341
4340
PRINCE ST
4337
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.

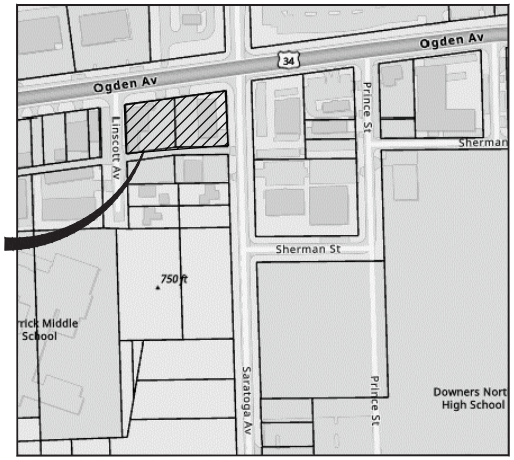
The development team indicated that it would continue to evaluate concerns raised by neighboring residents and remain available for future discussions throughout the Village review and entitlement process.

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:

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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
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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

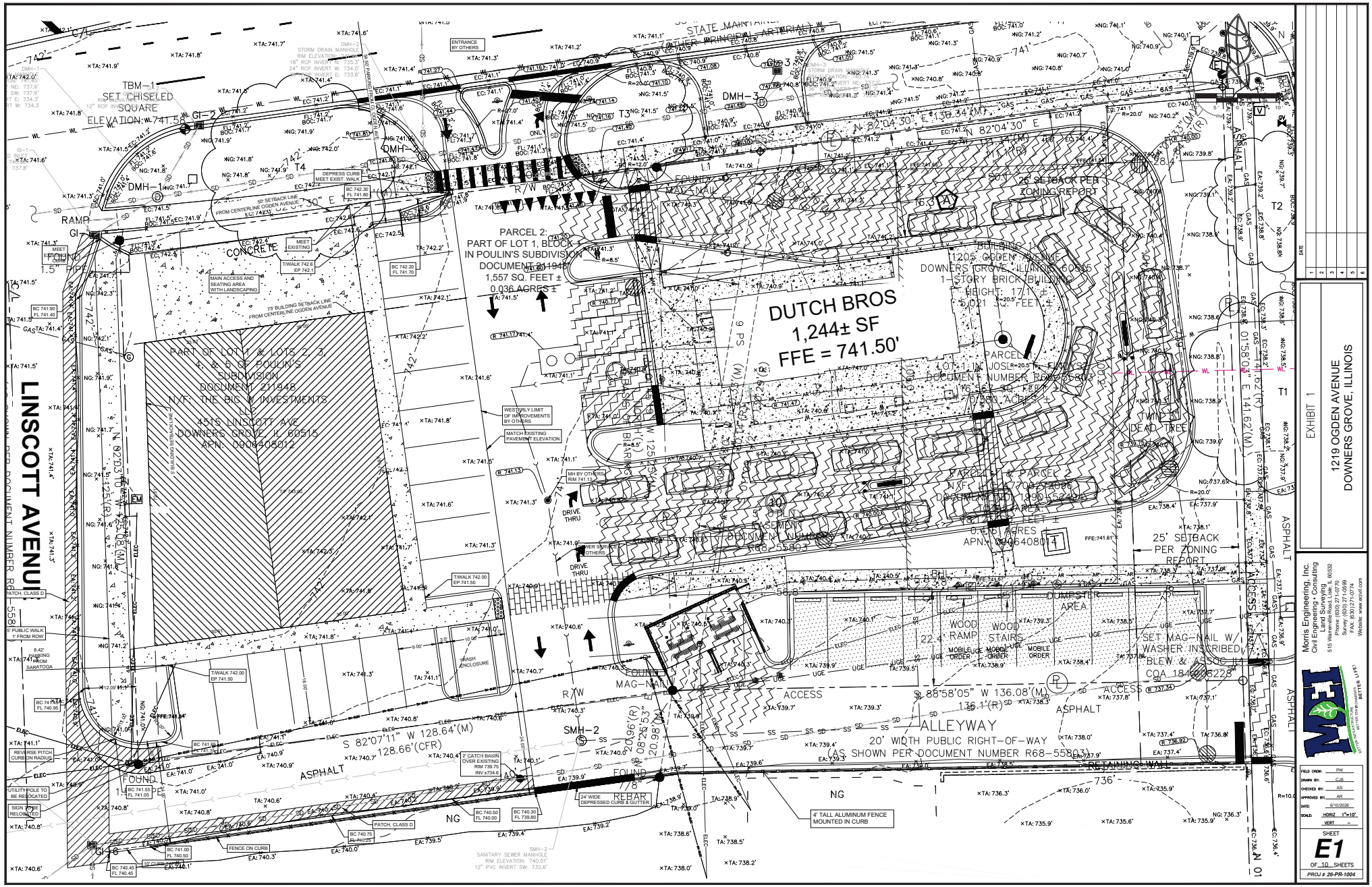
Morris Engineering, Inc.
Civil Engineering Consulting
and Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-1070
Survey: (630) 271-0599
FAX: (630) 271-1074
Website: www.morrisengineering.com

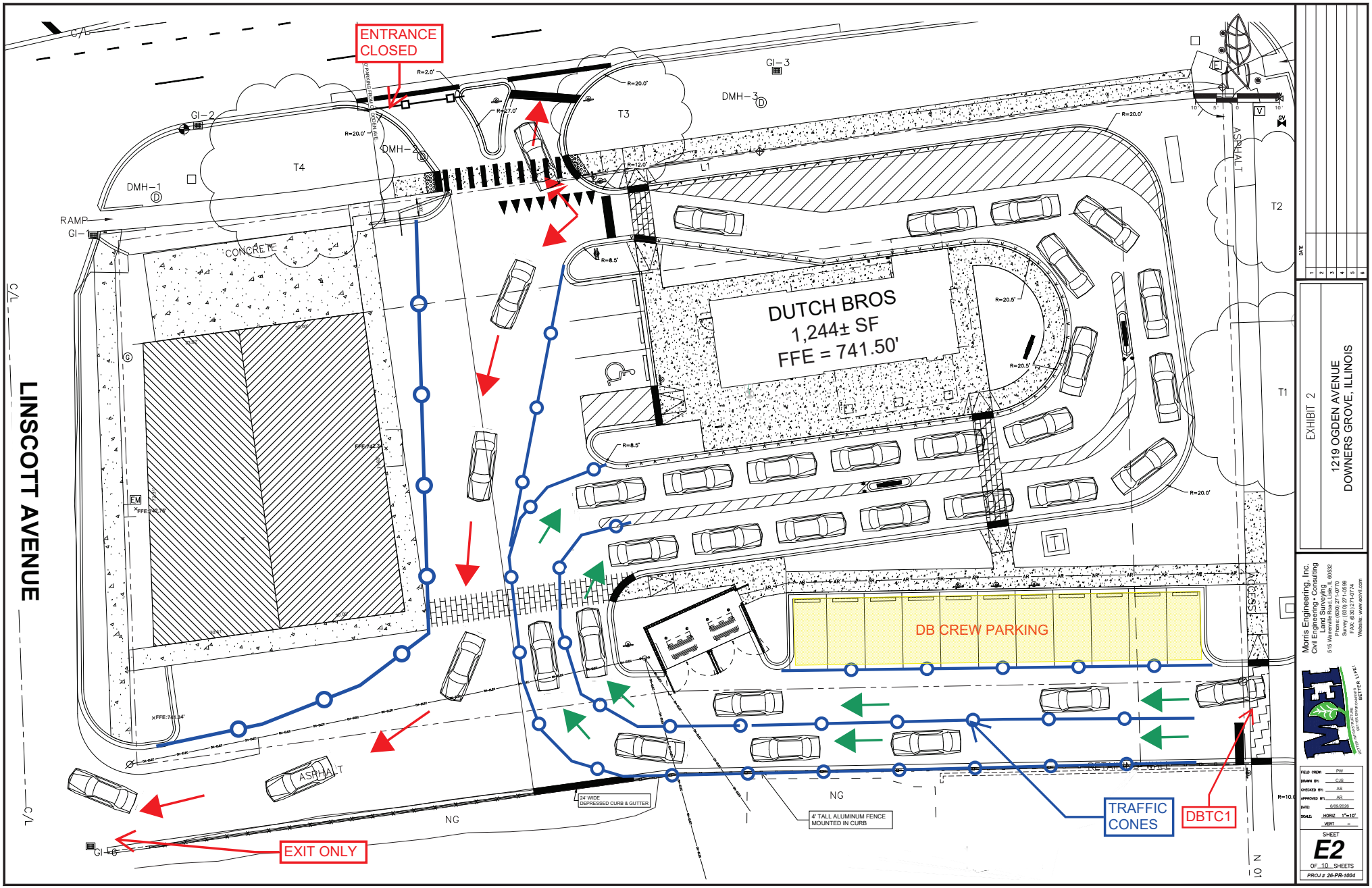
FIELD CREW: PW
DRAWN BY: CJS
CHECKED BY: AS
APPROVED BY: AR
DATE: 6/10/2026
SCALE: HORIZ –
VERT –

SHEET
T1
OF 23 SHEETS

PROJ # 26-PR-1004

6/9/2026 11:21:12 AM
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DUTCH BROS
1,244± SF
FFE = 741.50'
PARCEL 2:
PART OF LOT 1, BLOCK 6
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
BUILDING ADDRESS: 1205 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515 1-STORY BRICK BUILDING HEIGHT: 17.1' ± 5,021 SQ. FEET ±
PARCEL 1 & PARCEL 2 N/F 1219 OGDEN AVENUE LLC DOCUMENT NUMBER R2021-39053 0.160 ACRES ± APN: 0906408014
LINSCOTT AVENUE
ALLEYWAY
20' WIDTH PUBLIC RIGHT-OF-WAY
AS SHOWN PER DOCUMENT NUMBER R68-55803
25' SETBACK PER ZONING REPORT
TBM-1 SET CHISELED SQUARE ELEVATION: 741.55
SET MAG-NAIL W/ WASHER INSCRIBED "BLEW & ASSOC" COA 184.006228
DUMPSTER AREA
WOOD RAMP STAIRS
22.4'
4' TALL ALUMINUM FENCE MOUNTED IN CURB
24' WIDE DEPRESSED CURB & GUTTER REBAR
SMH-2
DMH-1
DMH-2
DMH-3
ASPHALT
CONCRETE
RAMP
EXHIBIT 1
1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS
Morris Engineering, Inc.
Civil Engineering Consulting
and Site Development
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
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
ASPHALT
CONCRETE
RAMP
GI-1
GI-2
GI-3
GI-6
DMH-1
DMH-2
DMH-3
T1
T2
T3
T4
L1
NG
24" WIDE DEPRESSED CURB & GUTTER
4' TALL ALUMINUM FENCE MOUNTED IN CURB
EXHIBIT 2
1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS
Morris Engineering, Inc.
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and Surveying
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Survey: (630) 271-0599
Fax: (630) 271-0774
Website: www.morrisinc.com
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

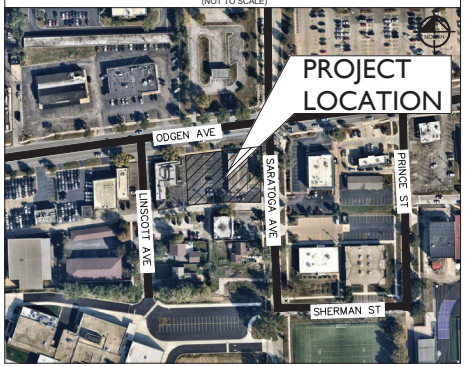
ARCHITECT
CHIPMAN DESIGN ARCHITECTURE
1350 EAST TOUHY AVE
BURLINGTON, MA 01803
TEL: (847) 298-6900
EMAIL: EKIVLAND@CHIPMAN-DESIGN.COM
CONTACT: ELIZABETH KIVLAND
EMAIL: MWILTGEN@CHIPMAN-DESIGN.COM
CONTACT: MADISON WILTGEN

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 |
| V1.0 | ALTA SURVEY |
| C2.0 | EXISTING CONDITIONS & DEMOLITON PLAN |
| C3.0 | SITE PLAN |
| C4.0 | EROSION CONTROL PLAN |
| C4.1 | EROSION CONTROL DETAILS |
| C5.0 | GRADING & DRAINAGE PLAN |
| C6.0 | UTILITY PLAN |
| C7.0 | CONSTRUCTION DETAILS |
| C7.1 | CONSTRUCTION DETAILS |
| 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

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: |
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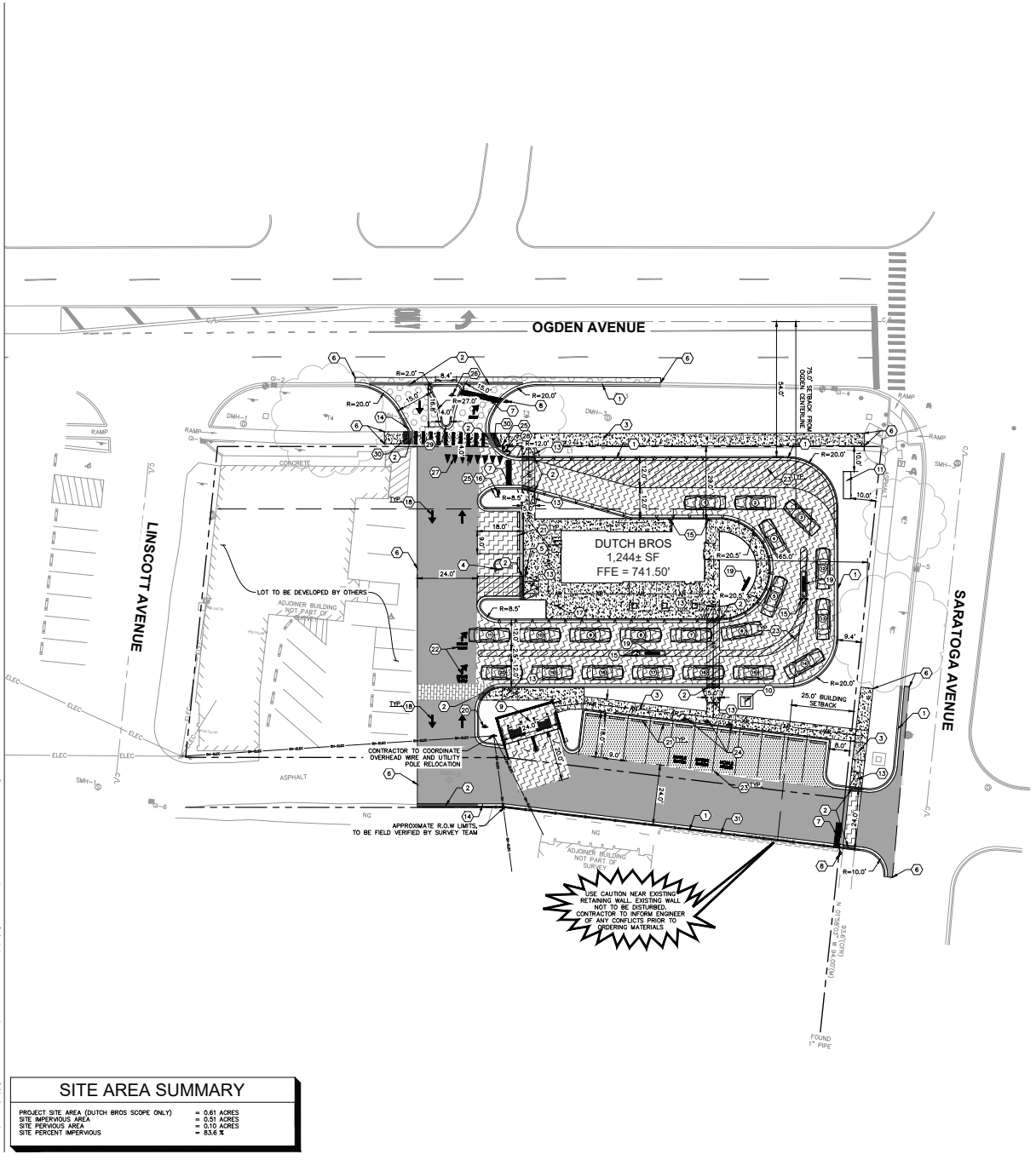
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## SITE AREA SUMMARY

| | |
|---|---|
| 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 % |

GRAPHIC SCALE IN FEET
0 10 20 40

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
1360 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL: 847.298.6900

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**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

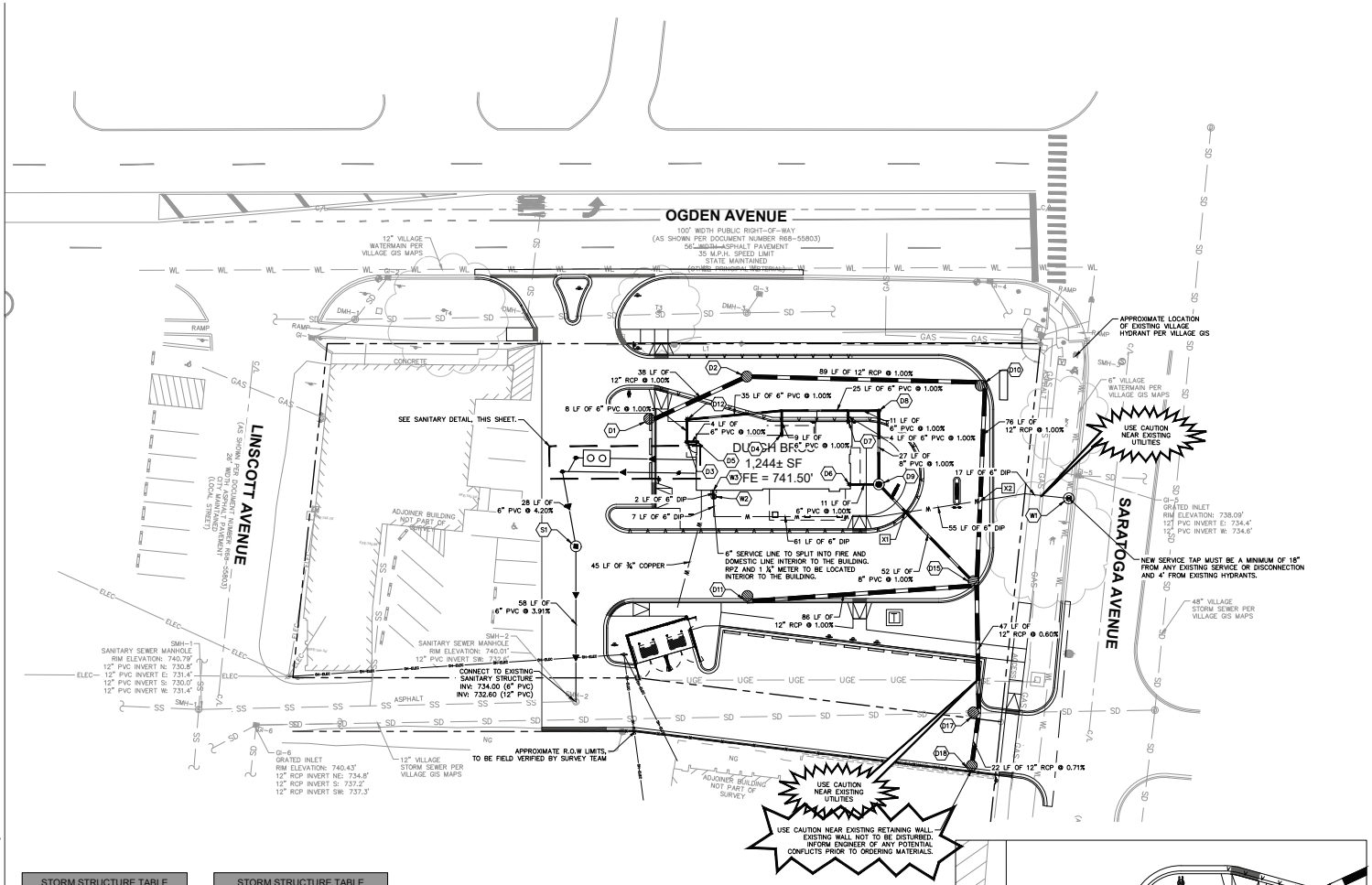
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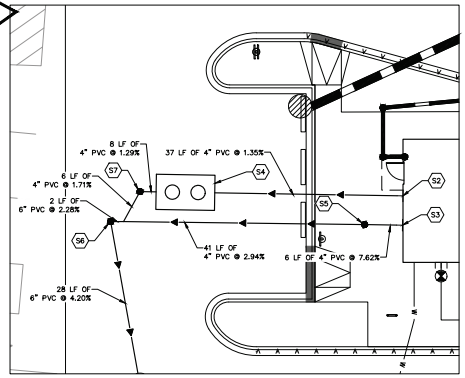
SHEET NUMBER:

