



Village of Downers Grove

Report for the Village Council Meeting*Table 1 - Council Agenda item.*

Subject	3300 Lacey Road –Planned Unit Development Amendment
Submitted By	Stan Popovich, AICP Director of Community Development

Synopsis.

The petitioner is requesting to amend Planned Unit Development #31 to construct a new hospital and clinic at 3300 Lacey Road.

Strategic Plan Alignment.

The goals for 2025-2027 Strategic Plan include *Strong and Diverse Local Economy*.

Fiscal Impact.

N/A

Recommendation.

This item was discussed at the Village Council meeting of September 1, 2026. Staff recommends approval on the September 8, 2026 Active Agenda.

The Planned Unit Development ordinance includes a condition requiring dark sky compliant lighting.

Based on a Council question, the applicant has provided a summary of the sustainability features that will be incorporated into the development of the proposed Lurie Children's Downers Grove hospital facility on page 7 of this PDF.

At their August 3, 2026 meeting, the Planning and Zoning Commission unanimously recommended approval (6-0) of the proposed amendment. The Planning and Zoning Commission found that the proposal is compatible with the Comprehensive Plan and meets the standards for a Planned Unit Development Amendment found in Section 28.12.040(c)(5).

Background.**Property Information and Zoning Request.**

The petitioner is requesting approval of an amendment to the Planned Unit Development for Planned Unit Development #31, Esplanade at Locust Point to construct a new hospital and clinic for Ann & Robert H. Lurie Children's Hospital of Chicago. The 13.2-acre property is located at the northwest intersection of Woodcreek Drive and Lacey Road, directly west of I-355.

PUD #31 was approved in 1990 with a master site development plan that identified a variety of office buildings, open space, transportation and roadway improvements. Earlier this year, the PUD was amended to add hospital as an approved allowed use within PUD #31. At that time, it was determined any

applicant proposing the construction of a hospital would be required to go through the entitlement process.

The proposed building will feature two sections: a two-story section for the outpatient clinic and a five-story hospital section. The hospital will feature four stories above grade, including two stories for the emergency and surgery department with two stories above for in-patient beds, all above a walk-out lower level dedicated to core building functions. The two building sections will be connected at the middle of the overall structure with a main entrance that will include a patient and visitor drop-off area. The emergency department also has a dedicated area for patient drop off at the southeast corner of the building, with an ambulance drop-off area located along the southwest façade.

Lastly, a helipad is located just south of this area and is connected via an eight-foot-wide gurney way. The gurney way will extend from the heliport to the emergency department back entrance. The helipad will serve outgoing transfers to Lurie Children's Chicago location for certain patients.

Compliance with the Comprehensive Plan.

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Office. Office uses are defined as large-scale office buildings and complexes, office parks, and small individual offices. The subject property is also part of the Butterfield and Finley Road Area, which has a variety of recommendations for continued investment in this corridor. The petitioner is proposing to construct a hospital.

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 zoned O-R-M, PUD #31, Office-Research-Manufacturing and Planned Unit Development #31. The zoning bulk requirements of the proposed

development in this zoning district and the overall PUD bulk regulations are summarized in Tables 6 and 7 in the PZC staff report. Additionally, a list of requested deviations, all related to signage, can be found in Table 9 in the Staff Report.

Engineering and Public Improvements.

The overall Esplanade campus drains in a westerly direction and the stormwater detention for the entire development was designed in a series of ponds. The proposed development does require additional stormwater detention. The required detention volume will be provided by modifying three existing ponds to gain additional volume. Based on the existing impervious area on the site and the proposed impervious area, the proposed development requires Post Construction Best Management Practices (PCBMPs). This additional volume will be provided via an underground vault storage along the west side of the building and two volume control basins located along the southern portion of the site. Moreover, permeable pavers installed on a portion of the parking lot will provide a water quality control measure.

Access will be provided via a single full-movement access drive on Lacey Road, via two full-movement access drives on Woodcreek Drive, and a full-movement access drive on Birchwood Place. A northbound left-turn lane will be provided on Lacey Road serving the proposed access drive. The left turn lane can be provided within the existing median without roadway widening. Eastbound left-turn lanes will be provided on Woodcreek Drive at both proposed access drives.

Internal pedestrian connections are provided between the hospital and clinic. A new sidewalk is proposed on the south side of Birchwood Place. Additionally, pedestrian connections will be provided throughout the development and to the public sidewalks adjacent to the site. Lastly, along Lacey Road, the petitioner is proposing a 10-foot-wide shared-use path, in accordance with the Guiding DG Active Transportation Plan.

Traffic and Parking.

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing and future traffic conditions at the intersections of Butterfield Road with Woodcreek Drive/Lloyd Avenue, Esplanade Road, and the I-355 interchange at the intersection of Lacey Road with Woodcreek Drive (North and South), Esplanade Road, Birchwood Place, and Finley Road based on the proposed hospital campus.

Truck loading and passenger vehicle access will be separated. The internal access road system will efficiently accommodate hospital operations. Parking will be accommodated via 501 surface parking spaces in two parking lots. The traffic study found that the site is well located in regards to the regional and local roadway network which provides flexible connectivity to the Tollway system as well as major arterial roadways. Additionally, the peak hours of trip generation for the proposed hospital campus will correspond to staff shift changes, which will occur outside the peak hours of the roadway system. The traffic study found no significant impacts to the existing road network.

Public Comment.

Staff did receive one inquiry from the public prior to the Planning and Zoning Commission meeting. The question was general in nature. During the Planning and Zoning Commission meeting, two members of the public spoke in support of the request.

Attachments.

- Petitioner Response – Environmental Sustainability Elements
- Aerial Map
- Ordinance
- Staff Report with attachments dated August 3, 2026

- Planning and Zoning Commission Minutes dated August 3, 2026
- Public Correspondence

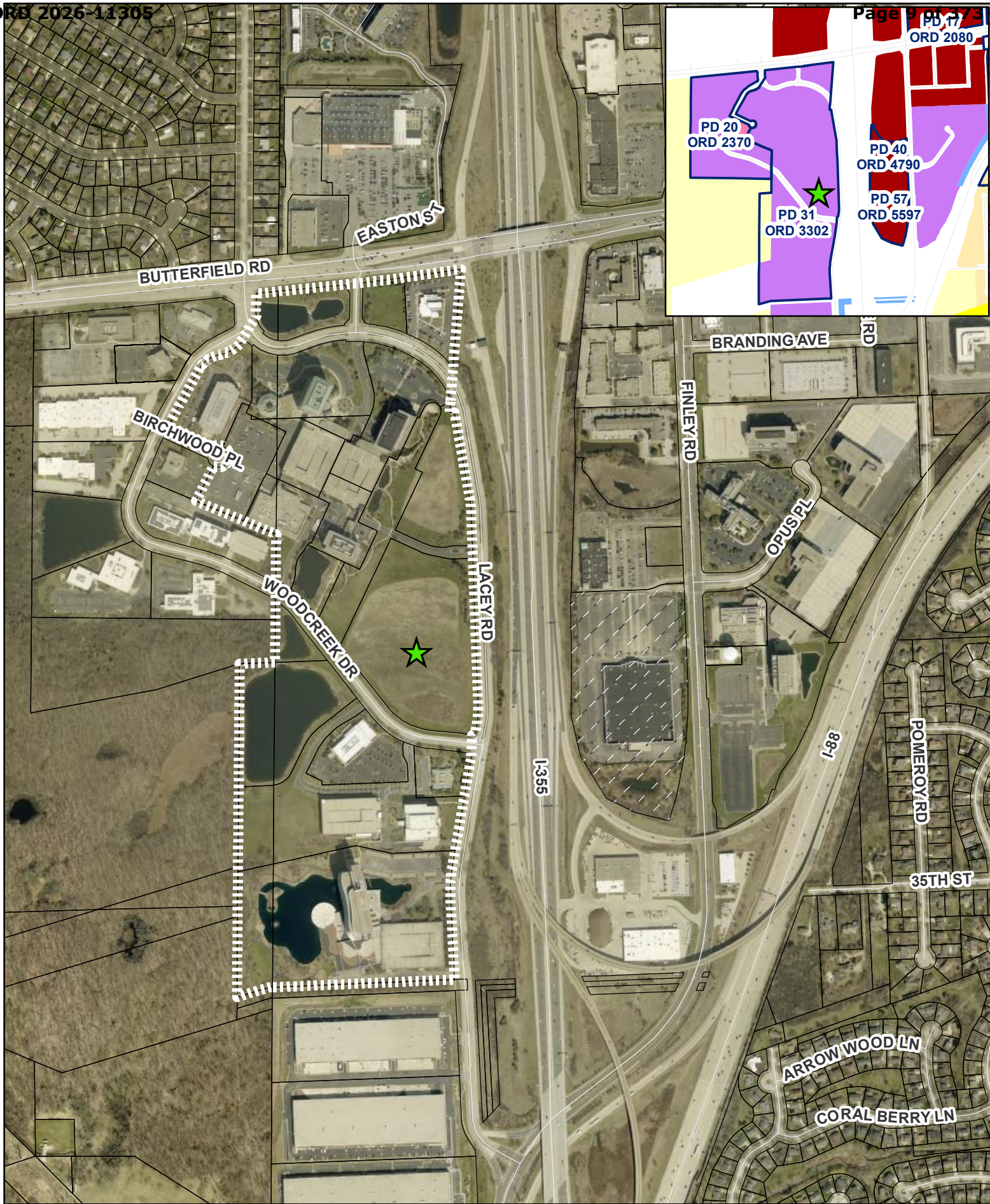


TO: Downers Grove Village Council
FROM: Kate Duncan, Quarles & Brady LLP
RE: Sustainability Features for Ann & Robert H. Lurie Children's Hospital of Chicago
DATE: September 2, 2026

The following is a summary of the Sustainability Features that will be incorporated into the development of the proposed Lurie Children's Downers Grove hospital facility:

- Energy-efficient building systems including
 - High-performance building envelope material
 - High reflective roof
 - High-performance HVAC system
 - Low flow plumbing fixtures (where applicable for building type)
 - Low energy LED light fixtures in building and site
 - Occupancy sensors including controlled electrical receptacles
 - Electric kitchen
 - Reuse of building condensate
 - Low-E glazing
- AIA 2030 Challenge commitments (The AIA 2030 Commitment is an actionable climate strategy that provides a set of standards and goals for pursuing net zero emissions in the built environment.)
 - Exceeding energy codes
 - No RED list materials
 - Selecting materials with recycled content
 - Low carbon steel and concrete
 - Local material selection in building and site design
- Sustainable Site Design
 - Native landscaping to reduce water consumption, encourage biodiversity, sequester carbon
 - Lighting designed using the principles of Dark Sky
 - Bird-Friendly design principles to reduce bird collisions
 - Comprehensive stormwater management system including detention basins, infiltration systems, permeable paving, bioswales and native plantings
 - Reduced heat islands with permeable paving and plantings

- EV vehicle ready parking
 - Green space and healing gardens with interpretive signage
 - Maximize site access, orientating views for patients and family towards nature, adding windows to access use of daylight
- On-site recycling



0 250 500 1,000 Feet

Lurie Children's Hospital - Location Map



Subject Property



Project Location



Village of Downers Grove

Council Action Summary

Table 1 - Council Action Summary.

Initiated By	Village Attorney
Effective Date	September 8, 2026
Recommendation From	Planning & Zoning Commission
File Reference	26-PZC-0036
Nature of Action	Ordinance

Steps Needed to Implement Action.

Motion to adopt “An Ordinance Approving an Amendment to Planned Unit Development #31 to Construct a New Hospital at 3300 Lacey Road”, as presented.

Summary of Item.

Adoption of this ordinance shall approve an amendment to PUD #31 for the construction of a new hospital at 3300 Lacey Road.

Record of Action Taken.

Ordinance

An Ordinance Approving an Amendment to Planned Unit Development #31 to Construct a New Hospital at 3300 Lacey Road

WHEREAS, the Village Council has previously adopted Ordinance No. 3302 on April 30, 1990, designating the property described therein as Planned Unit Development #31 and subsequent amendments thereto; and,

WHEREAS, the Owners have filed a written petition with the Village conforming to the requirements of the Zoning Ordinance and requesting an amendment to Planned Unit Development #31 to allow construction of a new hospital; and,

WHEREAS, such request was referred to the Planning & Zoning Commission of the Village of Downers Grove, and the Planning & Zoning Commission has given the required public notice, conducted a public hearing for the petition on August 3 2026, and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Planning & Zoning Commission has recommended approval of the requested petition, subject to certain conditions; and,

WHEREAS, the Village Council has considered the record before the Planning & Zoning Commission, as well as the recommendations of Planning & Zoning Commission.