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SANITARY DETAIL
1" = 10'

| STORM STRUCTURE TABLE | |
|---|---|
| STRUCTURE NAME: | DETAILS: |
| D1 | MH – OPEN LID IN CURB<br>RIM: 740.77<br>INV OUT: 736.41 (NE, 12") |
| D2 | MH – OPEN LID<br>RIM: 740.50<br>INV IN: 736.03 (SW, 12")<br>INV OUT: 736.03 (E, 12") |
| D3 | 6" CLEANOUT<br>RIM: 741.45<br>INV IN: 737.96 (E, 6")<br>INV OUT: 737.96 (N, 6") |
| D8 | 6" CLEANOUT<br>RIM: 740.82<br>INV IN: 737.16 (W, 6")<br>INV OUT: 737.00 (S, 8") |
| D9 | MH – CLOSED LID<br>RIM: 741.30<br>INV IN: 736.72 (W, 6")<br>INV IN: 736.72 (N, 8")<br>INV OUT: 736.72 (SE, 8") |
| D10 | MH – OPEN LID IN CURB<br>RIM: 740.00<br>INV IN: 735.14 (W, 12")<br>INV OUT: 735.14 (S, 12") |
| D11 | MH – OPEN LID IN CURB<br>RIM: 740.00<br>INV OUT: 735.24 (E, 12") |
| D12 | 6" CLEANOUT<br>RIM: 741.37<br>INV IN: 737.88 (S, 6")<br>INV OUT: 737.88 (E, 6") |
| D15 | MH – OPEN LID IN CURB<br>RIM: 739.75<br>INV IN: 734.39 (W, 12")<br>INV IN: 734.39 (N, 12")<br>INV IN: 736.20 (NW, 8")<br>INV OUT: 734.39 (S, 12") |

| STORM STRUCTURE TABLE | |
|---|---|
| STRUCTURE NAME: | DETAILS: |
| D17 | MH – OPEN LID<br>DOGHOUSE CONNECTION TO EXISTING STORM SEWER. LOCATION AND ELEVATION TO BE FIELD VERIFIED PRIOR TO ORDERING MATERIALS.<br>RIM: 737.34<br>INV IN: 734.10 (N, 12")<br>INV IN: 733.99 (W, 12")<br>INV IN: 734.10 (S, 12")<br>INV OUT: 733.99 (E, 12") |
| D18 | MH – OPEN LID IN CURB<br>RIM: 736.92<br>INV OUT: 734.25 (N, 12") |

| MISCELLANEOUS STORM STRUCTURE TABLE | |
|---|---|
| STRUCTURE NAME: | DETAILS: |
| D4 | ROOF DRAIN CONNECTION<br>INV OUT: 737.61 (N, 6") |
| D5 | ROOF DRAIN CONNECTION<br>INV OUT: 738.00 (W, 6") |
| D6 | ROOF DRAIN CONNECTION<br>INV OUT: 736.83 (E, 6") |
| D7 | ROOF DRAIN CONNECTION<br>INV OUT: 737.32 (N, 6") |

| SANITARY STRUCTURE TABLE | |
|---|---|
| STRUCTURE NAME: | DETAILS: |
| S1 | MH<br>RIM: 741.13<br>INV IN: 736.36 (N, 6")<br>INV OUT: 736.26 (S, 6") |
| S2 | CONNECT TO BUILDING<br>RIM: 741.50<br>INV OUT: 738.50 (W, 4") |
| S3 | CONNECT TO BUILDING<br>RIM: 741.50<br>INV OUT: 739.30 (W, 4") |
| S4 | SCHIER GB-50<br>GREASE INTERCEPTOR<br>SEE MEP PLANS FOR DETAILS.<br>RIM: 741.17<br>INV IN: 738.00 (E, 4")<br>INV OUT: 737.80 (W, 4") |
| S5 | 6" CLEANOUT<br>RIM: 741.43<br>INV IN: 738.81 (E, 4")<br>INV OUT: 738.81 (W, 4") |
| S6 | 6" CLEANOUT<br>RIM: 741.43<br>INV IN: 737.55 (E, 6")<br>INV OUT: 737.55 (S, 6") |
| S7 | 6" CLEANOUT<br>RIM: 741.33<br>INV IN: 737.70 (E, 4")<br>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.<br>FG ELEV: 735.64 |
| W2 | 6" VALVE BOX<br>FG ELEV: 741.47 |
| W3 | 6" WATER SERVICE CONNECTION TO BUILDING.<br>FG ELEV: 741.50 |

**UTILITY CROSSING LEGEND**

X1 8" STORM B/P = 736.55
8" WATER T/P = 733.00

X2 12" STORM B/P = 734.54
8" 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.

## 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
- 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)

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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

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 LICENSED PROFESSIONAL ENGINEER

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

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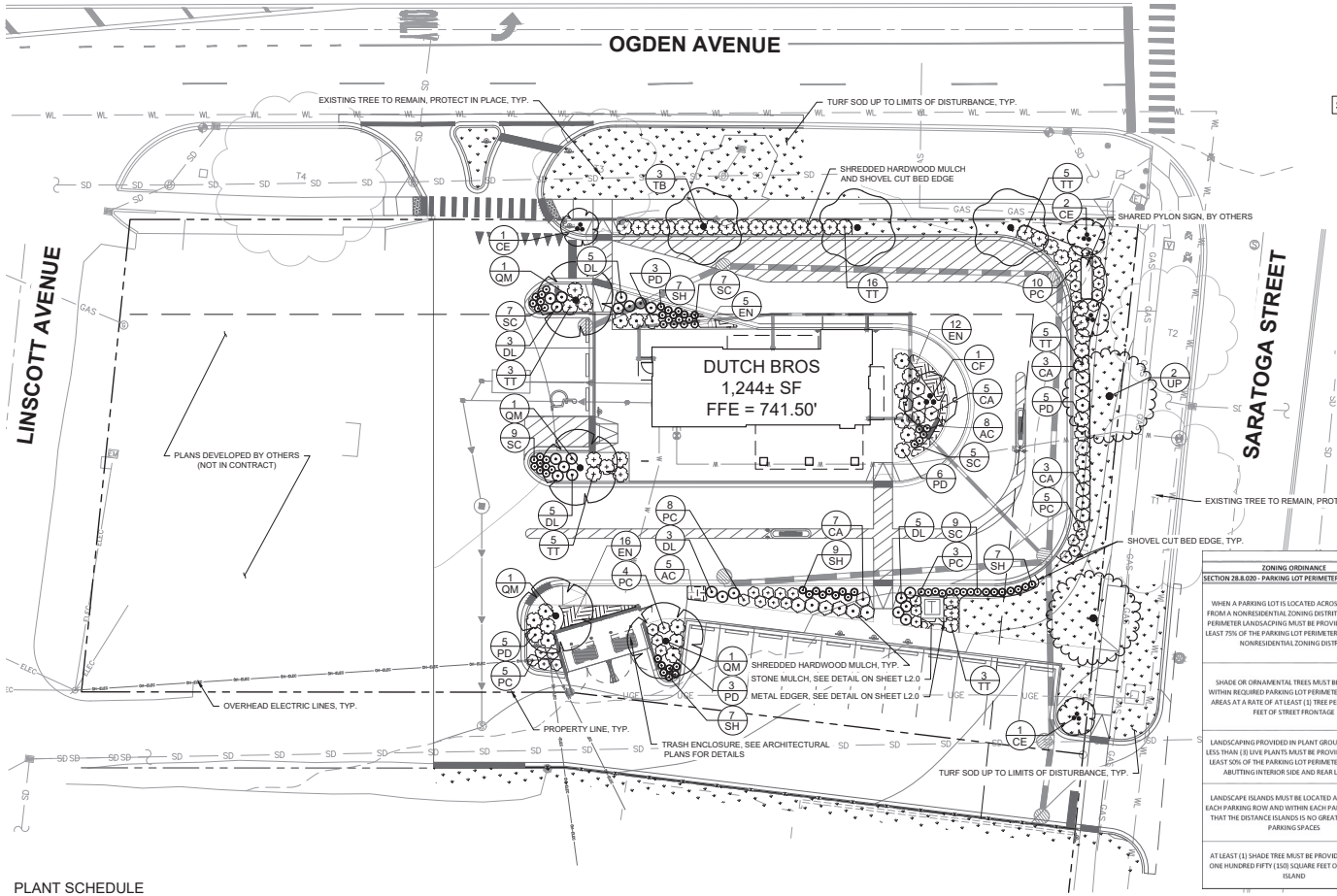
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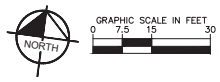
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SEE SHEET L2.0 FOR LANDSCAPE NOTES & DETAILS

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1550 E TOUHY AVE FIRST FLOOR EAST DES PLAINES, IL 60018
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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<br>137 LF / 30 LF = 4.56<br>**5 STREET TREES REQUIRED**<br>OGDEN AVENUE: 160 LF<br>160 LF / 30 LF = 5.3<br>**5 STREET TREES REQUIRED** | **2 EXISTING TREES TO REMAIN + 3 PROPOSED TREES ALONG SARATOGA STREET**<br>**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<br>LANDSCAPE ISLAND AREA = 683.5 SQFT<br>683.5 SQFT / 150 SQFT = 4<br>**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 |

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LANDSCAPE PLAN

DRAWN BY: HL | CHECKED BY: JGC

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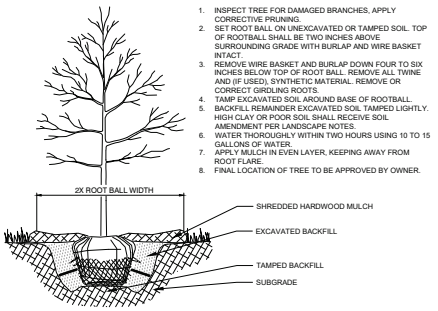
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NOTES:

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.

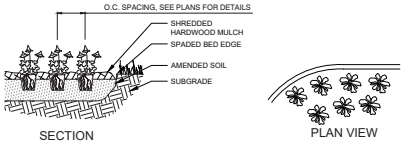



1 TREE PLANTING

NTS

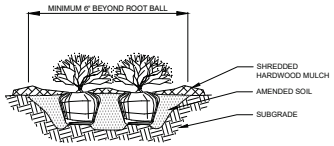
NOTES:

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

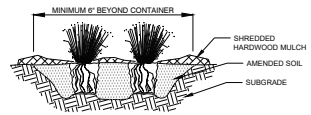



NOTES:

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

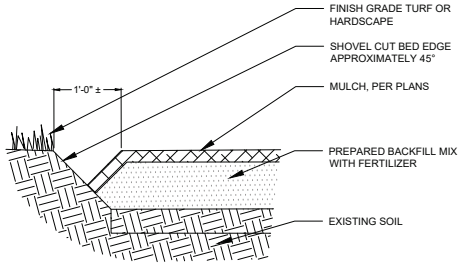



NOTES:

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.

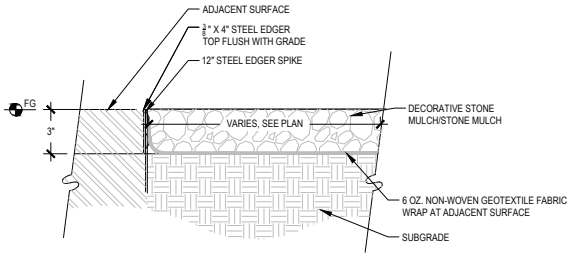
4 ORNAMENTAL GRASS PLANTING

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.

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DUTCH BROS Coffee

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SHEET NAME:

LANDSCAPE NOTES & DETAILS

DRAWN BY: HL | CHECKED BY: JGC

SHEET NUMBER:

L2.0

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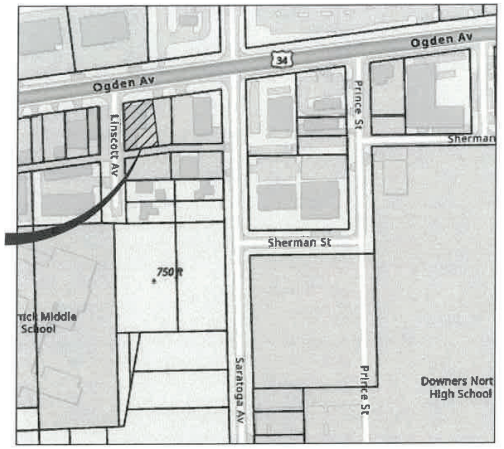
# 1219 OGDEN AVENUE
## DOWNERS GROVE, ILLINOIS

### LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| ◎ | MANHOLE | ● |
| ○ | CATCH BASIN | ■ |
| □ | INLET | ■ |
| ∘ | CLEANOUT | ● |
| ⌐ | FLARED END SECTION | ◤ |
| ⊗ | WATER VALVE BOX | ⊕ |
| ⊗ | BUFFALO BOX (B.BOX) | ● |
| ⊗ | WATER VALVE & VAULT | ⊕ |
| ☿ | FIRE HYDRANT | ☿ |
| ⊕ | WELL | ⊕ |
| GV | GAS VALVE | ⊠ |
| GM | GAS METER | ● |
| C | COMMUNICATION CANISTER | C |
| H | COMMUNICATION HANDHOLE | H |
| C | COMMUNICATION MANHOLE | C |
| E | ELECTRIC CANISTER | E |
| H | ELECTRIC HANDHOLE | H |
| E | ELECTRIC MANHOLE | E |
| M | ELECTRIC METER | M |
| ◇ | TRAFFIC SIGNAL | ◆ |
| ⊠ | TRAFFIC HANDHOLE | ⊠ |
| TCB | TRAFFIC CONTROL BOX | TCB |
| ○ | UTILITY POLE | ● |
| ○—☼ | UTILITY POLE W/ LIGHT | ◆—☼ |
| ☼ | STREET LIGHT | ✳ |
| ⊣ | STREET SIGN | ⊣ |
| ⊕ | BORING LOCATION | ⊕ |
| ✉ | MAILBOX | ✉ |
| + 699.5 | SPOT ELEVATIONS | +899.74 |
| | 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)

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

SITE BENCHMARK #1

RIM OF SANITARY MANHOLE IN INTERSECTION OF LINSCOTT AVENUE AND ALLEY.
ELEV. 740.79

811 Know what's below. Call before you dig.

DATE
1 2 3 4 5 6

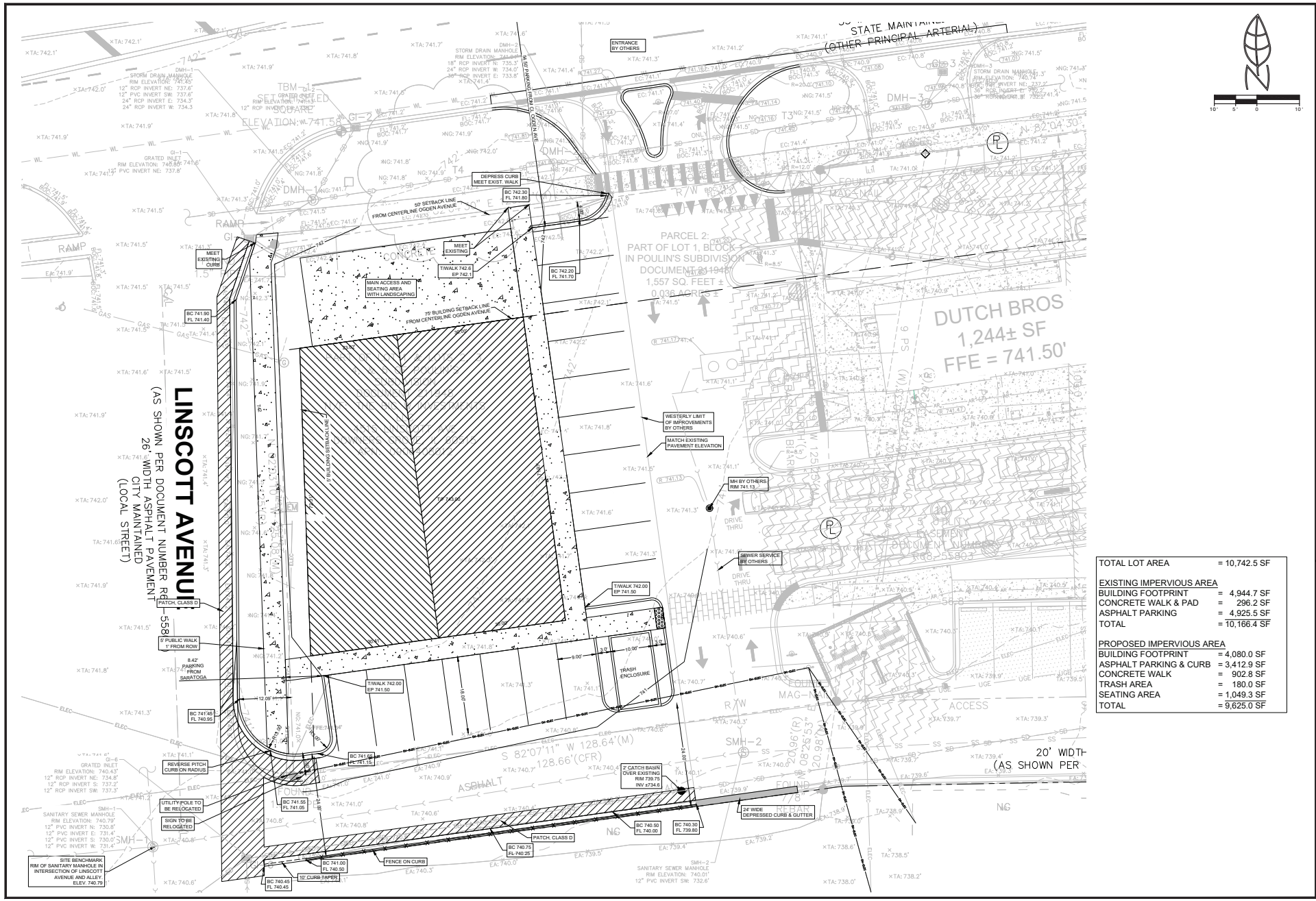
COVER SHEET
1219 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

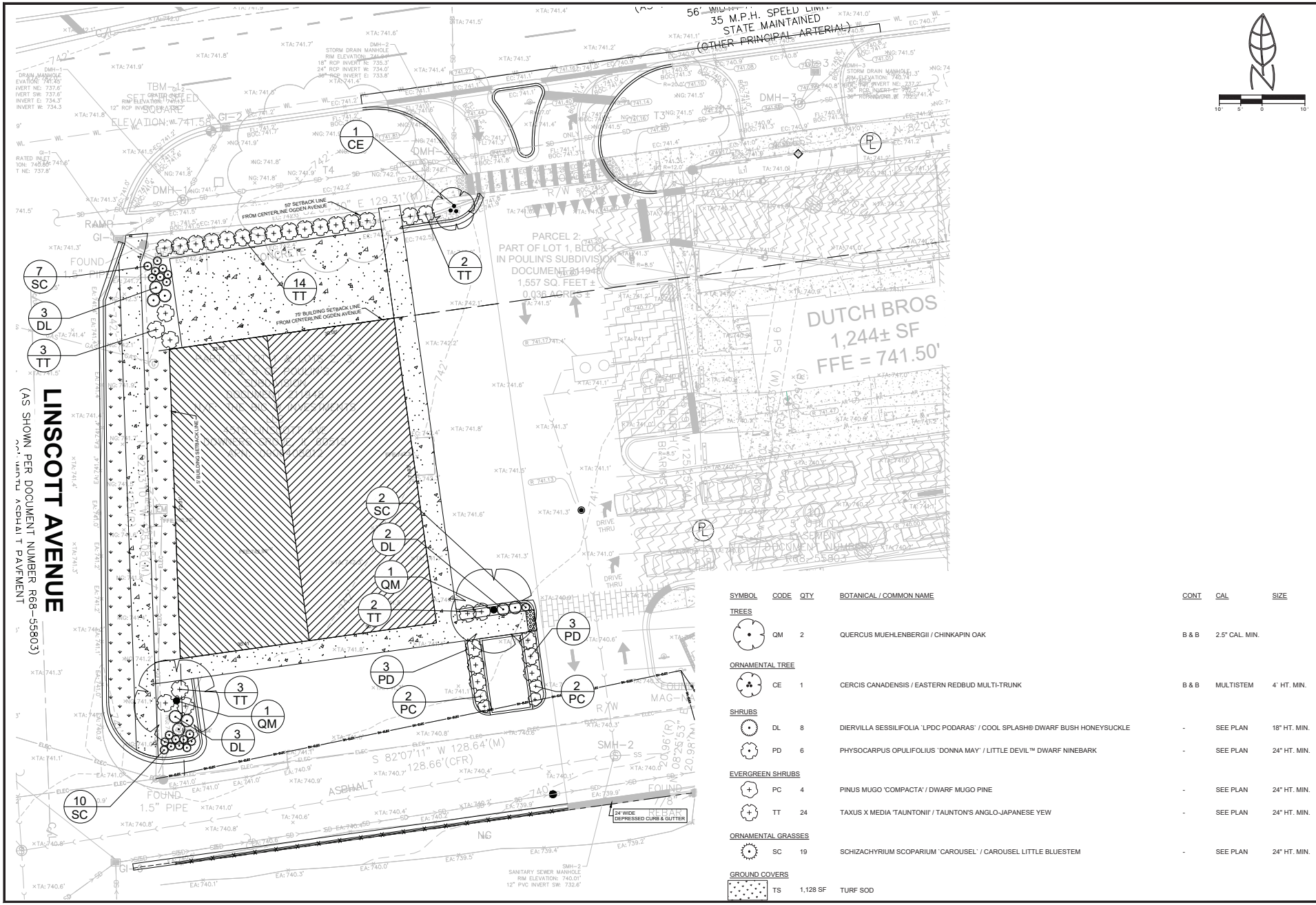
Morris Engineering, Inc.
Civil Engineering • Consulting
Land Development
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0299
Fax: (630) 271-0774
Website: www.eshil.com

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

SHEET 1 OF 10 SHEETS
PROJ # 26-PR-1004

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LINSCOTT AVENUE
(AS SHOWN PER DOCUMENT NUMBER R88-558)
26' WIDTH ASPHALT PAVEMENT
CITY MAINTAINED
(LOCAL STREET)
STATE MAINTAINED
(OTHER PRINCIPAL ARTERIAL)
OGDEN AVENUE
PARCEL 2:
PART OF LOT 1, BLOCK 1
IN POULIN'S SUBDIVISION
DOCUMENT 2019418
1,557 SQ. FEET ±
0.036 ACRES ±
DUTCH BROS
1,244± SF
FFE = 741.50'
ENTRANCE BY OTHERS
DEPRESS CURB MEET EXIST. WALK
BC 742.30 FL 741.80
50' SETBACK LINE FROM CENTERLINE OGDEN AVENUE
MEET EXISTING
MEET EXISTING CURB
T/WALK 742.6 EP 742.1
BC 742.20 FL 741.70
MAIN ACCESS AND SEATING AREA WITH LANDSCAPING
75' BUILDING SETBACK LINE FROM CENTERLINE OGDEN AVENUE
BC 741.90 FL 741.40
WESTERLY LIMIT OF IMPROVEMENTS BY OTHERS
MATCH EXISTING PAVEMENT ELEVATION
MH BY OTHERS RIM 741.13
SEWER SERVICE BY OTHERS
T/WALK 742.00 EP 741.50
PATCH, CLASS D
5' PUBLIC WALK 1' FROM ROW
8.42' PARKING FROM SARATOGA
T/WALK 742.00 EP 741.50
TRASH ENCLOSURE
BC 741.45 FL 740.95
BC 741.55 FL 741.15
REVERSE PITCH CURB ON RADIUS
2' CATCH BASIN OVER EXISTING RIM 739.75 INV ±734.6
UTILITY POLE TO BE RELOCATED
SIGN TO BE RELOCATED
BC 741.55 FL 741.05
24' WIDE DEPRESSED CURB & GUTTER
BC 740.50 FL 740.00
BC 740.30 FL 739.80
PATCH, CLASS D
BC 740.75 FL 740.25
SITE BENCHMARK RIM OF SANITARY MANHOLE IN INTERSECTION OF LINSCOTT AVENUE AND ALLEY. ELEV. 740.79
BC 741.00 FL 740.50
10' CURB TAPER
FENCE ON CURB
BC 740.45 FL 740.45
S 82°07'11" W 128.64'(M)
128.66'(CFR)
20' WIDTH
(AS SHOWN PER
DMH-1
DMH-2
DMH-3
SMH-1
SMH-2
TBM-1
G-1
G-2
G-3
G-4
G-5
G-6
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A40




| 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
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Website: www.morrisengineering.com

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

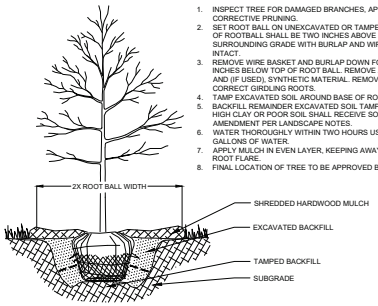
SHEET
10
OF 10 SHEETS

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.