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

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

SECTION 2. That a Planned Unit Development Amendment is hereby adopted authorizing the construction of a new hospital subject to the following conditions:

1. The Planned Unit Development Amendment shall substantially conform to the staff report dated August 3, 2026, civil drawings prepared by RWG Engineering dated June 17, 2026 and last revised June 25, 2026 architectural drawings prepared by Lamar Johnson Collaborative and Zimmer Gunsul Frasca Architects LLP dated June 25th, 2026 and last revised July 22, 2026; landscape drawings prepared by Lamar Johnson Collaborative and Zimmer Gunsul Frasca Architects LLP dated June 17, 2026 and last revised July 22, 2026, and photometric drawings prepared by Affiliated Engineers, Inc. dated June 25, 2026.
2. A recorded plat of abrogation to remove the utility easements will be required prior to permit issuance.
3. A recorded plat of stormwater easements will be required prior to Certificate of Occupancy issuance.
4. Any required night lighting should follow the International Dark-Sky Association's IDA Five Principles for Responsible Outdoor Lighting.
5. During construction an exclusionary silt fence shall be installed by the end of March and maintained through October to prevent the Blanding's Turtle from entering the construction area.
6. All heliport signage will be approved by the Community Development Director.
7. A temporary construction easement or agreement from the DuPage County Forest Preserve will be required for the proposed pond regrading and overflow weir replacement prior to permit issuance.
8. The Village will replant the parkway after construction is complete. A fee in the amount of \$31,280 (for the removal of eleven (11) existing

trees and fees associated with planting thirty-five (35) new trees) will be charged for the proposed parkway tree plantings during permit issuance.

SECTION 3. That approval set forth in Section 2 of this ordinance is subject to the findings and recommendations of the Downers Grove Planning & Zoning Commission regarding File 26-PZC-0036 as set forth in the minutes of their August 3, 2026 meeting.

SECTION 4. That the use is consistent with and complementary to the overall planned unit development site plan and with the requirements of the "O-R-M/PUD #31, Office-Research-Development/Planned Unit Development" zoning district.

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	August 03, 2026 at 7:00 PM
Subject	26-PZC-0036, 3300 Lacey Road
Type	Planned Unit Development Amendment
Submitted by	Flora León, AICP, Senior Planner

Request.

The petitioner is requesting approval of an amendment to the Planned Unit Development for Planned Unit Development #31 to construct a new hospital at 3300 Lacey Road.

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
Ann & Robert H. Lurie Children's Hospital of Chicago c/o Kate Duncan, Quarles & Brady LLP	155 North Wacker Chicago, IL 60606

Table 3 - Property ownership details for primary and additional owner(s).

Owner Name	Owner Address
Hamilton Partners (Subject Property Owner)	300 Park Boulevard, Suite 201 Itasca, IL 60143
HP/AG Esplanade at Locust Point Land Limited Partnership	1901 Butterfield Road Downers Grove, IL 60515
Kircher, Albert	147 N. Julian Street, 1A Naperville, IL 60540
Coopers Hawk	3500 Lacey, Suite 1000 Downers Grove, IL 60515
Hamilton Partners	1901 Butterfield Road, Suite 270 Downers Grove, IL 60515
Hamilton Partners	P.O. Box 3664 Oak Brook, IL 60522
Hamilton Partners	300 Park Boulevard, Suite 201 Itasca, IL 60143
DG Hotels, LLC	2111 Butterfield Road Downers Grove, IL 60515
Esplanade I Spe, LLC	300 Park Boulevard, Suite 201 Itasca, IL 60143
AM Society GI Endoscopy	3300 Woodcreek Drive Downers Grove, IL 60515

Owner Name	Owner Address
Green State Credit Union	P.O. Box 800 North Liberty, IA 52317-0800
Midwestern University	555 31 st Street Downers Grove, IL 60515
KORE 3500 Lacey Owner, LLC	6500 Quebec Street, Suite 300 Greenwood Village, CO 80111

Property Information.

Table 4 - Detailed subject property summary (parcel identification, size, and zoning)

Existing Zoning	O-R-M/PUD #31, Office-Research-Manufacturing/ Planned Unit Development #31
Existing Land Use	Business Park
Property Size	102 acres
PINs	05-25-413-009; 05-25-415-009, -010; 05-36-200-009, - 011; 05-36-202-008, -015, -016, -017; 05-36-400-017; 06- 30-301-007; 06-30-304-002, -003; 06-30-305-003; 06-31- 100-019, -020, -021, -022, -023, -025, -027, -028, -029; 06- 31-103-001, -002, -005, -006, -007

Table 5 - Details regarding the surrounding properties, zoning, and land uses.

Direction	Zoning	Future Land Use
East	Tollway Right-of-Way	N/A
West	O-R-M/PD #20, Office-Research- Manufacturing/Planned Development #20 R-1 Residential Detached House 1	Office Corporate Campus Park and Open Space
North	B-3, General Services and Highway Business B-1, Local Business (DuPage County)	Regional Commercial DuPage County

Direction	Zoning	Future Land Use
South	O-R-M, Office-Research-Manufacturing	Office Corporate Campus

Analysis.

Submittals.

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

1. Project Narrative
2. Letters of Support (provided by the Petitioner)
3. Approval Criteria
4. Plat of Survey
5. Site Plan
6. Engineering Plans
7. Landscape Plans
8. Elevations
9. Sign Package
10. Traffic Impact Study
11. Photometric Plan
12. Heliport Basis-of-Design Report

Project Description.

The petitioner is requesting approval of an amendment to the Planned Unit Development for Planned Unit Development #31, Esplanade at Locust Point to construct a hospital. The 13.2-acre property is located at the northwest intersection of Woodcreek Drive and Lacey Road, directly west of I-355.

PUD #31 was approved in 1990 with a master site development plan that identified a variety of office buildings, open space, transportation and roadway improvements. The PUD was amended multiple times since 1990 to allow for different building layouts, developments and uses. Through the PUD approval process, the Village Council may approve use types that are not allowed in the underlying zoning district. With the initial approval in 1990, a set of permitted uses were approved that are not allowed in the underlying O-R-M, Office Research-Manufacturing District, which has been amended over time.

Earlier this year, the PUD was amended to add *hospital* as an approved allowed use within PUD #31. At that time, it was determined any applicant proposing the construction of a hospital would be required to go through the entitlement process. The petitioner is requesting an amendment to the planned unit development to construct a hospital with a master signage plan, this is further discussed below under "Signage."

The proposed building will feature two sections: a two-story section for the outpatient clinic and a five-story hospital section. The hospital will feature four stories above grade, including two stories for the emergency and surgery department with two stories above for impatient beds, all above a walk-out lower level dedicated to core building functions. The two building sections will be connected at the middle of the overall structure with a main entrance that will include a patient and visitor drop-off area. The emergency department also has a dedicated area for patient drop off at the southeast corner of the building, with an ambulance drop-off area located along the southwest façade.