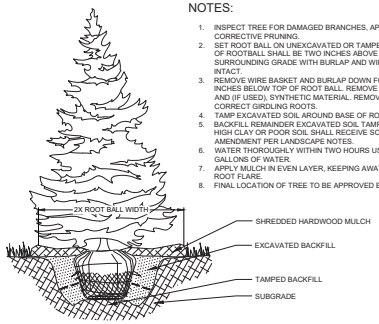



00 TREE PLANTING

NTS

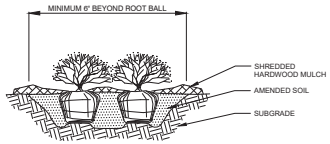
NOTES:

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

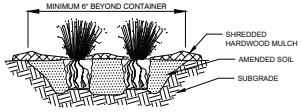



NOTES:

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

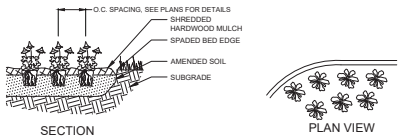
1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING 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.




SECTION



PLAN VIEW

00 PERENNIAL PLANTING

NTS

DATE

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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

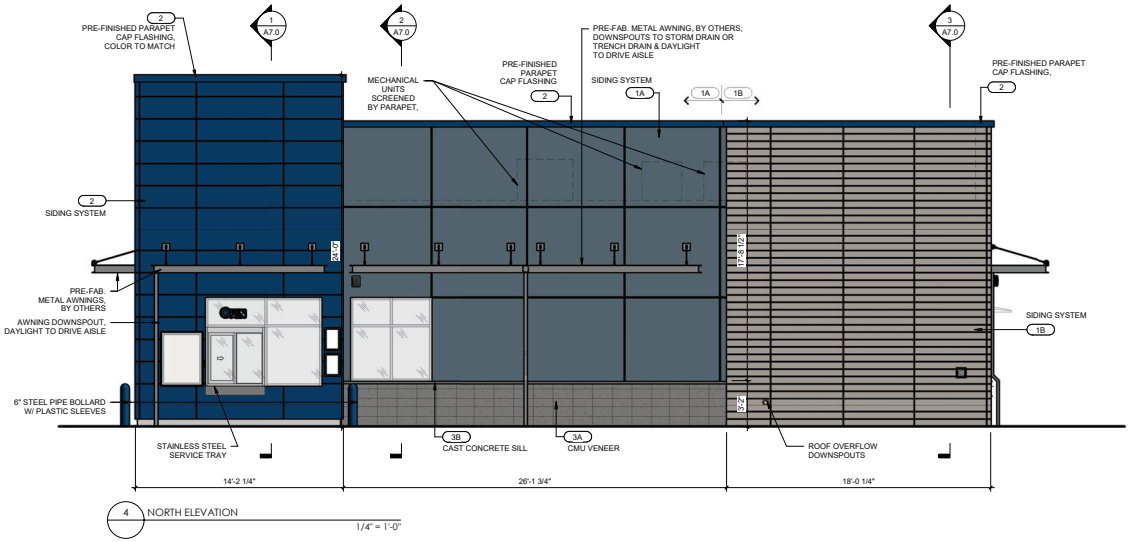
6/18/2026 10:05:54 AM
C:\Users\cjsuk\Desktop\Projects\26-PR- 1004 - 1205 Ogden, Downers Grove\Engineering\Rev-00\26-PR- 1004_SITE_2026-06-19.dwg

## EXTERIOR FINISH SCHEDULE - PROTOTYPICAL w/ CANOPY

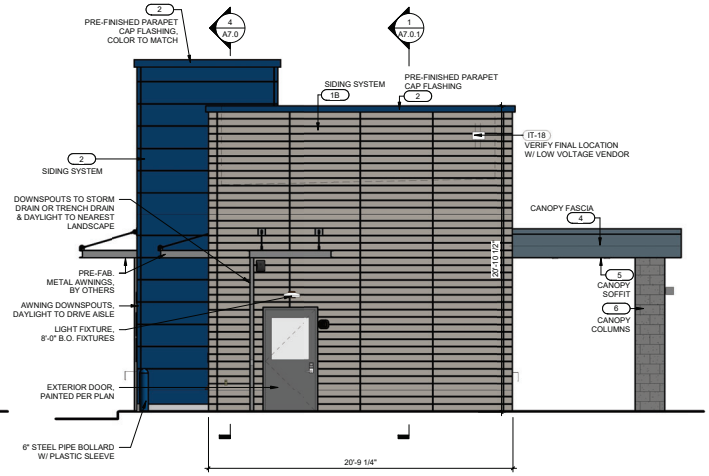
NOTE: GC TO PROVIDE 3"x2" SMOOTH DOWNSPOUTS AND ALL NECESSARY ADAPTORS AT AWNING AND CANOPY LOCATION; COLOR: BLDG DB DARK GRAY

| 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 |

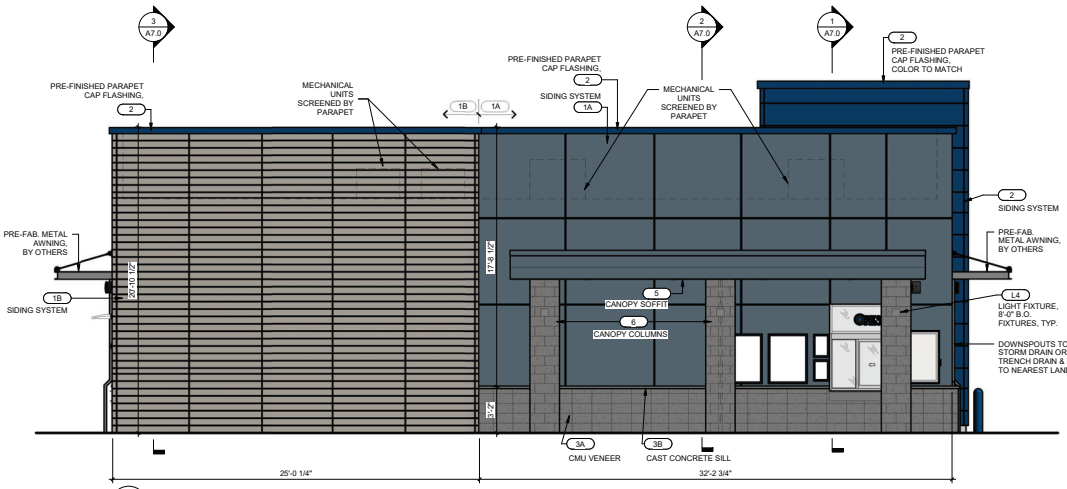
ALL EXTERIOR SIGNAGE SHALL BE UNDER SEPARATE PERMIT



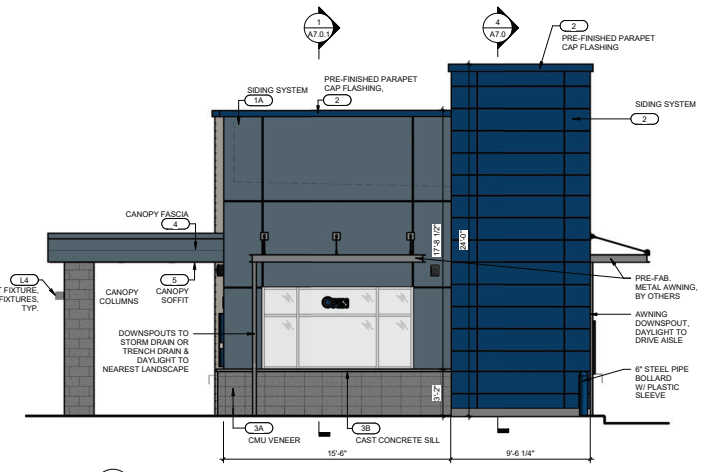

4 NORTH ELEVATION 1/4" = 1'-0"




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.

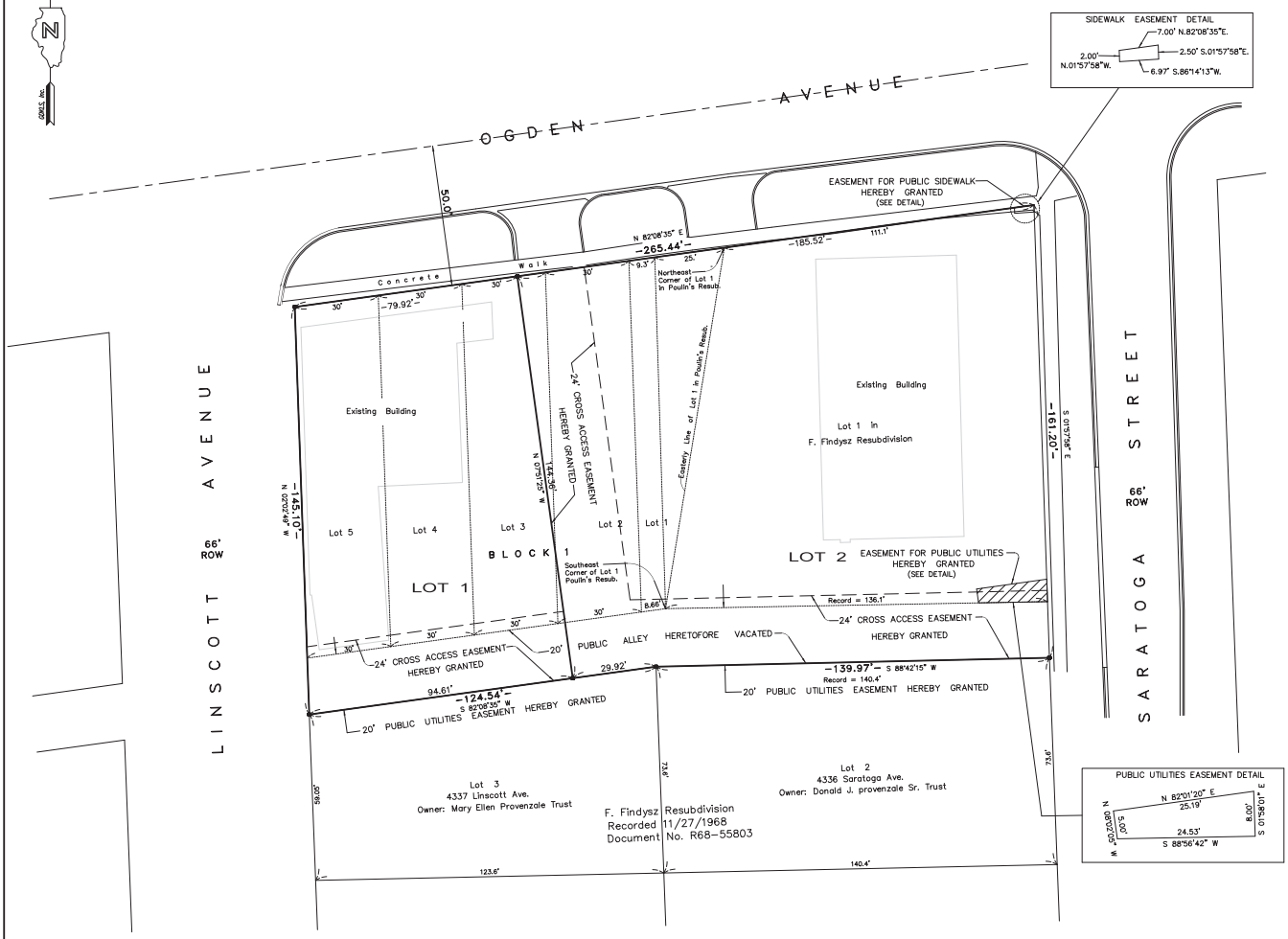
# DUTCH BROS. RESUBDIVISION

— 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 FLOODPLAIN) 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

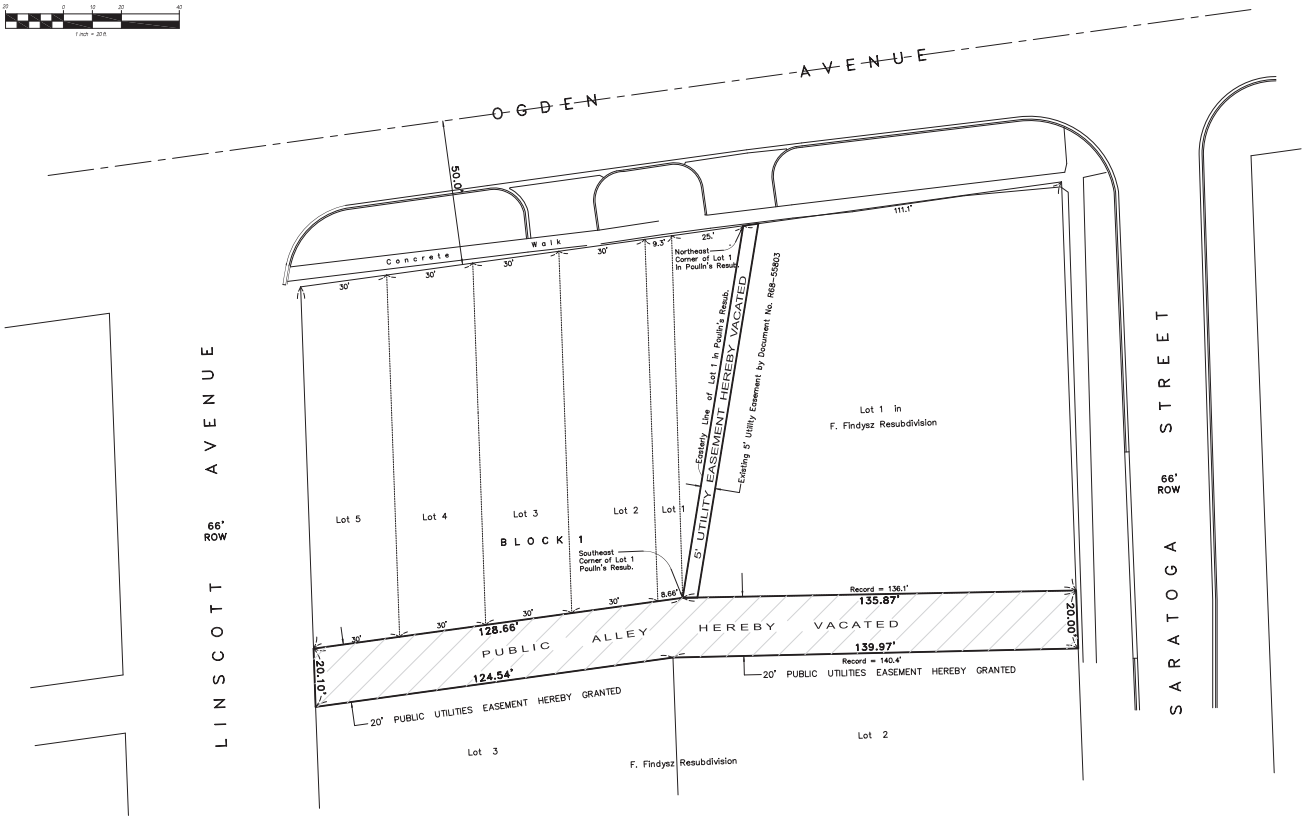
LEGAL DESCRIPTION

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.
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.

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
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PHONE (630) 627-5589
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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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Proper Appraisals

# 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

Client Contact: Brett Paul Client Name: Brett Paul

esign.alamode.com/verify Serial.00E40485

E-Mail: brettpaul@xsiterealestate.com Address: 745 McClintock Dr, Suite 305, Burr Ridge, IL 60527

**SIGNATURES**

APPRAISER

Appraiser Name: Matthew F Nieman
Company: Proper Appraisals LLC
Phone: (708) 903-0036 Fax:
E-Mail: info@properappraisals.com
Date of Report (Signature): 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: ☒ Did Inspect ☐ Did Not Inspect (Desktop)
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 of Report (Signature):
License or Certification #: State:
Designation:
Expiration Date of License or Certification:
Inspection of Subject: ☐ Did Inspect ☐ Did Not Inspect
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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3/2007

# 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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# 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



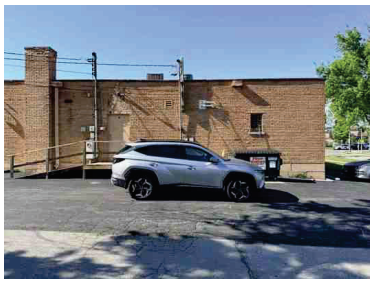
View to South West



Alley View 1



Alley View 2



View to North



Alley View 3



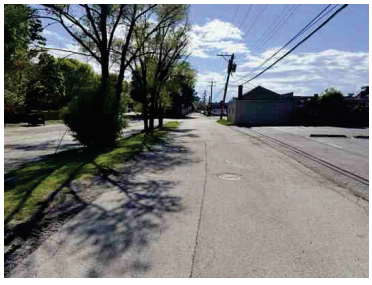
View to North



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



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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 | | | | | | |



**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



Serial# 00E40485
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# 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

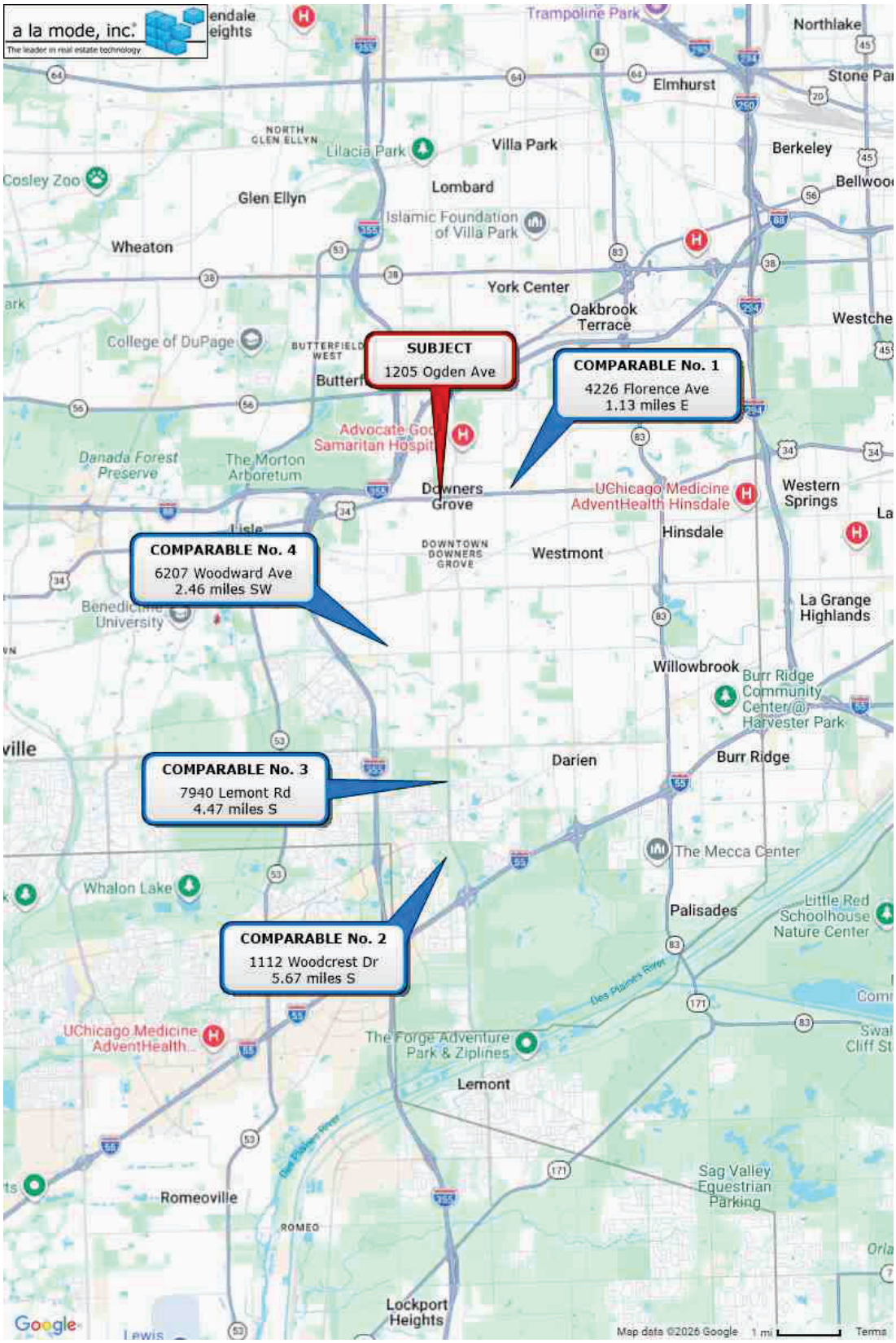
6207 Woodward Ave

## 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

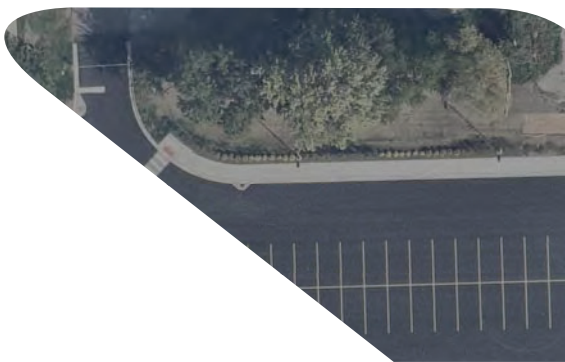
*Traffic Impact Study*

**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.




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.

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.

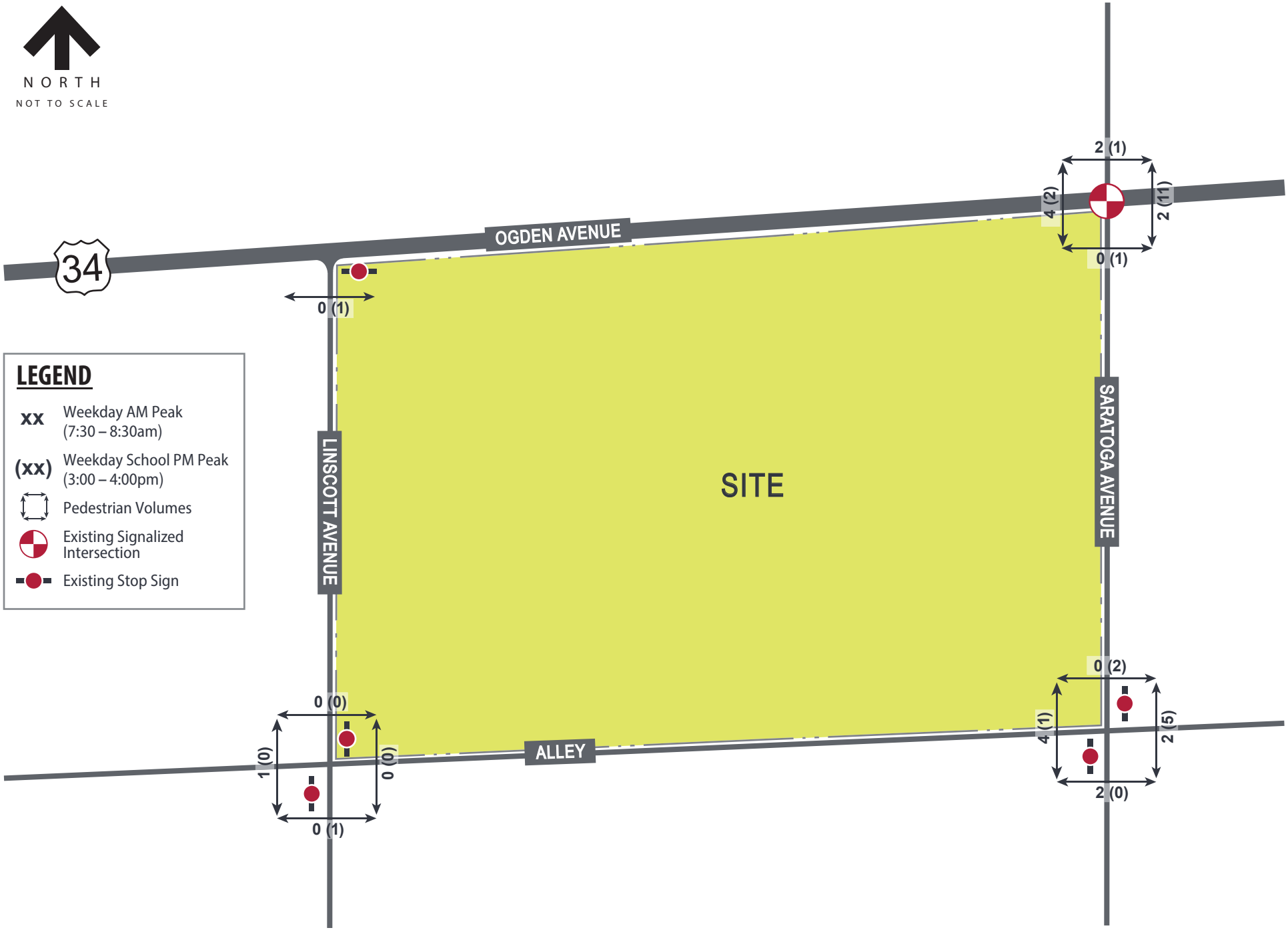
The peak hour vehicle traffic volumes were rounded to the nearest multiple of five and balanced between intersections with one exception. Volumes were not balanced between the Ogden Avenue/Saratoga Avenue and Ogden Avenue/Linscott Avenue intersections due to the presence of a private driveway. Peak hour 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<br>50% in/50% out | T = 53.21D – 17.43<br>50% in/50% out | T = 15.08D<br>50% in/50% out | T = 53.21D – 17.43<br>50% in/50% out |
| Strip Retail Plaza (<40k) (LUC 822) | Per 1,000 SF | T = 42.2X +229.68<br>50% in/50% out | T = 3.93X<br>55% in/45% out | Ln(T) = 0.68X + 2.77<br>50% in/50% out | T = 6.63X<br>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

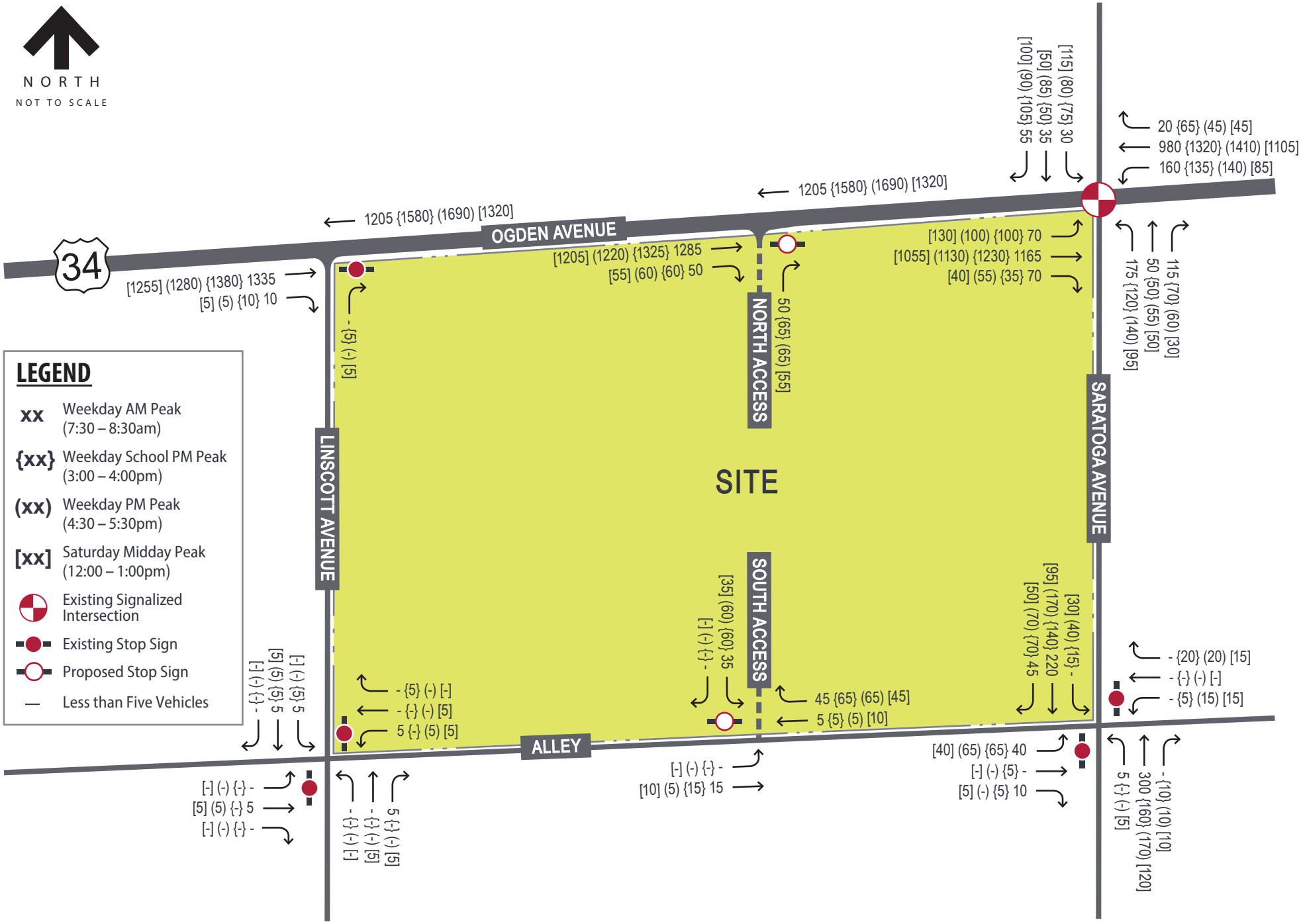
To estimate future traffic volumes with the proposed redevelopment, the total site-generated trips (Exhibit 8) were added to the background traffic projections (Exhibit 9). The resulting Year 2032 build traffic projections are depicted in **Exhibit 10**.




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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.

## 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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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

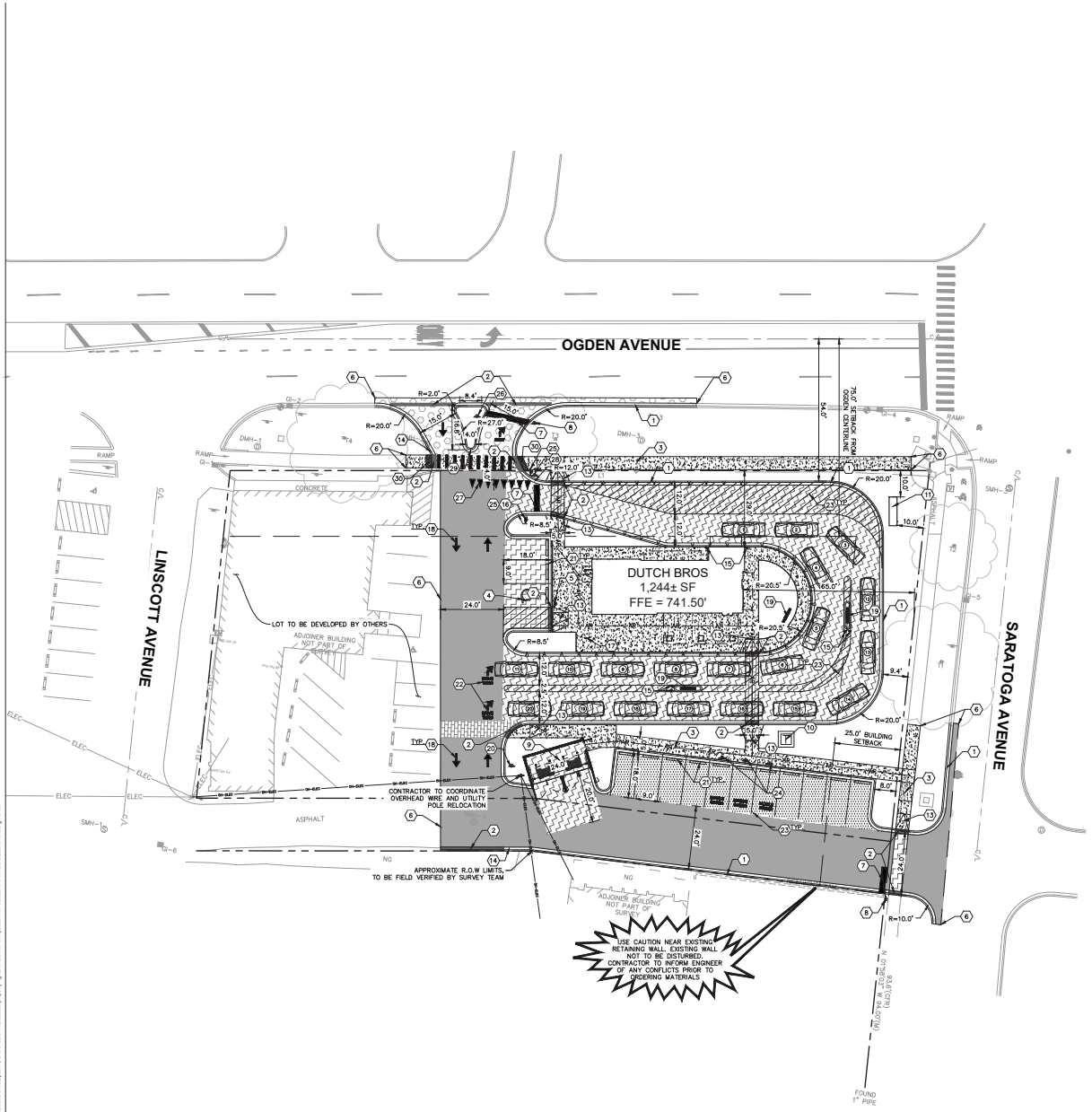
Data from ITE Trip Generation Manual, 12th Edition

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, 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 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.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Call Before You Dig
811
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)

DUTCH BROS

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

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 2791 | 0 | 3205 |
| PHF | 0.95 | | 0.94 |

### SOUTHBOUND (Saratoga Ave)

| | Left | Thru | Right | U-Turn | |
|---|---|---|---|---|---|
| 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)

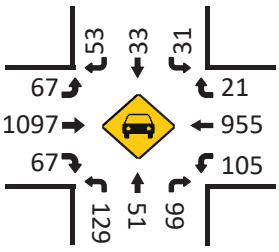
| | AM | NOON | PM |
|---|---|---|---|
| Left | 0 | 0 | 0 |
| Thru | 1174 | 0 | 1590 |
| Right | 69 | 0 | 93 |
| U-Turn | 0 | 0 | 0 |
| Ped | 1122 | 0 | 1087 |
| Bike | 69 | 0 | 54 |

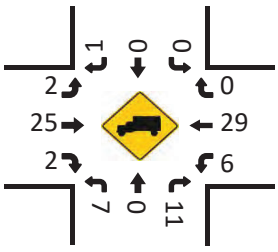
### WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

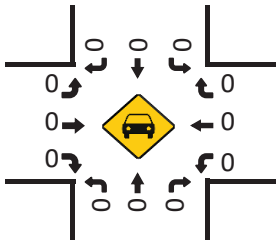
| | PM | NOON | AM |
|---|---|---|---|
| Left | 44 | 0 | 21 |
| Thru | 1425 | 0 | 984 |
| Right | 77 | 0 | 111 |
| U-Turn | 0 | 0 | 0 |
| Ped | 1223 | 0 | 1263 |
| Bike | 204 | 0 | 81 |

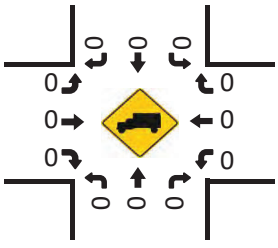
### NORTHBOUND (Saratoga Ave)

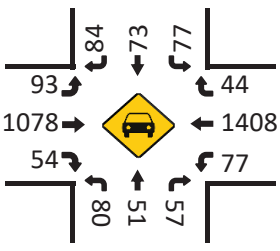
| | Left | Thru | Right | U-Turn | |
|---|---|---|---|---|---|
| PM | 204 | 0 | 81 | 51 | 58 PM |
| NOON | 0 | 0 | 0 | 0 | 0 NOON |
| AM | 213 | 0 | 136 | 51 | 110 AM |

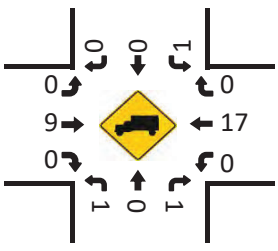


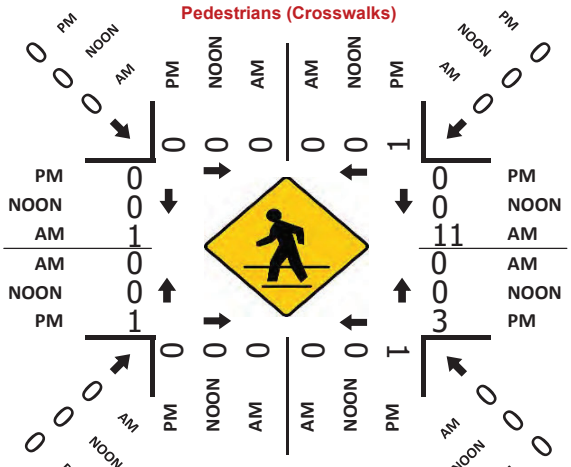



**Project ID:** 25-780042-001
**Location:** Saratoga Ave & US 34/Ogden Ave/Walter Payton Memorial Hwy
**City:** Downers Grove

**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 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **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 | 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 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 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 |

**CONTROL:** Signalized

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 2756 | 0 |
| PHF | | 0.94 | |

### SOUTHBOUND (Saratoga Ave)

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| 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 | U-Turn |
|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 |
| NOON | 127 | 1013 | 41 | 0 |
| PM | 0 | 0 | 0 | 0 |

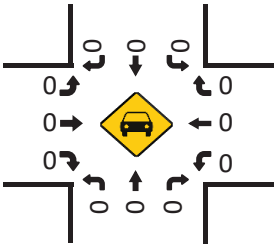
### WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

| | Left | Thru | Right | U-Turn |
|---|---|---|---|---|
| PM | 0 | 45 | 0 | 0 |
| NOON | 0 | 1105 | 0 | 2 |
| AM | 0 | 41 | 0 | 1 |
| | 0 | 0 | 0 | 0 |
| | 0 | 1155 | 0 | |

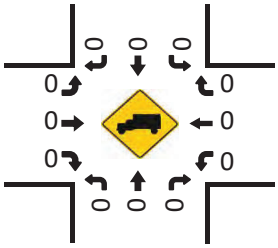
### NORTHBOUND (Saratoga Ave)

| | Left | Thru | Right | U-Turn | Total |
|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 |
| NOON | 125 | 0 | 60 | 44 | 32 |
| AM | 0 | 0 | 0 | 0 | 0 |

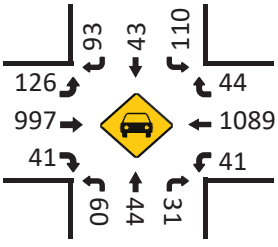
Cars (AM)



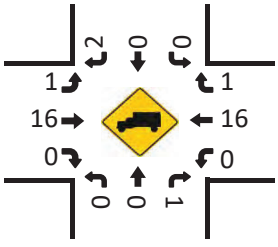
HT (AM)



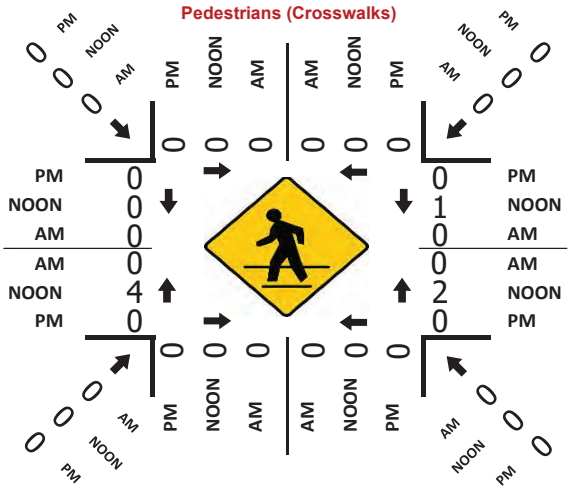
Cars (NOON)



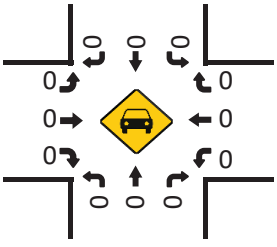

HT (NOON)



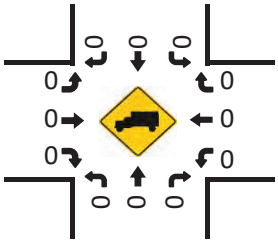

Pedestrians (Crosswalks)




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 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)

| | L | T | R | U | |
|---|---|---|---|---|---|
| AM | 1171 | 0 | 1633 | 0 | 0 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 0 | 0 | 0 | 0 | 0 |