Lastly, a helipad is located just south of this area and is connected via an eight-foot-wide gurney way. The gurney way will extend from the heliport to the emergency department back entrance. The helipad will serve outgoing transfers to Lurie Children's Chicago location for certain patients. The petitioner has submitted a heliport basis-of-design report which describes the heliport and provides details on the licensing requirements from the Federal Aviation Administration and the Illinois Department of Transportation Division of Aeronautics.

The hospital will feature 48 pediatric inpatient beds, a pediatric emergency department with 35 treatment stations, a surgery department with six operating rooms, diagnostic imaging (MRI, CT, X-ray, EOS/ortho, fluoroscopy, and Ultrasound). Other services include physical and occupational therapy, laboratory, and a pharmacy. The outpatient clinic includes 50 multi-specialty pediatric outpatient exam and treatment rooms and 10 ambulatory infusion rooms. Key subspecialties include oncology, cardiology, gastroenterology and orthopedics.

According to the petitioner, the design intention for the proposed hospital campus is to connect back to the Lurie Children's Chicago location (via materiality), nature (via building orientation and placement) and to Downers Grove (via a lower building scale). The proposed building will have a strong masonry base, in addition to a lightly colored brick on all four sides of the building, with metal panels used as accent material throughout the building and cornice lines, in addition to screening for the roof top units for the hospital. The lower levels of the building feature extensive use of storefront windows along Lacey Road to create an open and inviting experience. The primary building entry faces directly onto Lacey Road and is accentuated via a continuous metal panel canopy that frames this entire eastern façade on the first and second floors. The recessed entrance allows for an increased depth of the metal panel canopy and this provides visitors, patients, and staff with shelter from the elements.

The main patient and visitor entrance to the site is located on Lacey Road. Two additional patient and visitor access points are on Woodcreek Drive and Birchwood Place, which is a private road. Ambulance access to the site is from the Woodcreek Drive access point. A separate service access point is located further west on Woodcreek Drive.

There are 501 parking spaces provided via surface parking lots along Lacey Road and Woodcreek Drive. The layout of the new hospital campus will maximize opportunities for native landscaping. The landscape design includes several gardens: an infusion garden, a respite garden outside of the Emergency Department, and a dining terrace with play area. Additionally, along the western

interior side yard a 20-foot-wide fire lane of all-weather driving surface will blend into the landscaping and double as a walking path. A loading dock area is located along the south façade with direct access to Woodcreek Drive. This is designed to provide a separate access point to the service area and sufficient loading and maneuvering while being adequately screened from Woodcreek Drive via a series of retaining walls, a twelve (12) foot high metal panel screen wall, and evergreen and deciduous buffers.

A photometric plan has been submitted and identifies that the proposed lighting complies with the Village requirements. Additionally, exterior lighting will follow International Dark-Sky Association's (IDA) Five Principles for Responsible Outdoor Lighting to minimize the effect on light pollution on wildlife, as summarized in the Petitioner's narrative.

Compliance with the Comprehensive Plan.

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Office. Office uses are defined as large-scale office buildings and complexes, office parks, and small individual offices. The petitioner is proposing to construct a hospital. The following recommendations are found in the Comprehensive Plan, that support the proposed use:

Community Facilities and Infrastructure

- Continue partnerships with local healthcare providers to assess the community's healthcare needs and identify gaps in services.

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 – Continue the Business-Friendly Environment

- Foster partnerships between schools, colleges, and universities such as Midwestern University, College of DuPage, and employers to increase access to and awareness of internships, vocational training, and education in skilled trades in alignment with economic opportunities

Economic Development – Enhance Industrial and Office Uses

- The Village should continue to support office development along the I-88, I-355, and Butterfield Road corridors.
- Maintain existing Class A office buildings to support long-term economic vitality.

Economic Development – Continue Investment in the Butterfield and Finley Road Area

- Ensure that the Butterfield Road corridor is resilient to changing commercial and office market conditions.
- Maintain quality of life for the corridor's residents and ensure access to businesses and jobs.
- Continue to partner with private developers to promote and reposition existing commercial centers to adapt to evolving retail habits and consumer preferences and enhance economic vitality.
- Leverage the unique location of this corridor adjacent to two highways to attract new retail and office tenants.
- Encourage the completion of Esplanade, which still has vacant lots. With excellent visibility and access, these parcels could accommodate additional office, restaurants, retail and multi-family developments.

The proposed request is consistent with the Guiding DG Comprehensive Plan.

Compliance with the Zoning Ordinance.

The property is zoned O-R-M, PUD #31, Office-Research-Manufacturing and Planned Unit Development #31. The bulk requirements of the proposed

development in the O-R-M/ PUD #31 zoning district are summarized in the following table:

Requirements

Table 6 - Zoning regulations for proposed development.

Zoning Regulation	Required	Proposed
Building Setback - Lacey Road (East)	60.5 feet	245 feet
Building Setback - Woodcreek Drive (South)	60.5 feet	195 feet
Building Setback - Side (West)	10 feet	49.49 feet
Building Setback - Rear (North)	10 feet	46.42 feet
Parking Setback - Lacey Road (East)	35 feet	35 feet
Parking Setback - Woodcreek Drive (South)	35 feet	35 feet
Parking Side Setback (West)	10 feet	N/A
Parking Rear Setback (North)	10 feet	11 feet
Parking Spaces	471 spaces	501 spaces
Building Height	140 feet (max)	86 feet (hospital portion) 50 feet (clinic portion)

Table 7 - Zoning requirements for the overall planned unit development (PUD).

PUD Overall Bulk Regulations	Required	Proposed
PUD Land Area	N/A	5,258,760 square feet
PUD Site Area (Excludes Right-of-Way)	N/A	4,443,691 square feet
Floor Area Ratio	0.89 (max)	0.89

PUD Overall Bulk Regulations	Required	Proposed
Open Space	666,553 square feet (15% of 4,443,691 square feet)	1,793,621 square feet (40% of 4,443,691 square feet)
Parking Spaces	7,131	7,214

Signage.

The petitioner is permitted up to 672 square feet of total signage and is requesting additional sign area for the development. The Village ordinance and existing PUD allow for 600 square feet of wall signage, which includes 300 square feet of total building signage, in addition to bonus wall signage, not to exceed 100 square feet per side, for up to three sides of the building. Additionally, the site is allowed two monument signs with a maximum sign area of 32 square feet each. Signage within the amendment to the Planned Unit Development is proposed to be governed by a master signage plan that, if permitted, will allow a maximum of 865 square feet of signage and a total of six monument signs for Lurie's Hospital.

Table 8 - A comprehensive signage package, including type, area, height, and location.