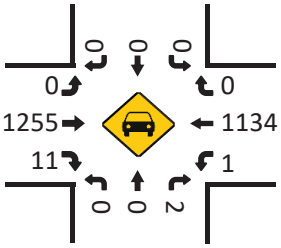
### WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

| | L | T | R | U | |
|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 |
| NOON | 1632 | 0 | 1171 | 2 | 0 |
| AM | 1 | 0 | 1 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 |
| | 1234 | 0 | 1287 | | |

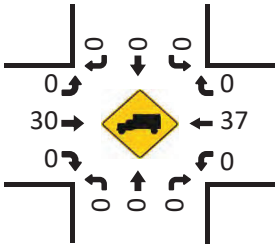
### NORTHBOUND (Linscott Ave)

| | L | T | R | U | |
|---|---|---|---|---|---|
| PM | 3 | 0 | 1 | 0 | 1 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 12 | 0 | 0 | 0 | 2 |

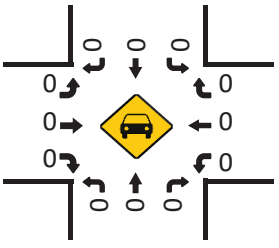
Cars (AM)



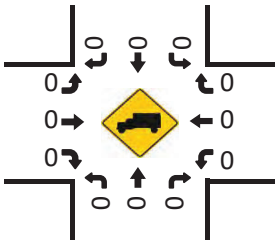

HT (AM)



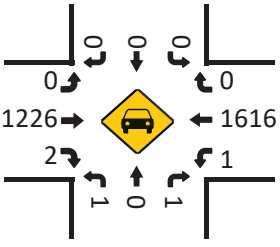

Cars (NOON)



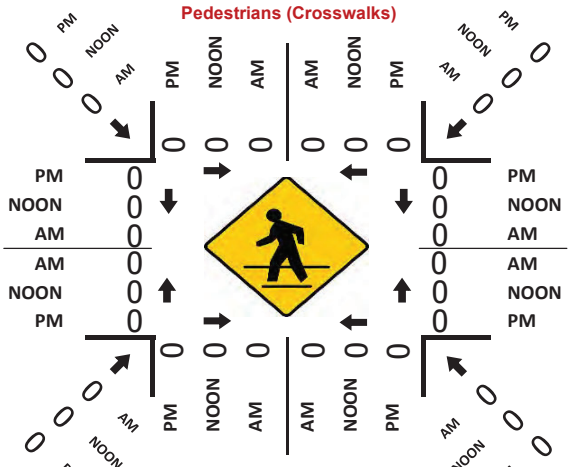

HT (NOON)



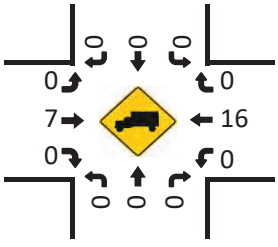

Cars (PM)




Pedestrians (Crosswalks)




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 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **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 | 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 | |

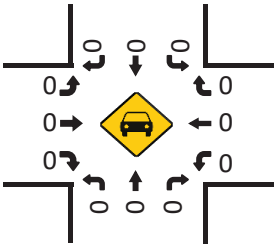
### WESTBOUND (US 34/Ogden Ave/Walter Payton Memorial Hwy)

| 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 | |

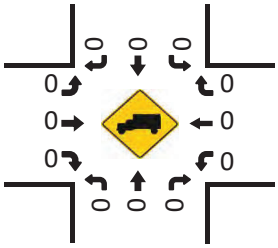
### NORTHBOUND (Linscott Ave)

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 3 | 0 | 1 | 0 | 4 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

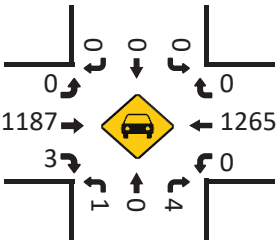
Cars (AM)



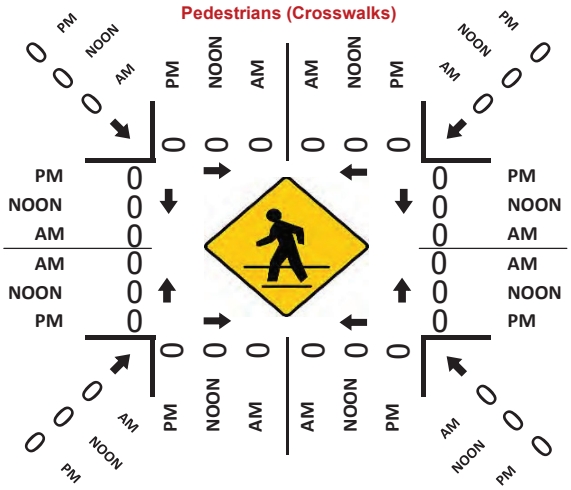
HT (AM)



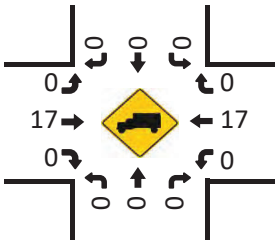
Cars (NOON)



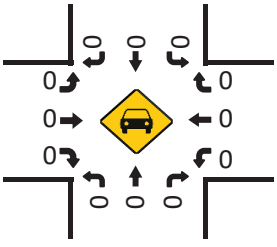

Pedestrians (Crosswalks)



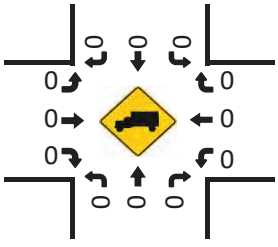
HT (NOON)




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 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | | EASTBOUND | | | | WESTBOUND | | | | | WESTBOUND2 | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 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 | 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**

| | |
|---|---|
| AM | 07:30 AM - 08:30 AM |
| NOON | NONE |
| PM | 04:30 PM - 05:30 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 7:00 AM - 09:00 AM |
| NOON | NONE |
| 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 | 1 | PM |
| AM | 0 | 0 | 1 | 0 | 1 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

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

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 1 | 0 | 0 | 0 | 1 | NOON |
| AM | 0 | 3 | 0 | 0 | 0 | AM |
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 1 | 0 | 11 | 0 | 1 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

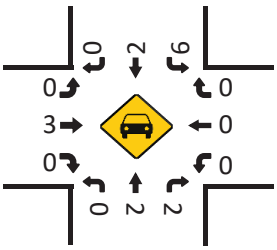
### NORTHBOUND (Linscott Ave)

| | 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 |

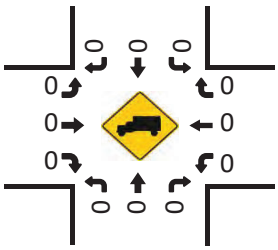
**CONTROL:** 1-Way Stop(WB)

| | | AM | NOON | PM |
|---|---|---|---|---|
| TEV | | 15 | 0 | 9 |
| PHF | | 0.58 | | 0.63 |

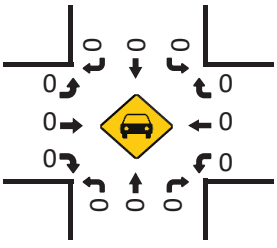
Cars (AM)



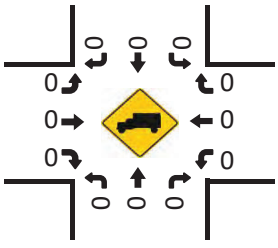
HT (AM)



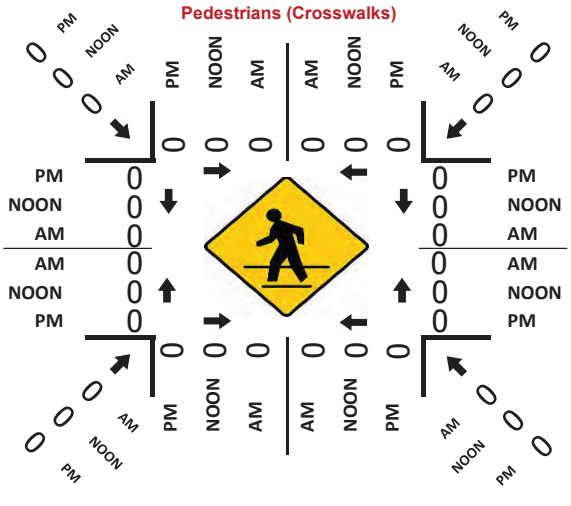
Cars (NOON)



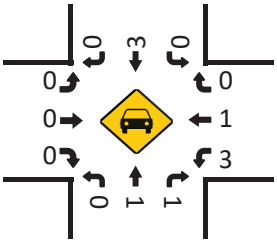
HT (NOON)



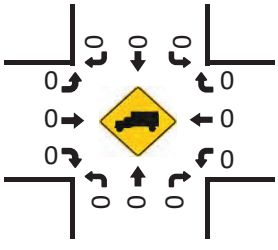
Pedestrians (Crosswalks)



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 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 Aveientering into Linscott Ave NB.

W2U2 Movements exitine from Extra Lee (4337 Linscott Aveienterine 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
**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)

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 1 | 0 | 0 | 1 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

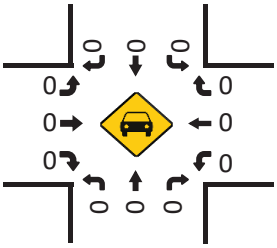
### WESTBOUND (Alley/N/O Linscott Place Apartment Dwy/4337 Linscott Ave)

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| PM | 0 | 1 | 0 | 0 | 1 | PM |
| NOON | 0 | 2 | 0 | 0 | 2 | NOON |
| AM | 0 | 1 | 0 | 0 | 1 | AM |

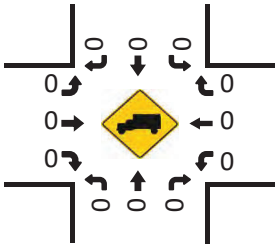
### NORTHBOUND (Linscott Ave)

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 3 | 0 | 0 | 1 | 1 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

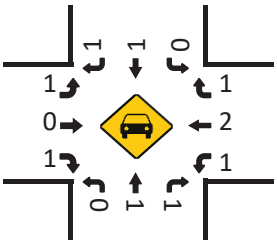
Cars (AM)



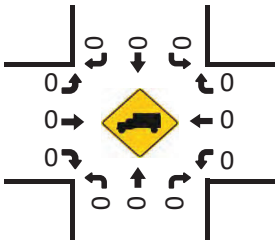
HT (AM)



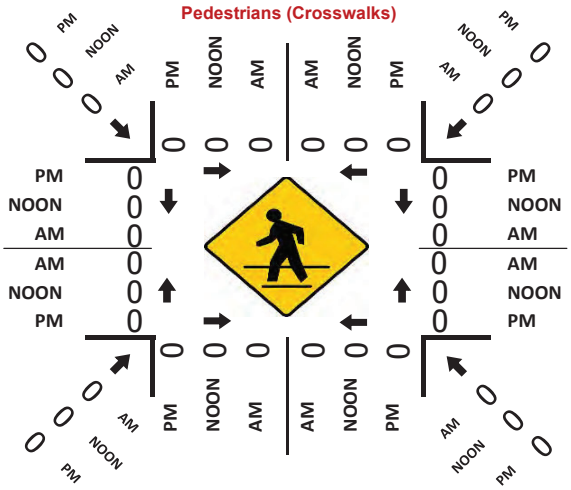
Cars (NOON)



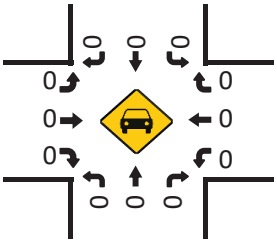
HT (NOON)



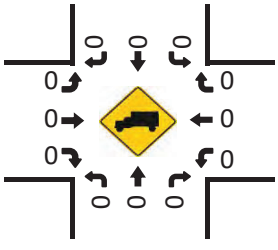
Pedestrians (Crosswalks)



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 |

## SOUTHBOUND (Saratoga Ave)

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

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

| 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 | |

**CONTROL:** 2-Way Stop(EB/WB)

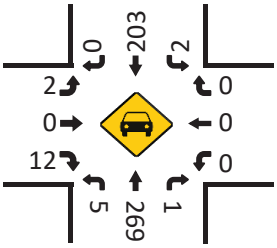
| | | | |
|---|---|---|---|
| TEV | 521 AM | 0 NOON | 424 PM |
| PHF | 0.72 | | 0.83 |

## NORTHBOUND (Saratoga Ave)

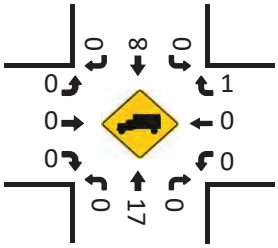
| | | | | | |
|---|---|---|---|---|---|
| PM | 179 | 0 | 1 | 167 | 10 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 223 | 0 | 5 | 286 | 1 | AM |

0 1 0 0 | 0 0 1 0

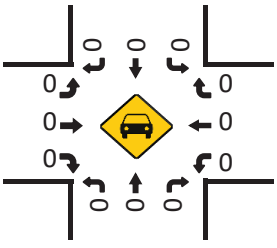
## Cars (AM)



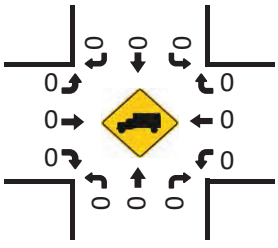

## HT (AM)



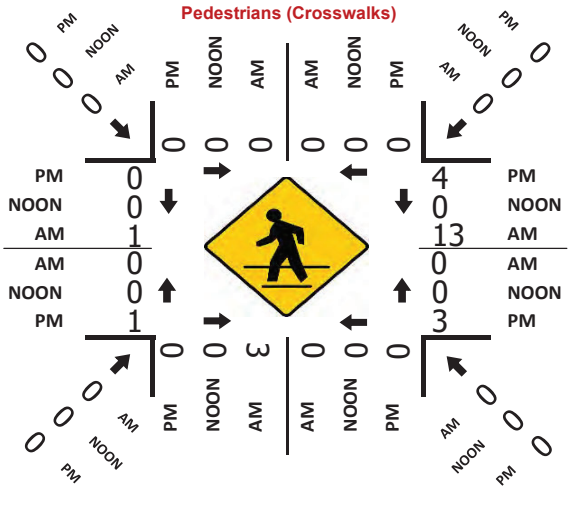

## Cars (NOON)



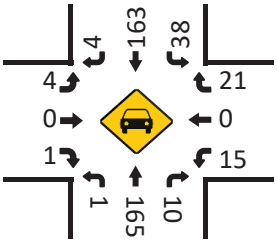

## HT (NOON)



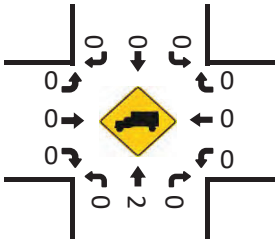

## Pedestrians (Crosswalks)




## 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:** 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 | 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 |
|---|---|
| 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)

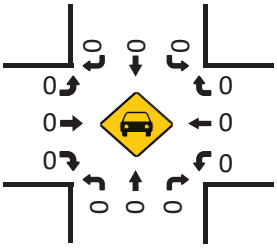
| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 288 | 0 |
| PHF | | 0.94 | |

## NORTHBOUND (Saratoga Ave)

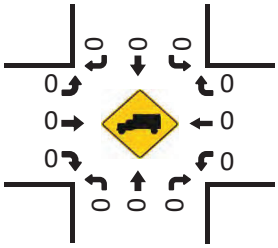
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 104 | 0 | 2 | 114 | 10 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

0 1 0 0 (EB) — 0 0 1 0 (NB) — 0 1 0 0 (WB)

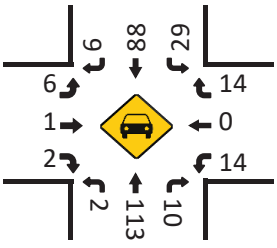
## Cars (AM)



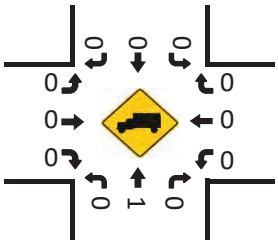
## HT (AM)



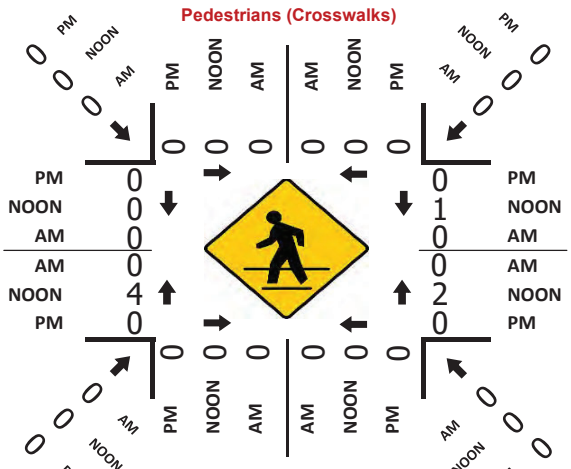
## Cars (NOON)



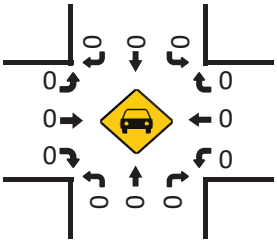

## HT (NOON)



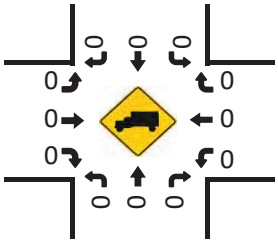

## Pedestrians (Crosswalks)




## 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 | | | | | | 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 & 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 | 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 |

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 | 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 (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

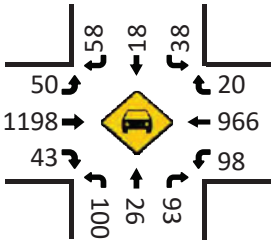
Signalized

| | | | |
|---|---|---|---|
| TEV | 2866 AM | 0 NOON | 3202 PM |
| PHF | 0.88 | | 0.95 |

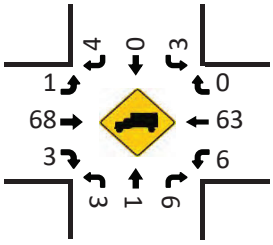
### NORTHBOUND (Saratoga Ave)

| | | | | | |
|---|---|---|---|---|---|
| PM | 155 | 0 | 61 | 48 | 71 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 168 | 0 | 103 | 27 | 99 | AM |
| | 0 | 1 | 1 | 0 | | |

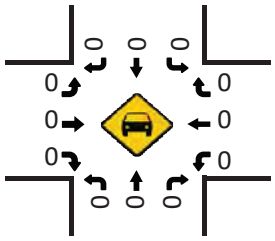
### Cars (AM)



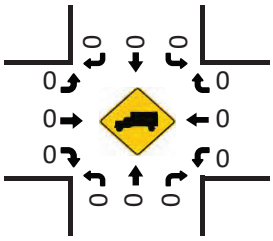

### Total Trucks (AM)



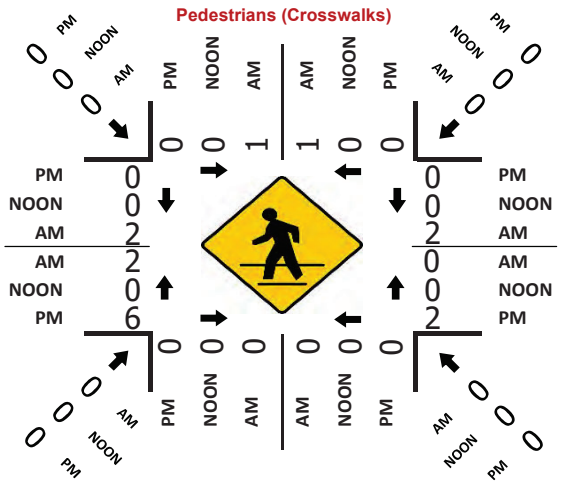

### Cars (NOON)




### 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 |

### 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 | ⇨ |

### NORTHBOUND (Linscott Ave)

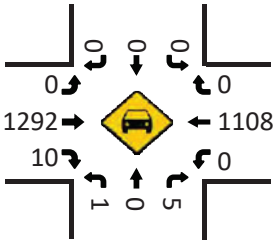
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 10 | 0 | 0 | 0 | 3 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 10 | 0 | 1 | 0 | 5 | AM |

### CONTROL

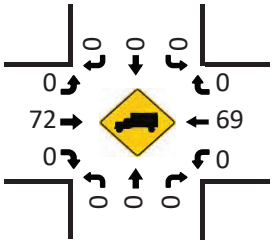
1-Way Stop(NB)

| | | | |
|---|---|---|---|
| TEV | 2558 AM | 0 NOON | 2888 PM |
| PHF | 0.95 | | 0.92 |

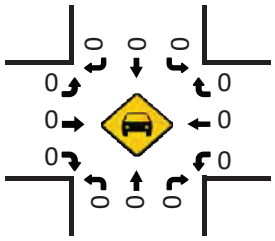
Cars (AM)



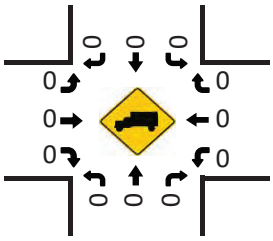

Total Trucks (AM)



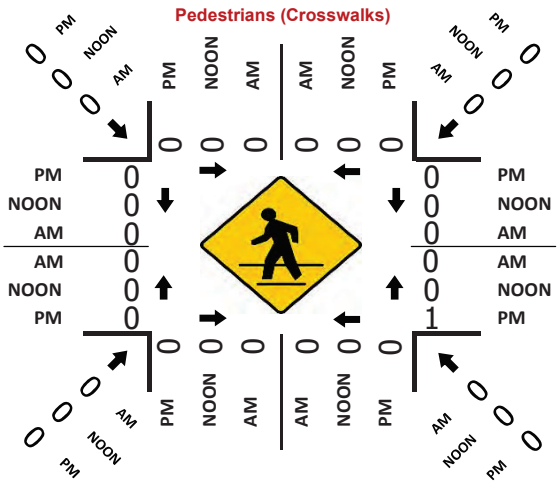

Cars (NOON)