Location	Sign Type	Area	Height
North Lacey Road - Site Gateway Sign	Monument	36 square feet	5 feet
South Lacey Road - Site Gateway Sign	Monument	36 square feet	5 feet
Center Lacey Road - Primary Monument	Monument	50 square feet	15 feet
Birchwood Place – Secondary Monument	Monument	30 square feet	10 feet
Woodcreek Drive – Secondary Monument	Monument	30 square feet	10 feet

Location	Sign Type	Area	Height
Woodcreek Drive – Receiving Entrance ID	Monument	12 square feet	8 feet
South Elevation – Ambulance Drop-Off Canopy Dimensional Letter	Canopy	52 square feet	N/A
Southeast Elevation – Emergency Department Canopy Dimensional Letter	Canopy	51 square feet	N/A
East Elevation – Emergency Department Canopy Dimensional Letter	Canopy	51 square feet	N/A
East Elevation – Main Entrance Canopy Dimensional Letter	Canopy	115 square feet	N/A
East Elevation – Top of Building Dimensional Icon	Wall	201 square feet	N/A
South Elevation – Top of Building Dimensional Icon	Wall	201 square feet	N/A
North Glass Graphic Hand Icon	Window	95 square feet	N/A
Directional Sign – Quantity 9	Monument	6 square feet each	6 feet
Temporary Light Pole Banners – Quantity 12	Light Pole Banners	31 square feet each	N/A

The following signage requires relief from the Zoning Ordinance regulations:

Deviation Request

Table 9 - Deviation requests and petitioner's rationale.

Improvement	Relief Request	Petitioner's Rationale
Monument Signs – Street Frontage (per VoDG.28.9.050(b)(1)e)	Requirement: Two (2) monument signs, one (1) per street frontage Proposed: Six (6) in total.	Additional monument signage is warranted to support safe, efficient wayfinding for traffic approaching the site from multiple directions, including visitors arriving for routine appointments and emergency related access.
Monument Sign – Interior Setback Along Birchwood Place (per VoDG.28.9.050(b)(1)b)	Requirement: Twenty-five (25) from all other lot lines. Proposal: Ten (10) feet from North property line (Birchwood Place)	The requested setback reduction is necessary to improve visibility and wayfinding for visitors accessing the site via the Birchwood Place entrance.
Height of Primary Monument Sign (per VoDG.28.9.050(b)(1)a)	Requirement: 10 feet Proposal: 15 feet	The requested increase in height of the primary monuments sign is necessary to provide for a strong, highly visible sign for the main entrance so that patients, family and visitors can clearly find the hospital, emergency department, ambulance drop-off and clinic locations.

Improvement	Relief Request	Petitioner's Rationale
Window Signs (per VoDG.28.9.050(h)(2))	Requirement: Can only cover up to twenty-five percent (25%) of one (1) window. Proposed: A window sign is proposed on the north elevation of the building, though it utilizes multiple windows.	The proposed frost-look hand logo requires additional window coverage to maintain appropriate scale, visibility, and proportionality with the building façade. The proposed window sign covers ten (10) smaller windowpanes that total 350 square feet. The proposed logo graphic is 95 square feet, representing 27% coverage when considering the total area of the ten smaller windowpanes.
Directional Signs (per VoDG.28.9.070(c))	Requirement: Max allowed for directional signage is two (2) square feet. Proposed: Six (6) square feet.	The proposed directional signs require additional sign area to provide legible, multi-message wayfinding for the main entrance, emergency entrance, and associated parking areas

Improvement	Relief Request	Petitioner's Rationale
Total Sign Area (per VoDG.28.9.050(a))	Requirement: 672 square feet max Proposed: 865 square feet	The requested increase in total sign area is necessary to accommodate a coordinated sign program that provides clear site identification, building branding, and vehicular wayfinding across multiple frontages and access points.
Approval of Temporary Banner Signs (per VoDG.28.9.020(b))	Requirement: Prohibited Proposed: Allow up to 12 weeks per year.	The request would offer the ability to announce awards and celebrate accomplishments.

Engineering and Public Improvements.

The overall Esplanade campus drains in a westerly direction and the stormwater detention for the entire development was designed in a series of ponds. The proposed development does require additional stormwater detention. The required detention volume will be provided by modifying three existing ponds to gain additional volume. Modifications will include: removing the embankment that separates two ponds to create a single larger pond, raising the high-water level elevation, minor re-grading in three locations, overflow weir adjustments, and adjustment to the outfall restrictor pipe.

Based on the existing impervious area on the site and the proposed impervious area, the proposed development requires Post Construction Best Management Practices (PCBMPs). This additional volume will be provided via an underground vault storage along the west side of the building and two volume control basins located along the southern portion of the site. Moreover, permeable pavers

installed on a portion of the parking lot will provide a water quality control measure.

Access will be provided via a single full-movement access drive on Lacey Road, via two full-movement access drives on Woodcreek Drive, and a full-movement access drive on Birchwood Place. A northbound left-turn lane will be provided on Lacey Road serving the proposed access drive. The left turn lane can be provided within the existing median without roadway widening. Eastbound left-turn lanes will be provided on Woodcreek Drive at both proposed access drives.

Internal pedestrian connections are provided between the hospital and clinic. A new sidewalk is proposed on the south side of Birchwood Place. Additionally, pedestrian connections lead out toward established sidewalk networks on Woodcreek Drive, Lacey Road, heading north towards the adjacent pond and office park, and heading south across Woodcreek Drive. Along Lacey Road, the petitioner is proposing a 10-foot-wide shared-use path, in accordance with the Guiding DG Active Transportation Plan.

New fire, water service, and sanitary sewer service lines will be provided. The Downers Grove Sanitary District conceptually approved the request for sanitary service to this development. The Village will also require the petitioner to abrogate an existing AT&T easement, that is no longer necessary for the site, prior to the issuance of a building permit.

Traffic and Parking.

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing and future traffic conditions at the intersections of Butterfield Road with Woodcreek Drive/Lloyd Avenue, Esplanade Road, and the I-355 interchange at the intersection of Lacey Road with Woodcreek Drive (North and South), Esplanade Road, Birchwood Place, and Finley Road based on the proposed hospital campus.

Truck loading and passenger vehicle access will be separated. The internal access road system will efficiently accommodate hospital operations. Parking will be accommodated via 501 surface parking spaces in two parking lots. As such, the proposed development will provide an excess of 30 parking spaces; where the required parking per the Zoning Ordinance is 471 parking spaces. This parking count recognizes that pediatric patients are often accompanied by multiple family members or caregivers who may travel separately. The total parking supply of 501 spaces is intended to accommodate patients, families, visitors and staff during peak demand periods.

The proposed hospital will have ambulance traffic generated by the emergency room. The width of the Lacey Road and Woodcreek Drive will allow ambulances to easily bypass stopped vehicles. Emergency traffic will have a limited impact on the operations of the intersections within the Esplanade. Area signalized intersections have emergency preemption equipment allowing for faster traversal for emergency vehicles. Additionally, these intersections are coordinated which should be beneficial in restoring typical traffic patterns after an emergency vehicle preemption event.

The traffic study found that the site is well located in regards to the regional and local roadway network which provides flexible connectivity to the Tollway system as well as major arterial roadways. Additionally, the peak hours of trip generation for the proposed hospital campus will correspond to staff shift changes, which will occur outside the peak hours of the roadway system.

Signal timings at the intersection of Butterfield Road with Woodcreek Drive and Lloyd Avenue would benefit from optimization. The segment of Butterfield Road within the site area is part of two IDOT projects which have begun construction and will improve operations along the roadway. The traffic study found no significant impacts to the existing road network.

Public Safety Requirements.

The Fire Prevention Division of the Fire Department has reviewed the proposed development. Access for the Fire Department will be along Lacey Road, Woodcreek Drive, and Birchwood Place. Additionally, a 20-foot-wide fire lane is proposed along the western side of the proposed site. The fire lane will appear as turf reinforced with StaLok Fiber and a six-foot wide concrete side walk running along the center portion of the fire lane.

An auto-turn exhibit showing vehicle movements for a ladder truck has been provided by the petitioner. Three fire department connections will be installed and interconnected to ensure the fire department has the ability to hook up hoses and pump supplemental water into the hospital's internal fire sprinkler system. A fire hydrant will be provided within 100 feet of all three fire department connections. All floors will be equipped with fire alarms and will be sprinklered, as required by Village regulations.

Neighborhood Comment.

Notice was provided to all property owners two hundred and fifty (250) feet or less from the subject property in addition to posting public hearing signs and publishing a legal notice in the Daily Herald. The petitioner did submit nine letters of support with their petition. Staff did not receive any additional inquiries.

Standards of Approval.

The petitioner is requesting approval of a Planned Unit Development Amendment to PUD #31 to construct a hospital. 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.

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.

Draft Motion.

Staff will provide a recommendation at the August 3rd, 2026 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for a Planned Unit Development Amendment staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommendation of 26-PZC-0036:

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 Amendment 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-0036, subject to the following conditions:

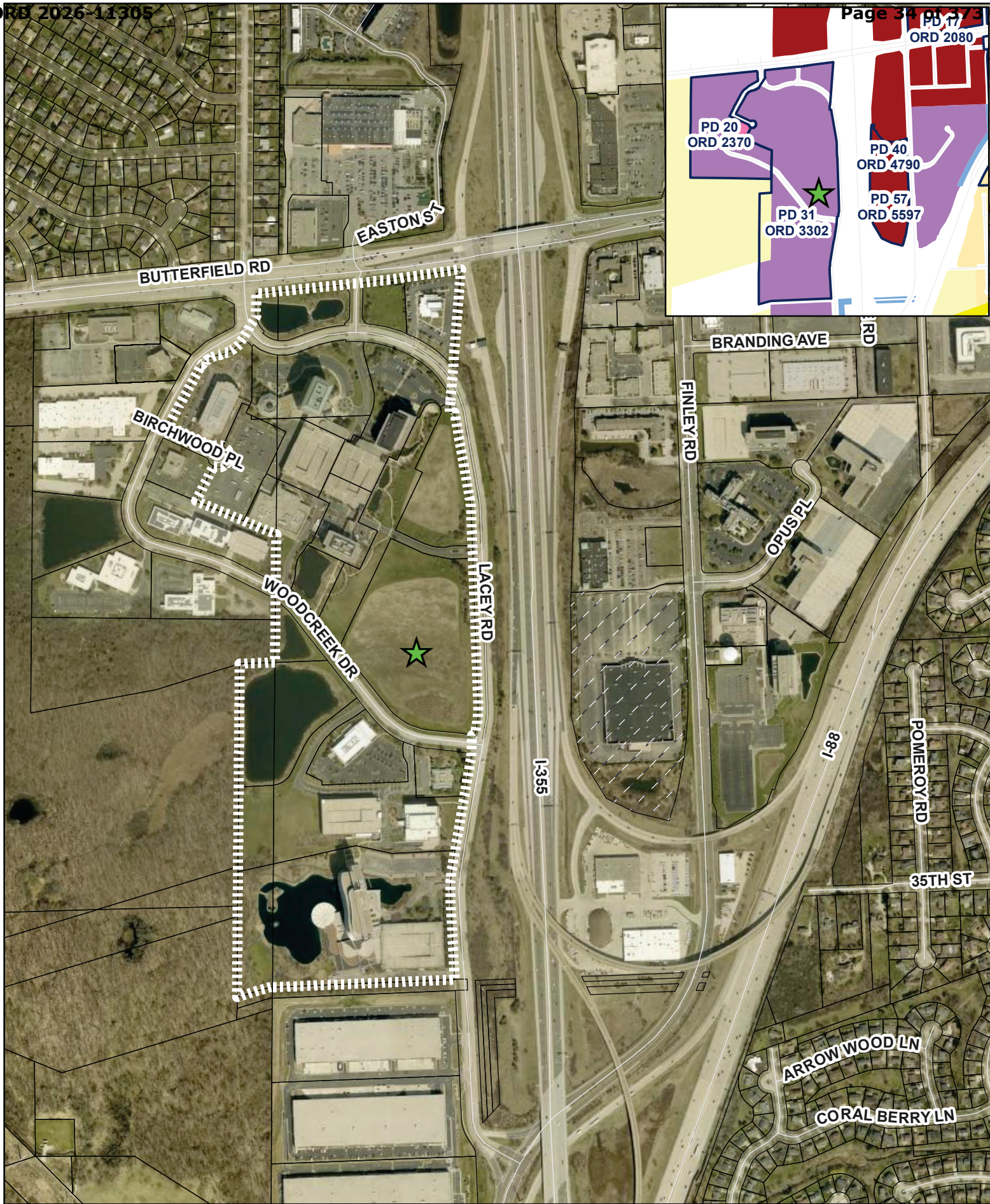
1. The Planned Unit Development Amendment shall substantially conform to the staff report, civil drawings prepared by RWG Engineering dated June 17th, 2026 and last revised June 25, 2026 architectural drawings prepared by Lamar Johnson Collaborative and Zimmer Gunsul Frasca Architects LLP dated June 25th, 2026 and last revised May 19th July 22, 2026; landscape drawings prepared by Lamar Johnson Collaborative and Zimmer Gunsul Frasca Architects LLP dated June 17, 2026 and last revised July 22, 2026, and photometric drawings prepared by Affiliated Engineers, Inc. dated June 25, 2026 and last revised on June 25th, 2026.
2. A recorded plat of abrogation to remove the utility easements will be required prior to permit issuance.
3. A recorded plat of stormwater easements will be required prior to Certificate of Occupancy issuance.
4. Any required night lighting should follow the International Dark-Sky Association's IDA Five Principles for Responsible Outdoor Lighting.
5. During construction an exclusionary silt fence shall be installed by the end of March and maintained through October to prevent the Blanding's Turtle from entering the construction area.
6. All heliport signage will be approved by the Community Development Director.
7. A temporary construction easement or agreement from the DuPage County Forest Preserve will be required for the proposed pond regrading and overflow weir replacement prior to permit issuance.