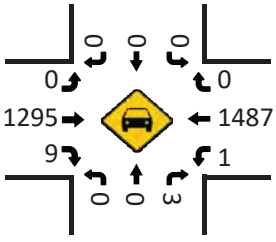

Total Trucks (NOON)



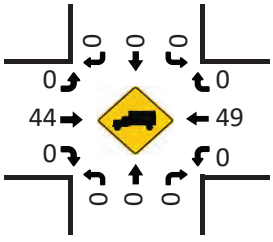

Pedestrians (Crosswalks)




Cars (PM)




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 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| PM | 5 | 134 | 17 | 0 | 178 |

Turning movements: 0 | 1 | 0 | 0

### 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 |

### 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 | |

### NORTHBOUND (Saratoga Ave)

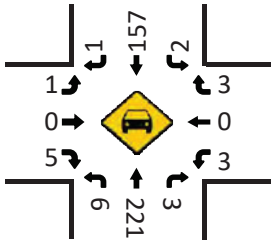
| | | | | | |
|---|---|---|---|---|---|
| PM | 147 | 0 | 1 | 151 | 10 |
| NOON | 0 | 0 | 0 | 0 | 0 |
| AM | 174 | 0 | 6 | 232 | 3 |

Turning movements: 0 | 0 | 1 | 0

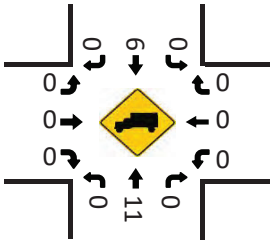
**CONTROL:** 2-Way Stop(EB/WB)

| | | | |
|---|---|---|---|
| TEV | 422 | 0 | 358 |
| | AM | NOON | PM |
| PHF | 0.54 | | 0.64 |

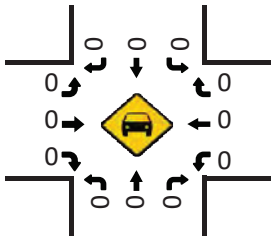
### Cars (AM)



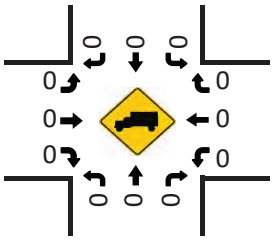

### Total Trucks (AM)



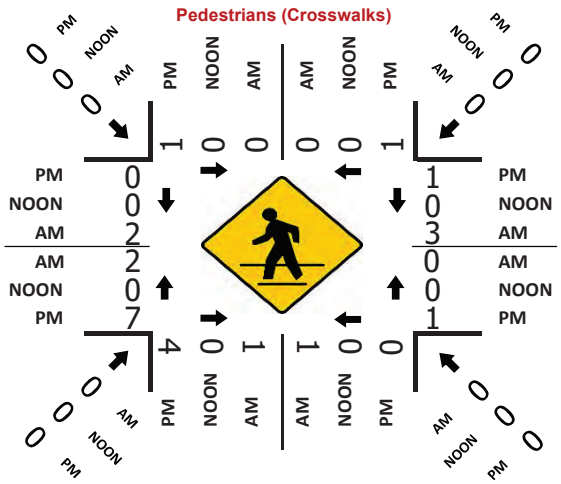

### Cars (NOON)




### Total Trucks (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
1
0
0
2
2
0
7
4
0
0
1
1
0
0
1
0
0
3
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)

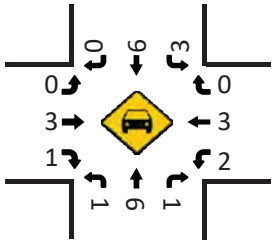
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 4 | 0 | 0 | 2 | 2 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 9 | 0 | 1 | 6 | 1 | AM |

### CONTROL

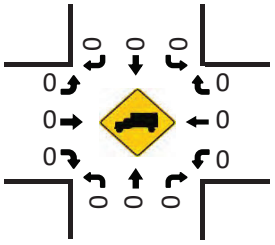
1-Way Stop(WB)

| | | | |
|---|---|---|---|
| TEV | 26 AM | 0 NOON | 21 PM |
| PHF | 0.81 | | 0.53 |

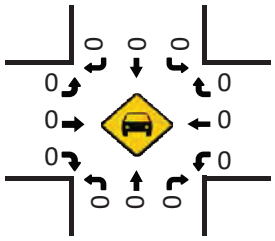
Cars (AM)



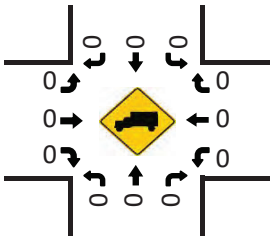
Total Trucks (AM)



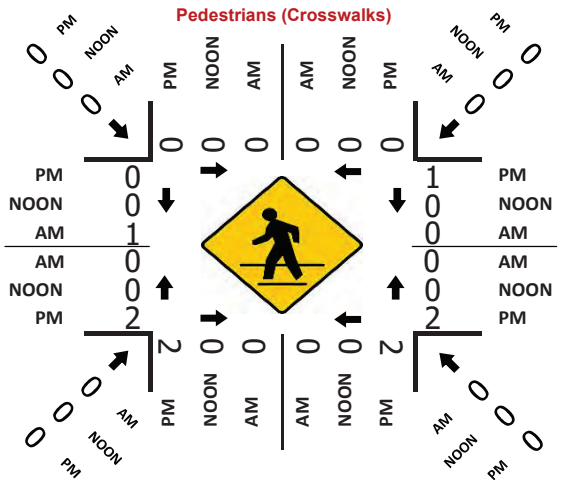
Cars (NOON)



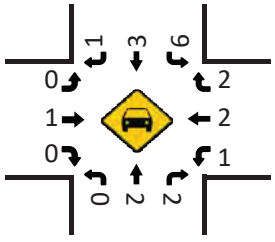
Total Trucks (NOON)



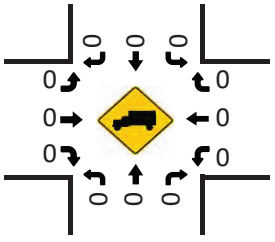
Pedestrians (Crosswalks)



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

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**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: .

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**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: .

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**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: .

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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.

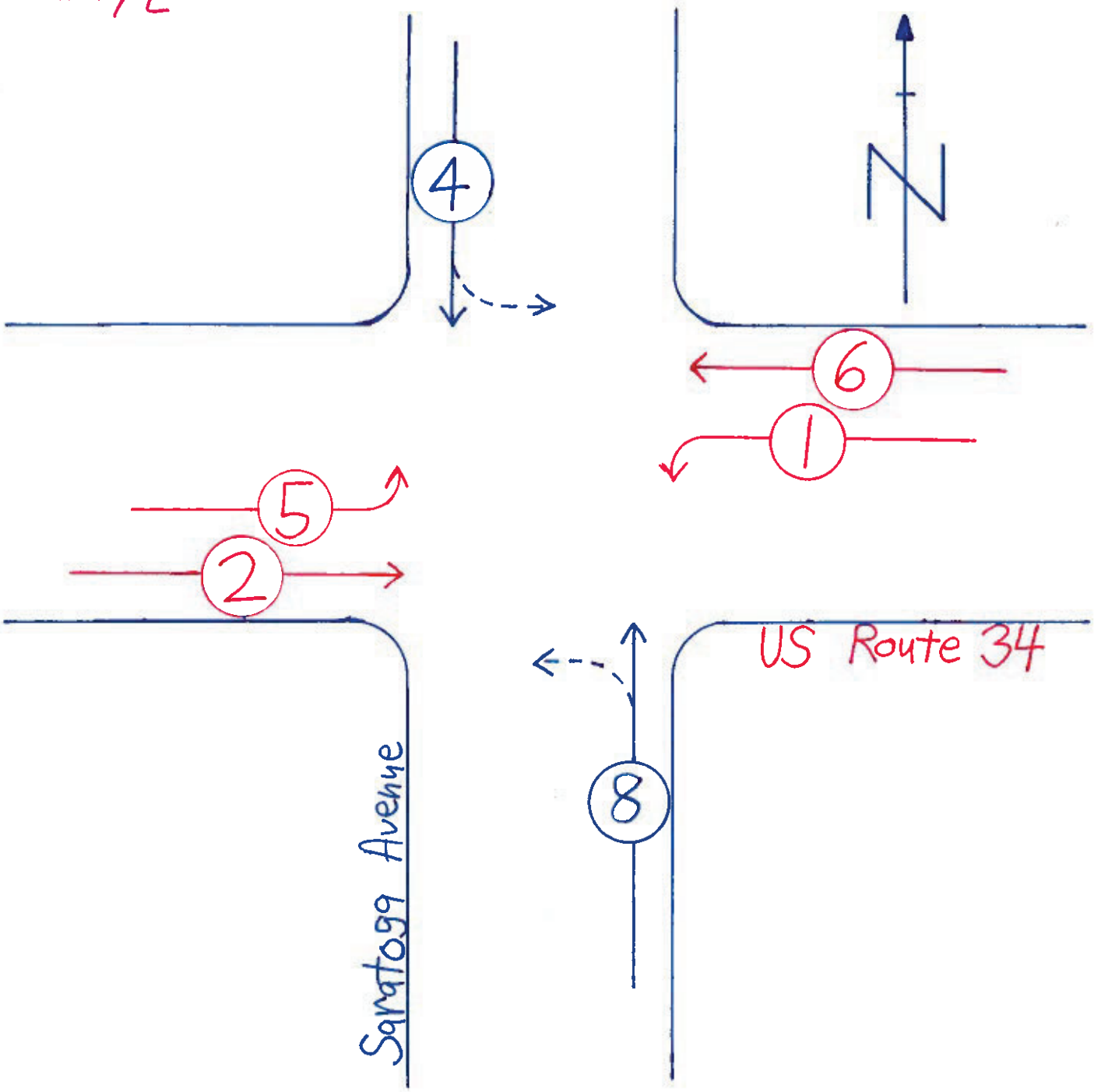
NIC Program Steps

| 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

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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 | - |

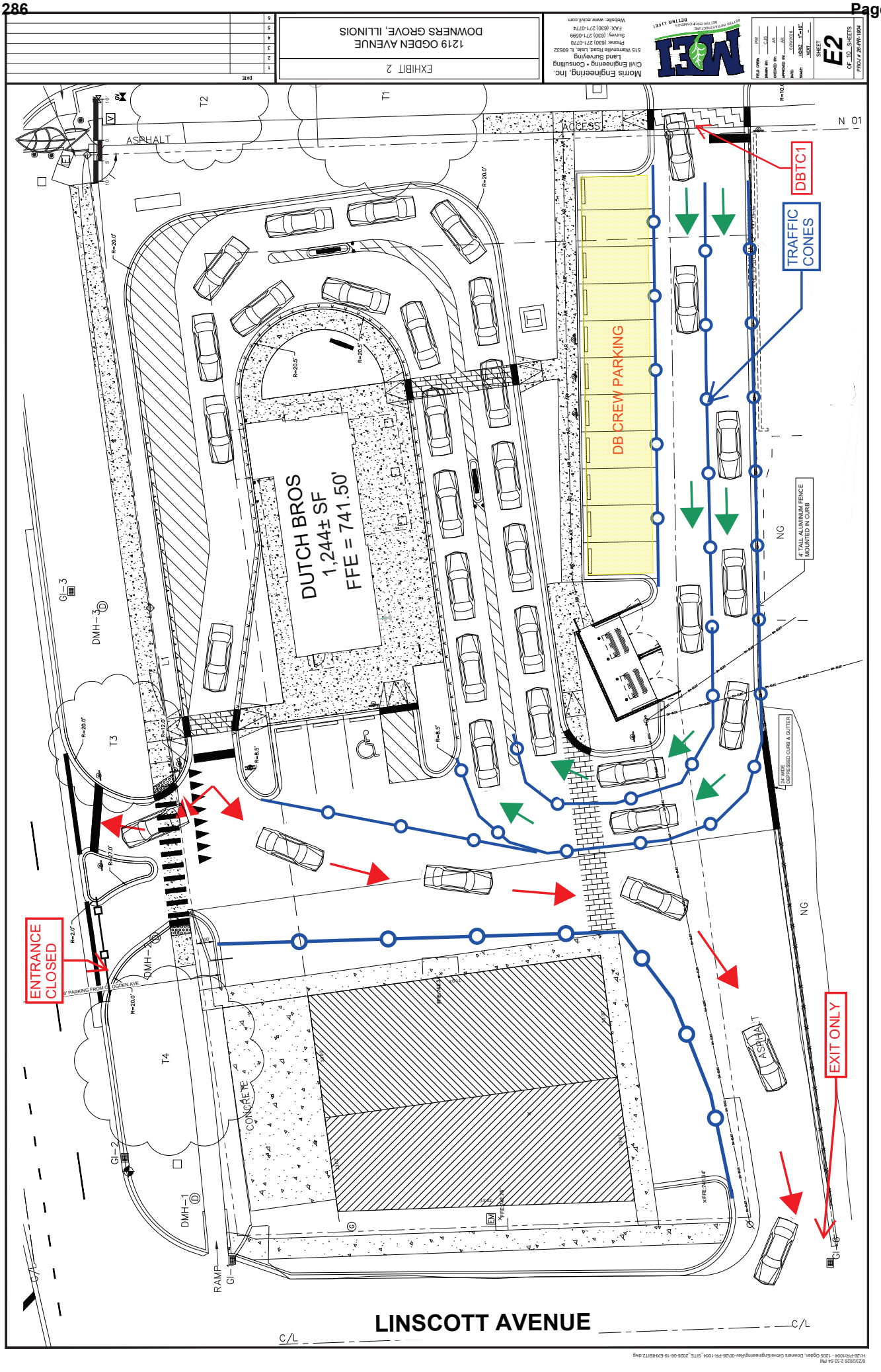
809 W Green St, Urbana, IL 61801

| 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, Lisle, 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
LINSCOTT AVENUE
C/L

# 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 |

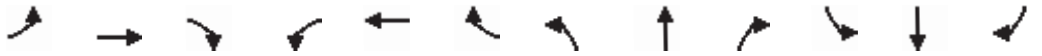
| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 293 | 303 | 97 | 295 | 300 | 126 | 100 | 0 | 0 | 132 | 0 | 0 |
| Stage 1 | 161 | 161 | - | 137 | 137 | - | - | - | - | - | - | - |
| Stage 2 | 132 | 142 | - | 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

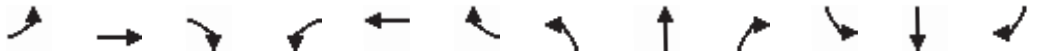
Existing (2026) Traffic Volumes
PM Peak Hour



| 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)

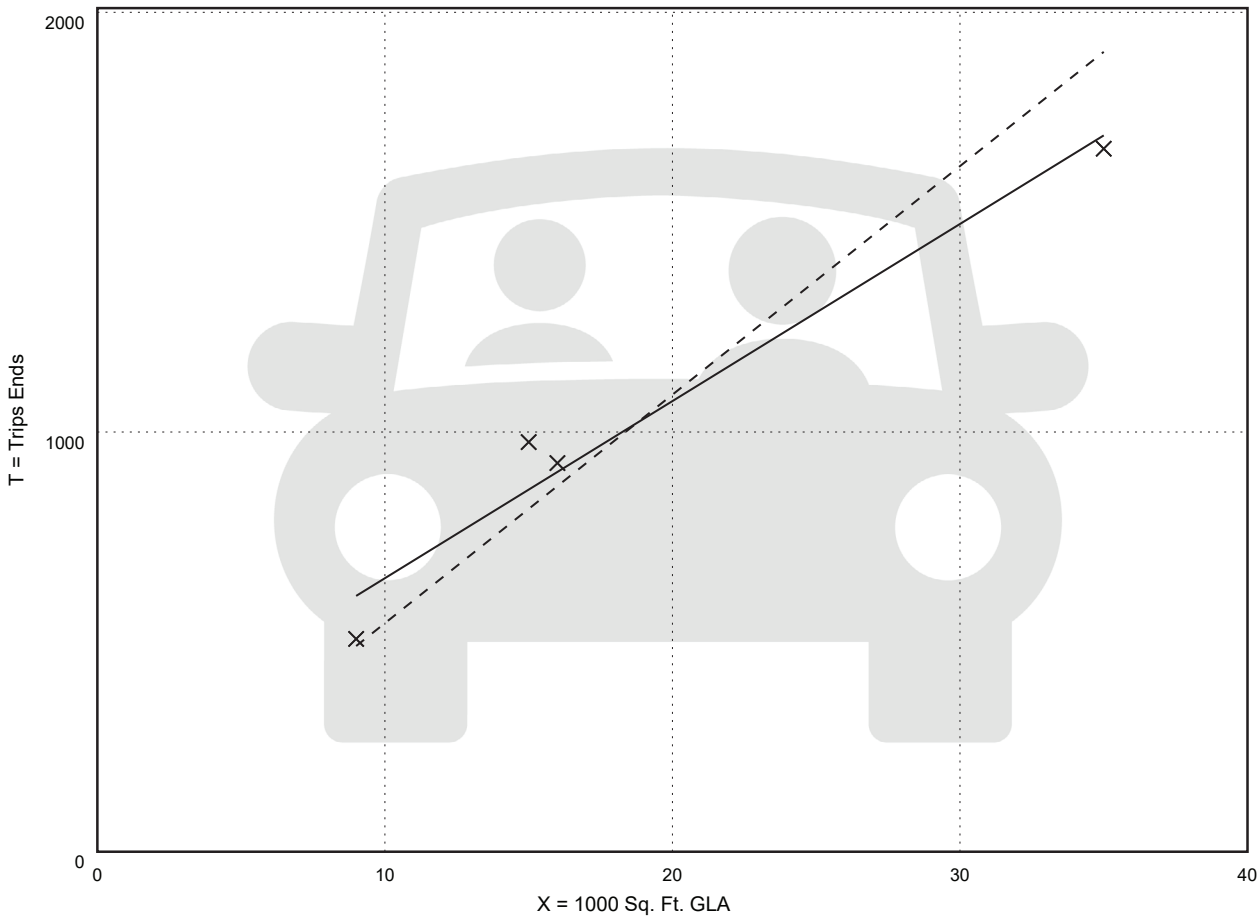
**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**
**On a: Weekday**

**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**

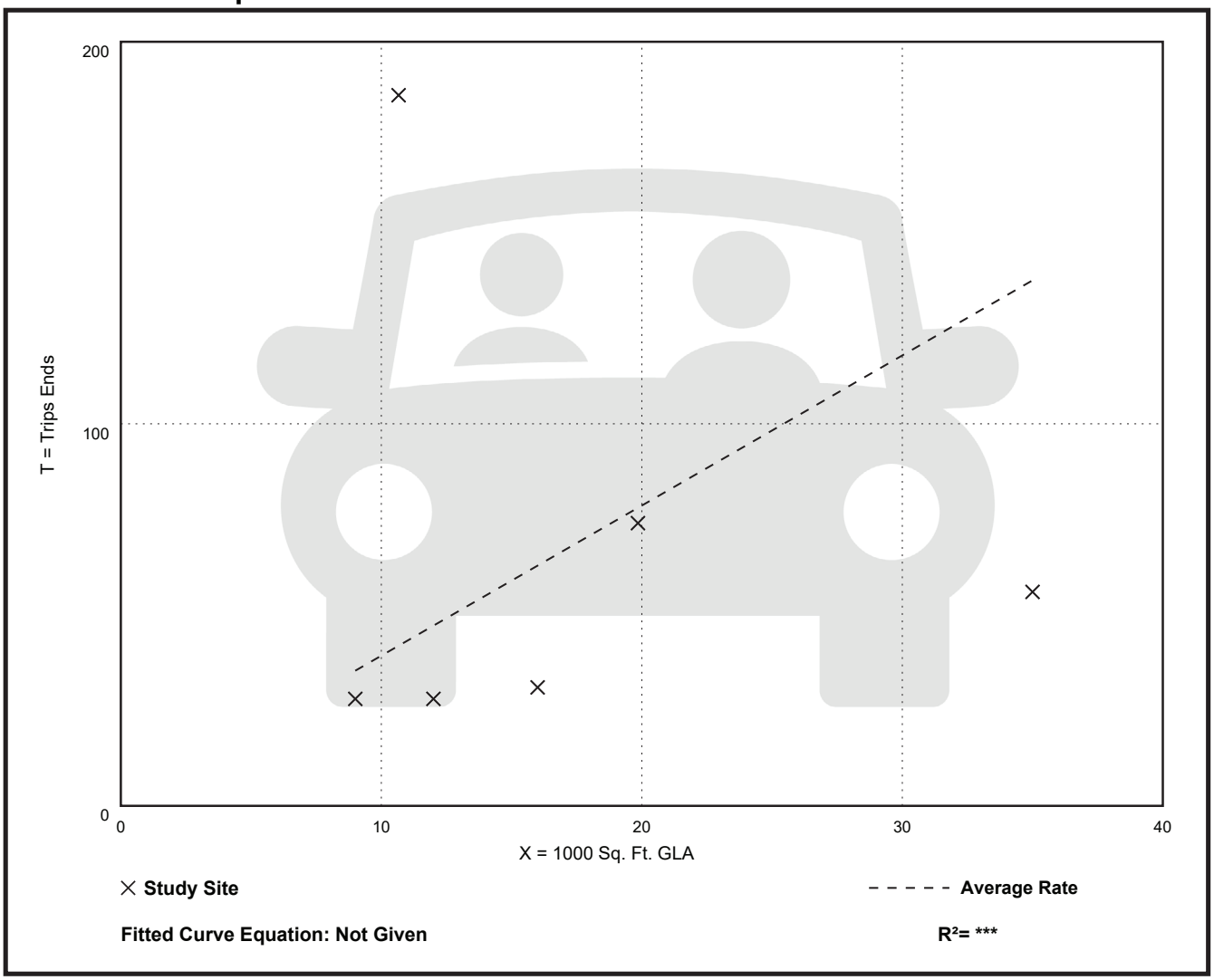
# Strip Retail Plaza (<40k)
# (822)