8. The Village will replant the parkway after construction is complete. A fee in the amount of \$31,280 (for the removal of eleven (11) existing trees and fees associated with planting thirty-five (35) new trees) will be charged for the proposed parkway tree plantings during permit issuance.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development



0 250 500 1,000 Feet

Lurie Children's Hospital - Location Map



Subject Property



Project Location

ALTA/NSPS LAND TITLE SURVEY

[illegible]

PROJECT NO.: 1111ESP	REVISION DATE	ORDER NO.	REVISION
HAMILTON PARTNERS, INC.			

LAND SUBJECT TO EASEMENTS FOR THE BENEFIT OF PARCEL A FOR RETENTION PONDS, ACCESS, WALKWAYS, UTILITIES AND COMMON AREA PER DOCUMENTS R2001-261930, R2003-107745, R2008-020219 AND R2015-018111

ILLINOIS PROFESSIONAL
(EXPIRES NOVEMBER 2011)
THIS PROFESSIONAL
ILLINOIS MINING

VICINITY MAP

- Sanitary Manhole
- Storm Manhole
- Water Valve Vault
- Storm Catch Basin
- Storm Curb Inlet
- Flared End Section
- Fire Hydrant
- B-Box
- Light Pole
- Light Pole W/Arm
- Lamp or Spotlight

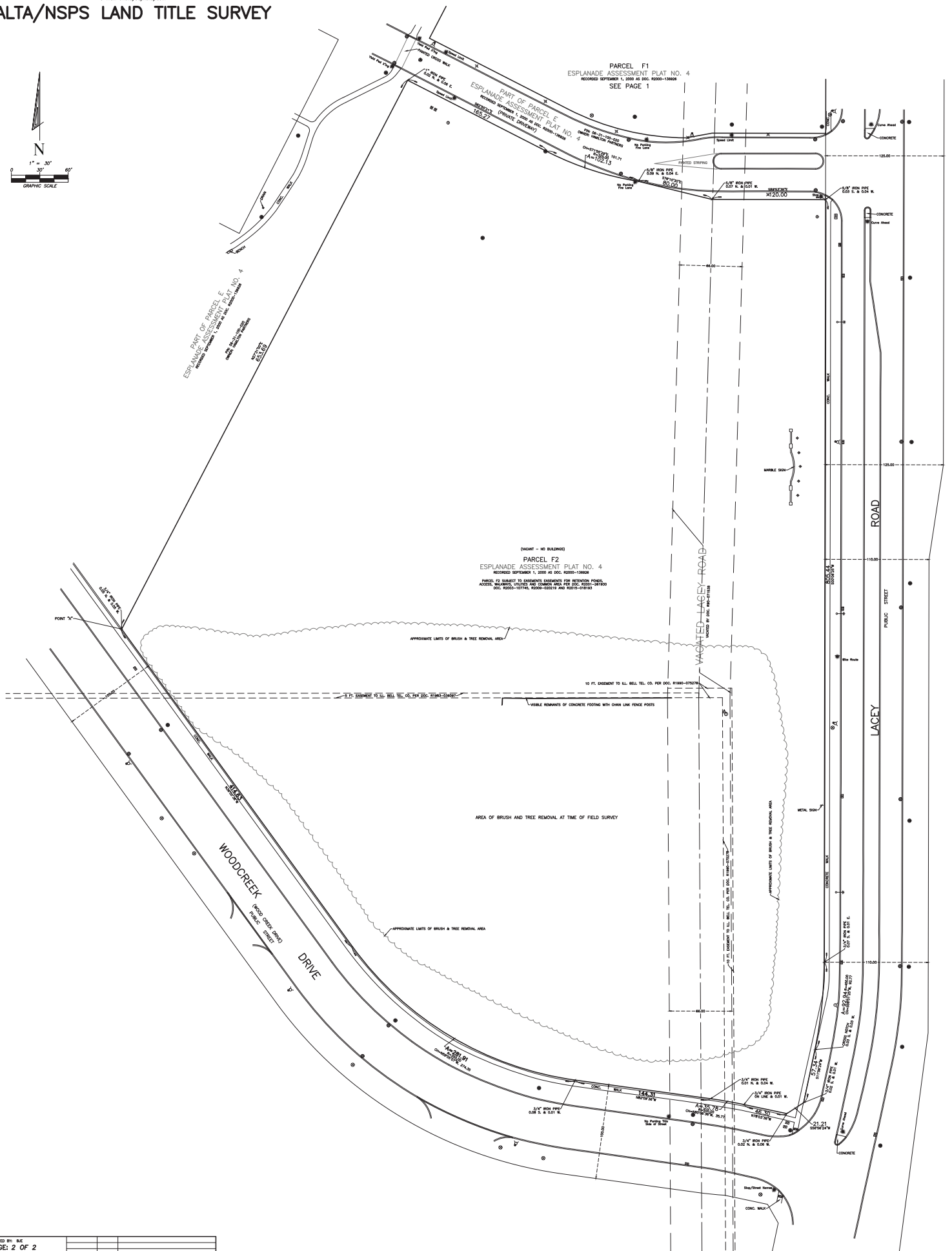
THOMAS A. MCLOEY
36-3408
PROFESSIONAL
LAND
SURVEYOR
STATE OF
ILLINOIS
SPRINGFIELD, ILLINOIS

VALID ONLY WITH EMBOSSED SEAL

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3309
(EXPIRES NOVEMBER 30, 2026 AND IS RENEWABLE)
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT
ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

A DIVISION OF THOMAS A. MOLLOY, LTD. - PROFESSIONAL LAND SURVEYING
1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2800 Fax (630) 595-4700
e-mail: tomolloy@tamolloy.com