**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**

**$R^2$= ***

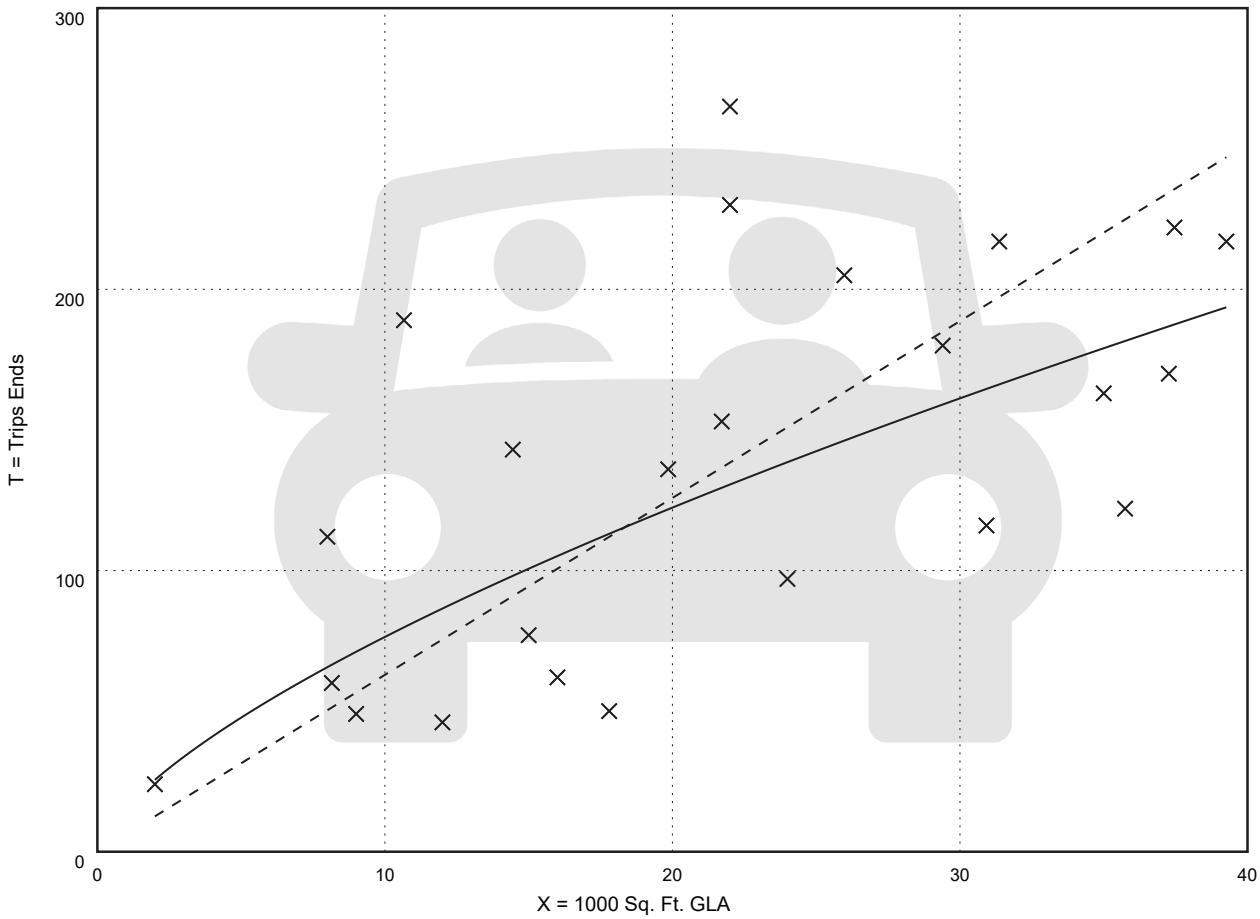
# Strip Retail Plaza (<40k)
# (822)

**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)

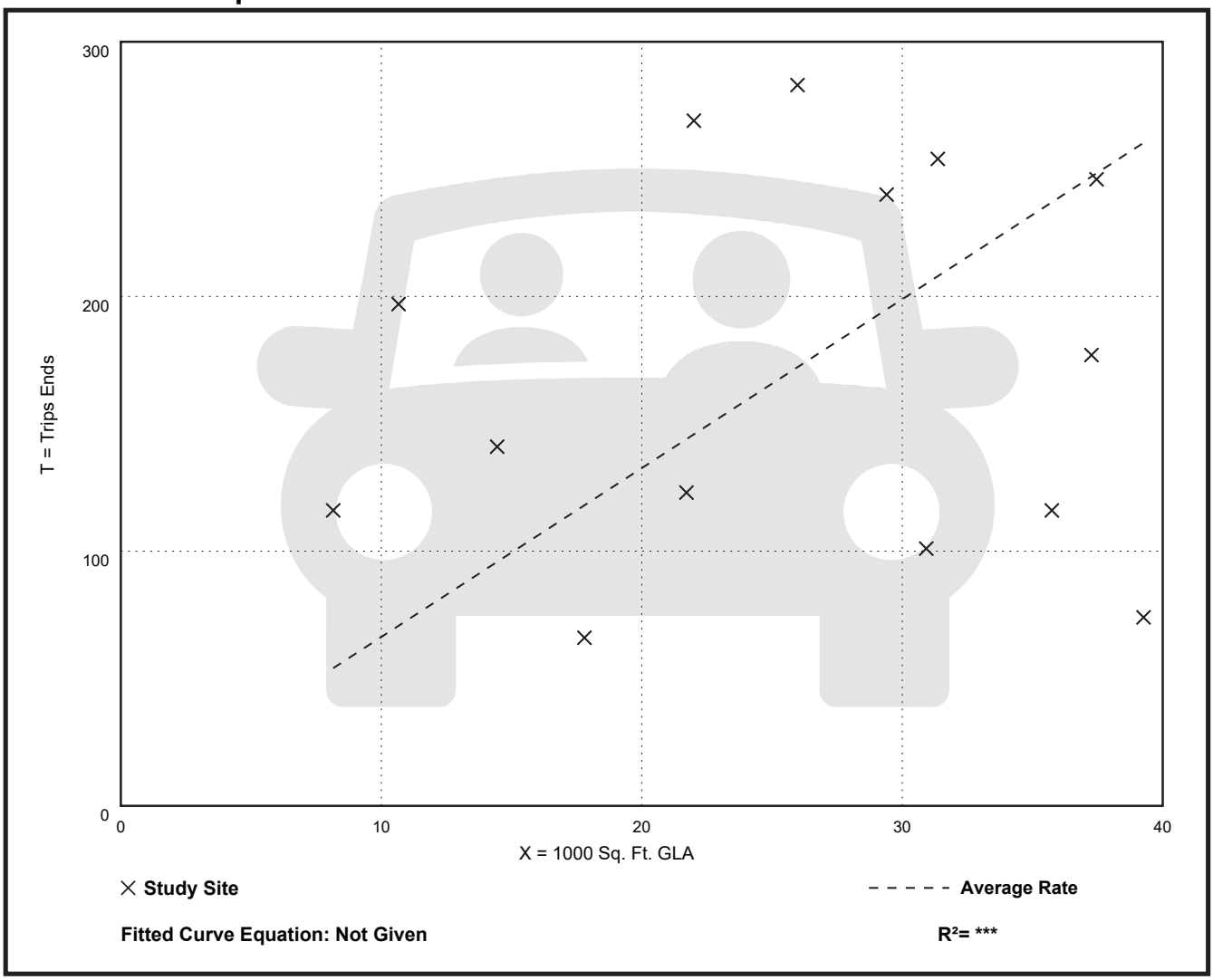
**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**
**On a: Saturday, Peak Hour of Generator**

**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)

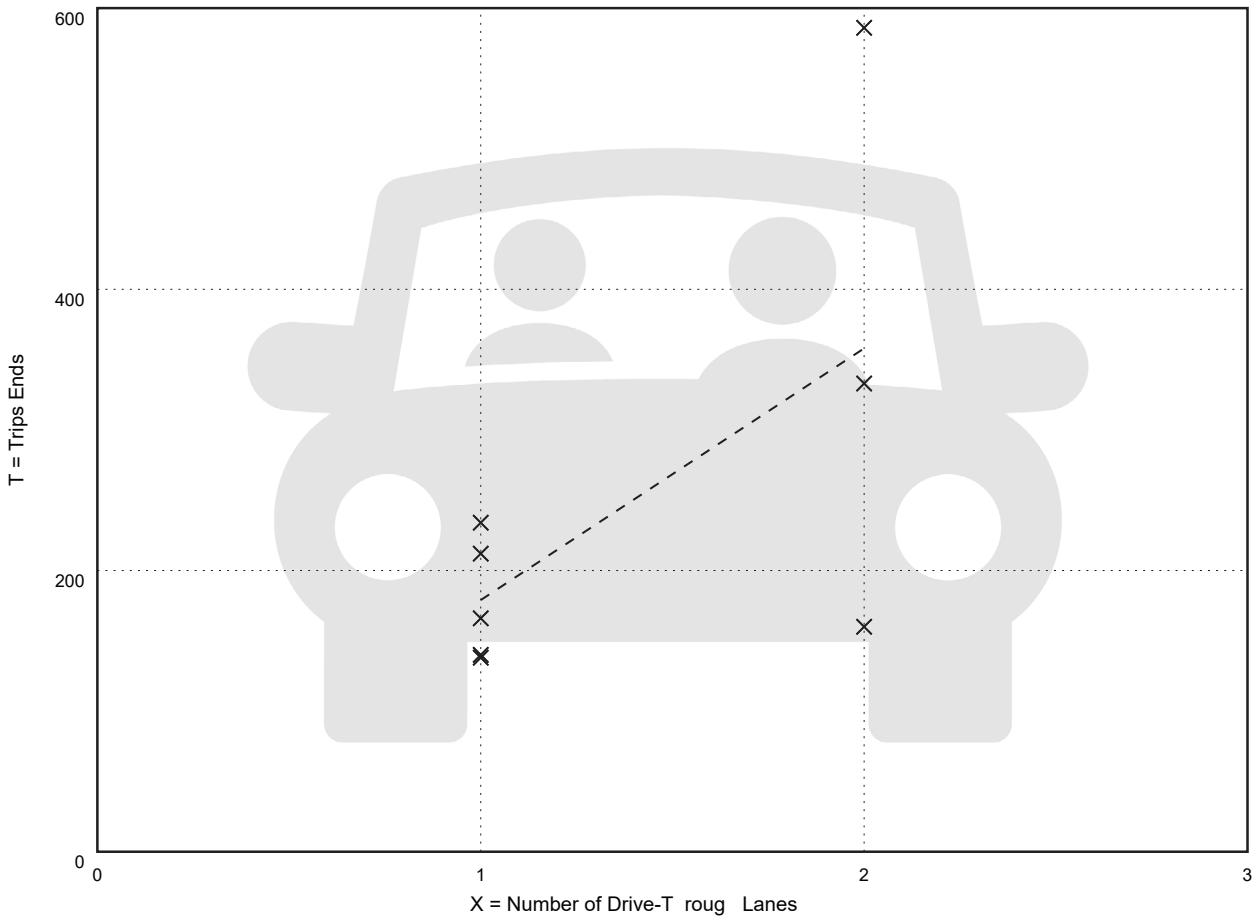
**Vehicle Trip Ends vs:** **Drive Through Lanes**
**On a:** **Weekday**

**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**

**$R^2$= ***

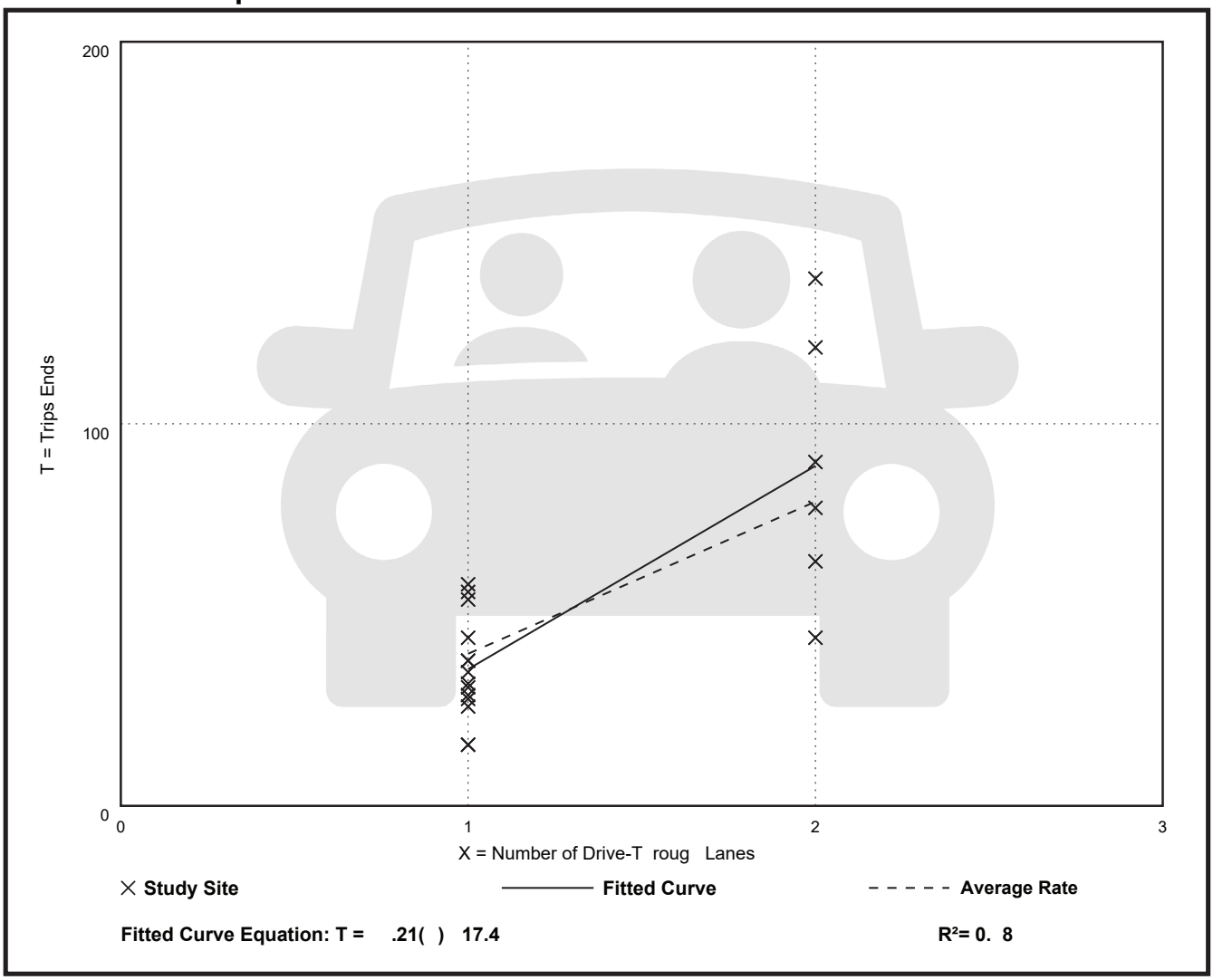
# Coffee/Donut Shop with Drive Through Window and No ndoor Seating (9 8)

| | |
|---|---|
| **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**

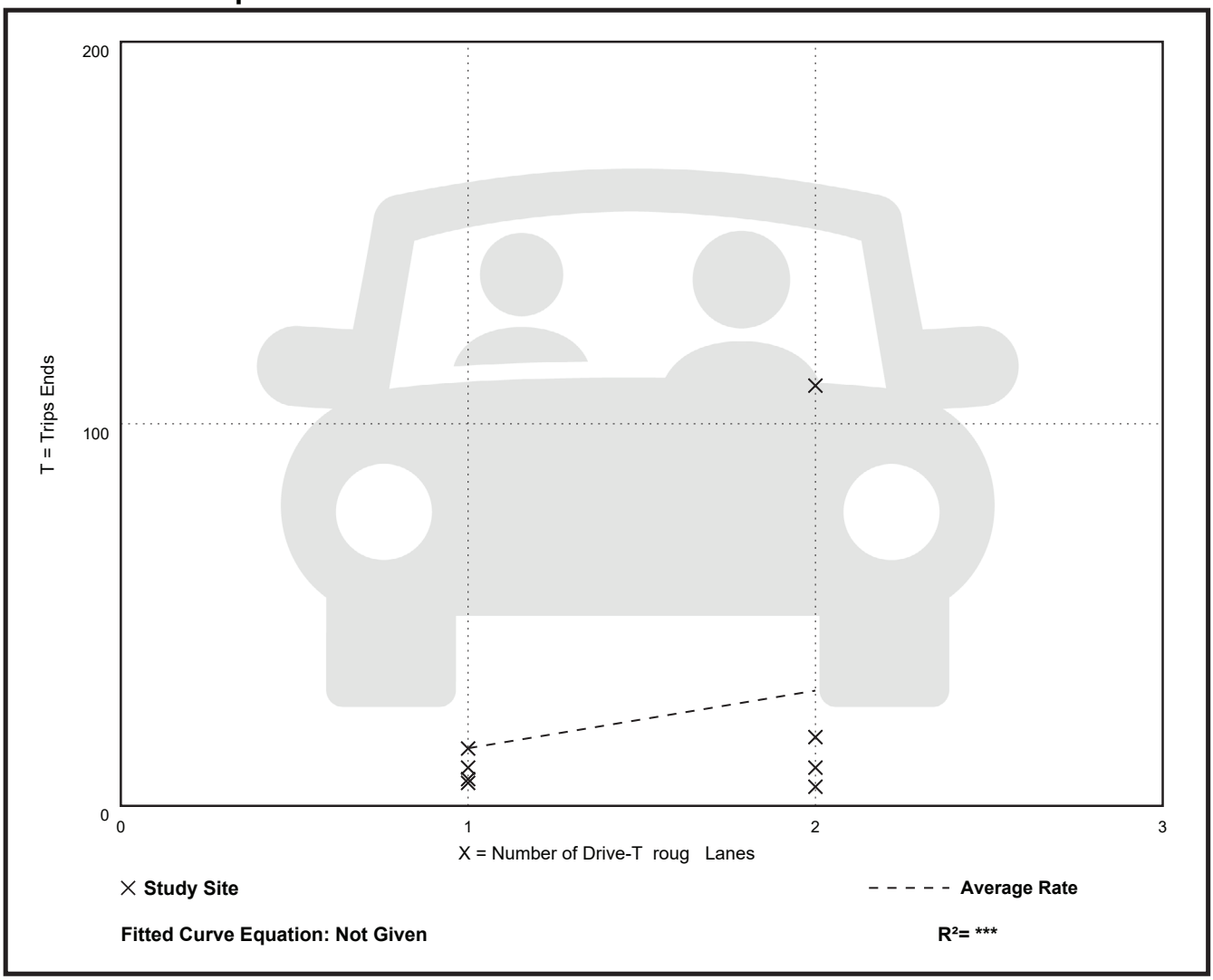
# Coffee/Donut Shop with Drive Through Window and No ndoor Seating (9 8)

| | |
|---|---|
| **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 |

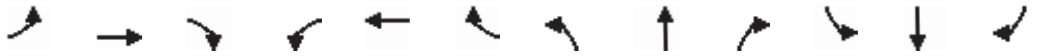
| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 303 | 313 | 103 | 306 | 311 | 132 | 105 | 0 | 0 | 137 | 0 | 0 |
| Stage 1 | 166 | 166 | - | 142 | 142 | - | - | - | - | - | - | - |
| Stage 2 | 137 | 147 | - | 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 | | | | | | | | | |

| 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 | - | - | - | - | - | - | - |

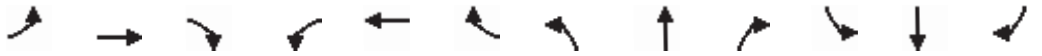
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.7 | 9.79 | 0.04 | 0.71 |
| HCM LOS | B | A | | |

| 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 |

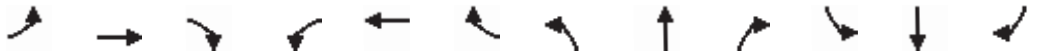
| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 53 | 0 | - | 0 | 47 | 29 |
| Stage 1 | - | - | - | - | 29 | - |
| Stage 2 | - | - | - | - | 18 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| 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

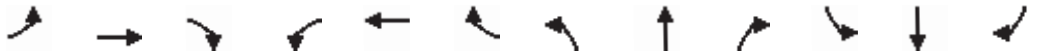
Build (2032) Traffic Projections
PM Peak Hour



| 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 |

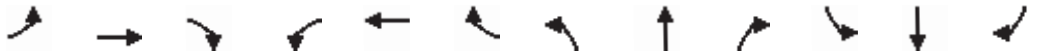
| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 0 | - | 0 | 47 | 39 |
| Stage 1 | - | - | - | - | 39 | - |
| Stage 2 | - | - | - | - | 7 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| 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

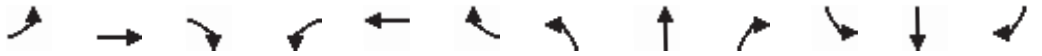
Build (2032) Traffic Projections
SAT Peak Hour



| 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 |

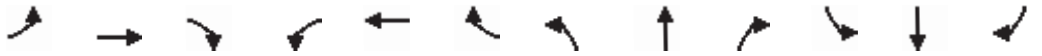
| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 58 | 0 | - | 0 | 47 | 34 |
| Stage 1 | - | - | - | - | 34 | - |
| Stage 2 | - | - | - | - | 13 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| 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

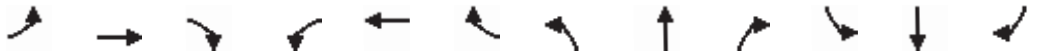
Build (2032) Traffic Projections
PM Peak Hour



| 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

Downers Grove | 850 Curtiss Street | Downers Grove, IL 60515 | www.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

Downers Grove | 850 Curtiss Street | Downers Grove, IL 60515 | www.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

Downers Grove | 850 Curtiss Street | Downers Grove, IL 60515 | www.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

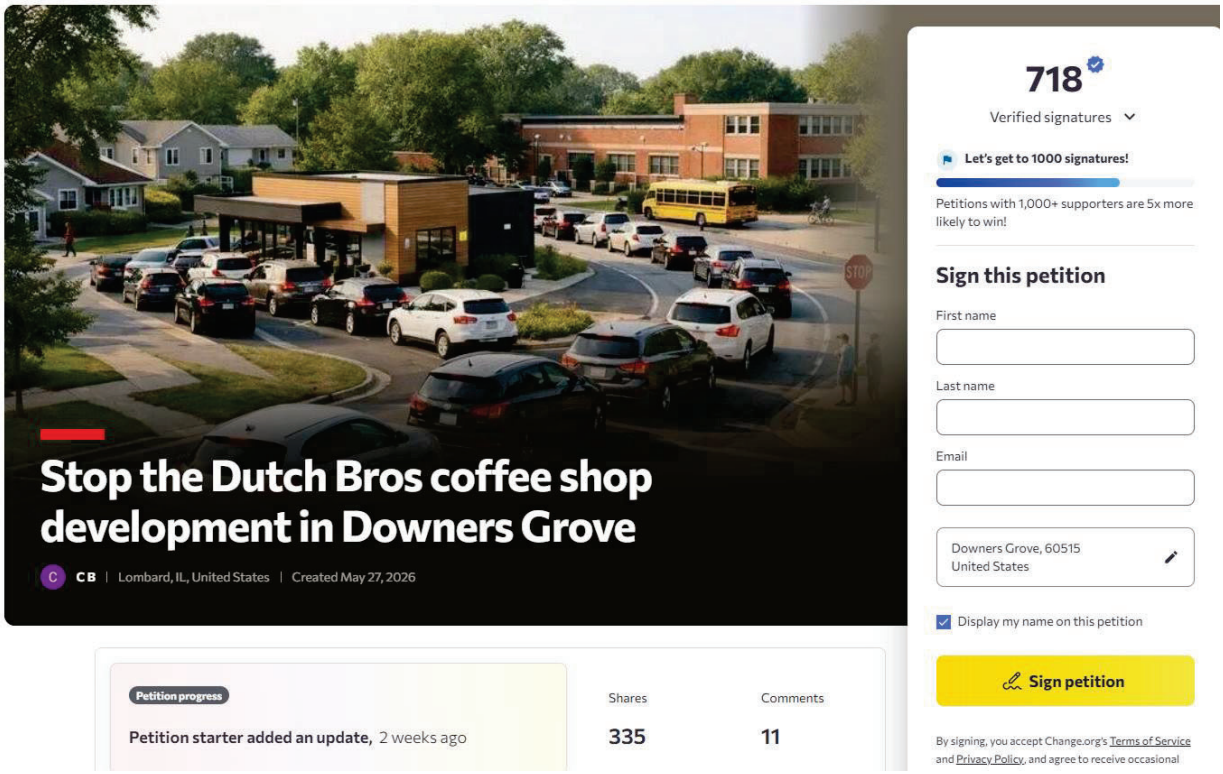
**Exhibit D**- Photographs of Alley Access, Linscott Avenue Dead-End, and Herrick Middle School Gate Area

**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:**

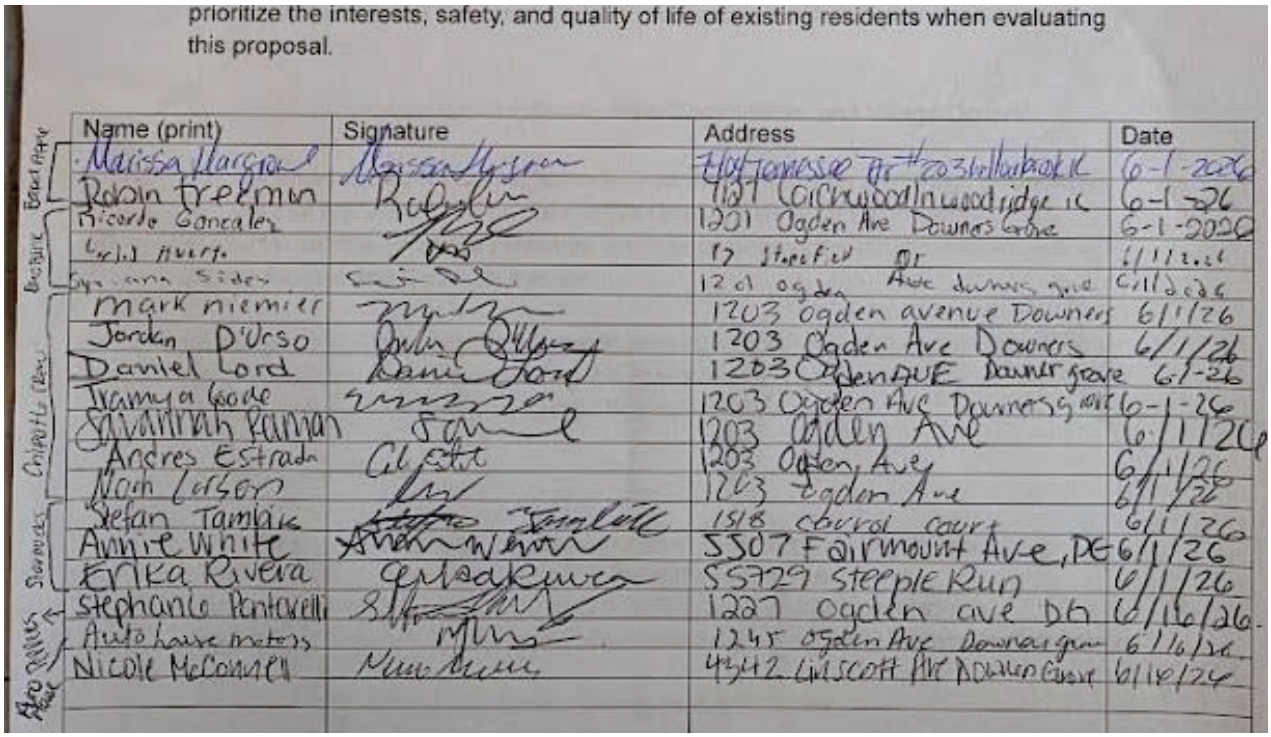


**Exhibit B**- Traffic Crash Summary Data (2021-2026) for Ogden Ave/Saratoga Corridor Intersection

## 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

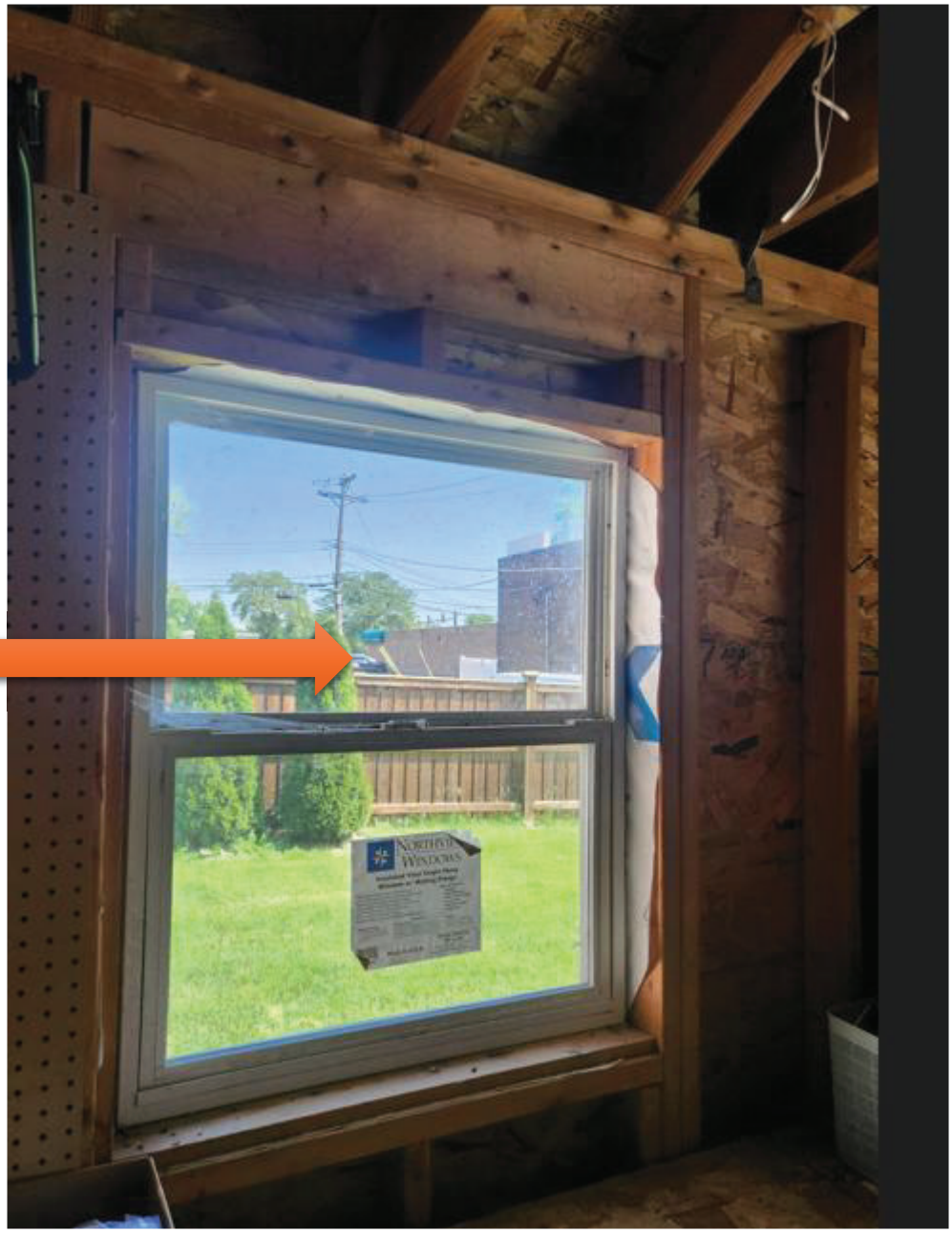
| | | | |
|---|---|---|---|
| 8/27/2025 5:11 PM | DGP25041948 | OGDEN AVE near SARATOGA AVE | Unable to Determine |
| 8/31/2025 9:12 AM | DGP25042653 | OGDEN AVE at SARATOGA AVE | Failing to Reduce Speed to Avoid Crash |
| 09/02/2025 9:11 AM | DGP25042970 | OGDEN AVE near SARATOGA AVE | Failing to Yield 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.**

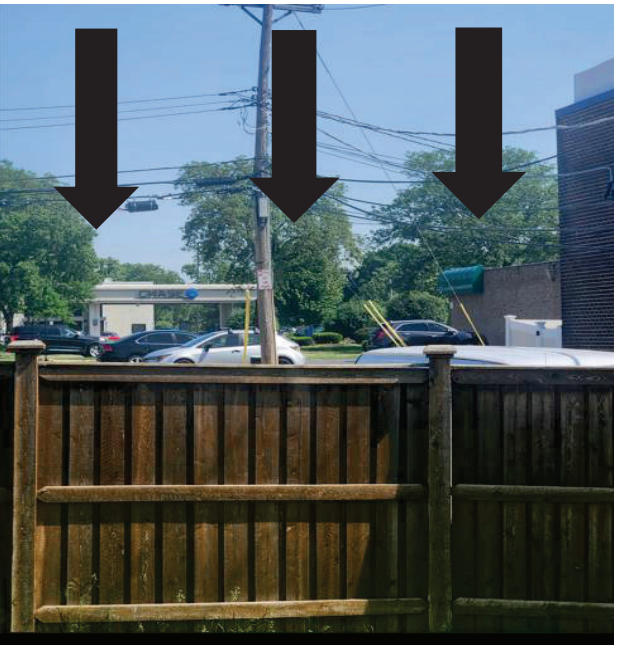
**Where the Dutch brothers building will be located as well as menu, employees, customers, and walk up window.**



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.

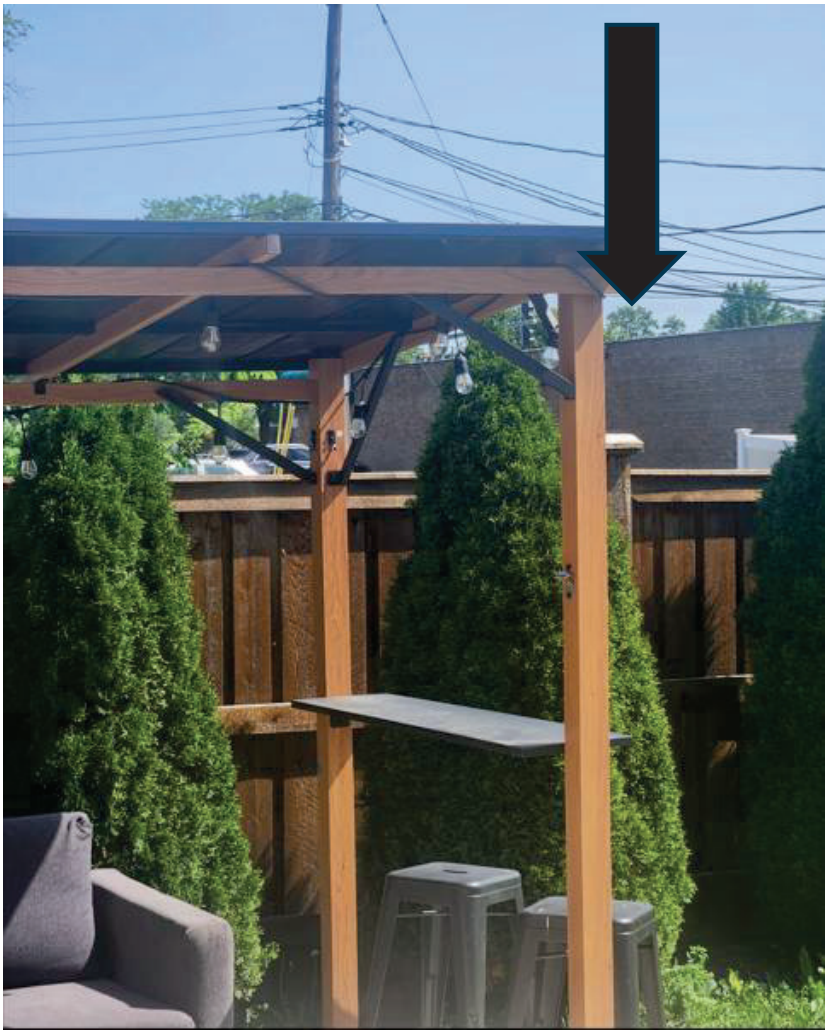




Will see stacked cars waiting in drive-thru lane as well as cars waiting to turn right from the alley into the establishment off of Saratoga.

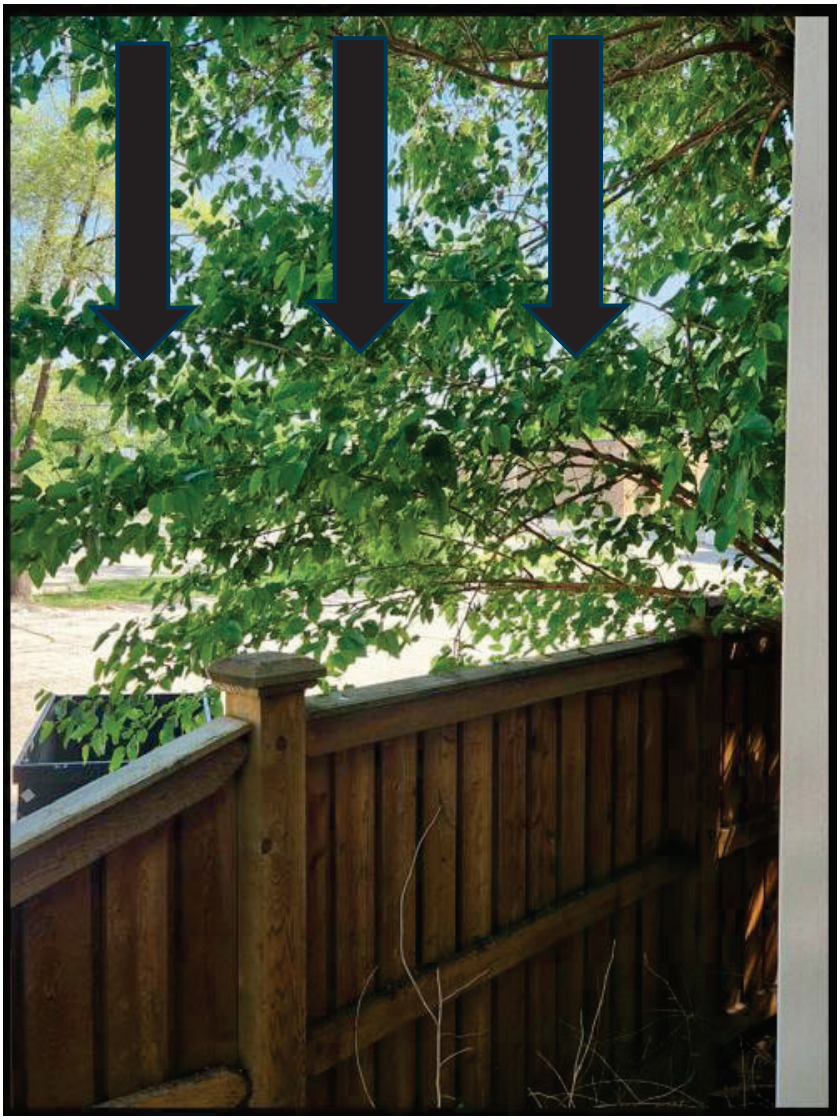
3.) View from one angle of our backyard patio. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).

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).



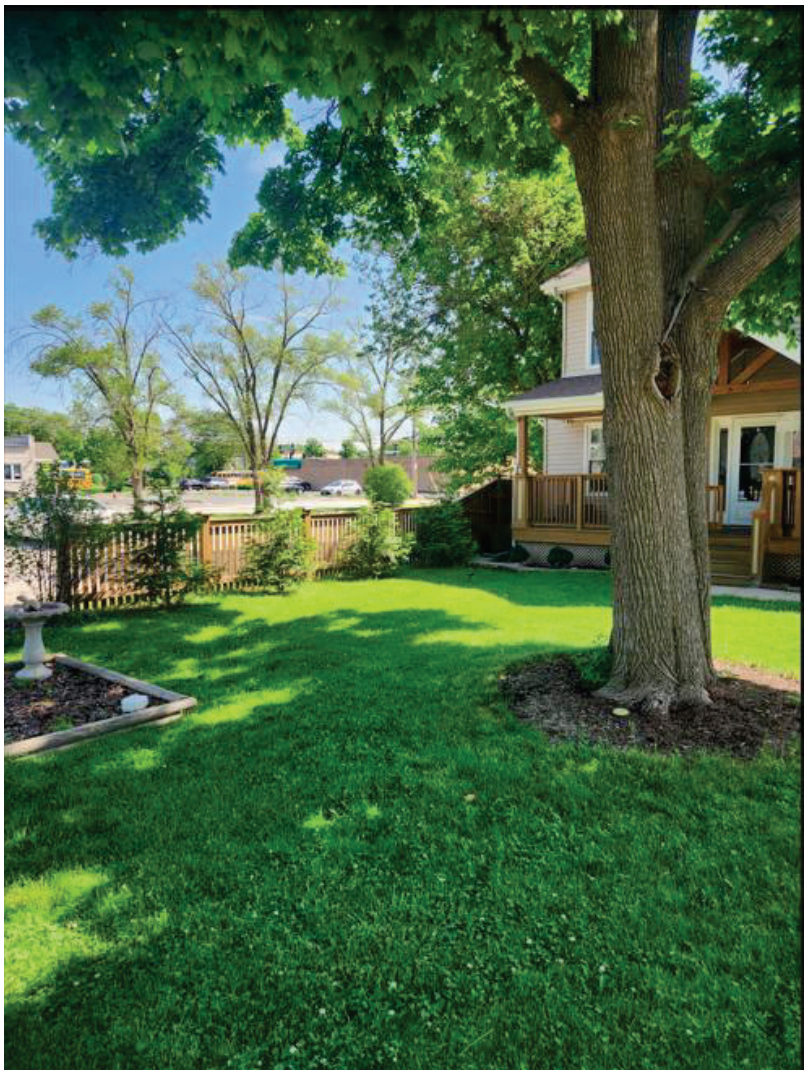
6.) View from back deck. No sound barrier will be present, direct residential exposure of lights, cars, customers, and constant noise (4:30am-11:30pm/12am).

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**

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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**

(630) 434-5520 **|** jzawila@downers.us

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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**

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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**

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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**

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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

Downers Grove | 850 Curtiss Street | Downers Grove, IL 60515 | www.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

Downers Grove | 850 Curtiss Street | Downers Grove, IL 60515 | www.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

Downers Grove | 850 Curtiss Street | Downers Grove, IL 60515 | www.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

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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]

[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 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

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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