ALTA/NSPS LAND TITLE SURVEY



PRINTED BY: RAE			
PAGE: 2 OF 2			
ORDER NO.: 250076			
FILE: 00-39-11			
PROJECT NO.: 1111ESP			
CLIENT: HAMILTON PARTNERS, INC.			
DEC. 29, 2020	200106	ADD PARCEL F1	
NOV. 21, 2020	200076	INITIAL ALTA SURVEY	
REVISION DATE: (ORDER NO.)	REVISION		

Ann & Robert H. Lurie Children’s Hospital of Chicago
The Esplanade at Locust Point – Planned Unit Development #31
Pediatric Health Care Facility

Project Narrative

Ann & Robert H. Lurie Children’s Hospital of Chicago (“Lurie Children’s”) submits this Project Narrative in connection with its application for an amendment to Planned Unit Development No. 31 (“PUD #31”). Lurie Children’s proposes to construct a new pediatric hospital and health care facility (the “Facility”) in the Village of Downers Grove on property bordered by Lacey Road on the east, Woodcreek Road on the south, and Birchwood Place on the north (the “Property”) within PUD #31. The 13.2-acre Property is owned by HP/AG Esplanade at Locust Point Land Limited Partnership (the “Owner”) and Lurie Children’s is the contract purchaser of the Property. The Facility will provide pediatric inpatient beds, a pediatric emergency department, a surgery department with operating rooms and outpatient ambulatory services, and a helipad all as further detailed below.

In late 2024, Lurie Children’s began searching for property, identifying locations in the western suburbs for a proposed new pediatric hospital facility in connection with implementing a strategic growth plan to transition from a single hospital to a health system. Lurie Children’s existing hospital in the Streeterville neighborhood of Chicago (“Lurie Children’s - Streeterville”) is already one of the largest providers of inpatient pediatric care to residents of the western suburbs, in spite of the fact that it is located in downtown Chicago. Lurie Children’s data shows that in 2024, 17.9% of Lurie Children’s - Streeterville total admissions, and the second largest source of inpatient pediatric admissions, were children from the western suburbs who were hospitalized for pediatric care. Accordingly, Lurie Children’s knew it wanted and needed a convenient, accessible location for a hospital in the western suburbs.

Lurie Children’s identified the Property as one possible location for its first new hospital outside of Lurie Children’s - Streeterville. The Property is centrally located in the western suburbs, with good transportation access near the major intersection of Interstate 355 and Butterfield Road. The Property quickly emerged as Lurie Children’s clear preferred location. However, upon initial investigation, neither PUD #31 nor the underlying zoning district, the ORM (Office-Research-Manufacturing) District, allowed use of the Property for a hospital.

PUD #31 was originally approved in 1990 with a master site development plan and use list, historically intended to be developed with large office buildings. In recent years various uses

have been contemplated for PUD #31 and for the Property, in order to try to activate the long-vacant Property. Most recently, a residential project was approved for the Property in 2024.

Before making a final site selection for the proposed hospital, Lurie Children's and the Owner consulted with the Village of Downers Grove (the "Village") to determine whether hospital use could be permitted on the Property. Following those initial discussions, the Owner submitted an application to amend PUD #31 to permit hospitals as an allowed use within the PUD, subject to a specific development plan and the final details required for a full PUD amendment for an actual hospital user. In March 2026, the Downers Grove Village Council approved the amendment, thereby adding hospital use as a permitted use within PUD #31. That approval enabled Lurie Children's to proceed with the detailed specific development plan for the proposed Facility on the Property, which is the subject of this application.

As initially described above, and as depicted in the attached drawing package, the Facility will feature 48 pediatric inpatient beds, a pediatric emergency department with 35 treatment stations, and a surgery department with 6 operating rooms, diagnostic imaging including MRI (2), CT (1) X-ray (3), EOS/ortho (1), fluoroscopy (1) and Ultrasound (2). Other clinical services include physical and occupational therapy, laboratory, and pharmacy. The Facility will also include an outpatient clinic with 50 multi-specialty pediatric outpatient exam and treatment rooms and 10 ambulatory infusion rooms. Key subspecialties include oncology, cardiology, gastroenterology and orthopedics.

The building design itself is intended to help Lurie Children's transition from a single hospital to a health system. The design intent for the proposed building and campus is to create connections:

- A connection back to Lurie Children's - Streeterville, visually and with materiality;
- A connection to nature by siting the building to take advantage of the surrounding green spaces; and
- A connection to Downers Grove, with a lower scale, village-like campus.

The proposed building will feature two sections – a two-story section for the outpatient clinic and a two-story section for the emergency and surgery department with two stories above for inpatient beds, all above a walk-out lower level dedicated to core building functions (for a total of five stories). The overall height of the building at its highest point is proposed to be approximately 108 feet to the top of the elevator overrun that is behind the screened and partially set-back mechanical penthouse. The building height, per the zoning code and the established grade is 86'-0". The sections of the building connect at a common area in the middle of the structure at the main entrance, which includes a patient and visitor drop-off area. There is also a patient drop-off area located at the entrance to the emergency department as well as a separate ambulance drop-off area. A proposed helipad will be located adjacent to the emergency department and will serve outgoing transfers to Lurie Children's – Streeterville for certain patients, which will continue to be the primary location for Lurie Children's to serve the most

critically ill children. A detailed memorandum regarding the proposed helipad is separately included herewith.

The total site area for the Property is 574,913 square feet and the proposed square footage for the Facility is approximately 298,669 square feet. Approximately 501 parking spaces will be provided in surface parking lots on the Property, and this parking count has been intentionally designed to accommodate the operational requirements and patient/family needs associated with a pediatric healthcare facility. In addition to providing and exceeding the appropriate number of accessible parking spaces, the parking count also recognizes that pediatric patients are often accompanied by multiple family members or caregivers who may travel separately. A Parking Evaluation and analysis was included in the Traffic Impact Study, separately included herewith, prepared by KLOA traffic engineers. The loading dock area will provide adequate loading and maneuvering space to accommodate deliveries to the Facility and will be screened from Woodcreek Drive to the extent possible.

Lurie Children's engaged KLOA to perform the traffic impact study which conclusively found that, provided certain recommendations for traffic improvements are implemented, the area roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. The drawing package submitted by Lurie Children's herewith includes implementation of all recommendations regarding traffic improvements contained in the traffic impact study.

Building and parking lot setbacks comply with all Village and PUD #31 requirements. Significant landscaping provides for visual interest and offers a calming vista for patients. The project has an infusion garden accessible from inside the building, a respite garden located outside the Emergency Department, and a Dining Terrace with play area. These specific gardens are in addition to the proposed landscaping throughout the site that incorporates native plantings and will exceed Village requirements. Care has been taken to include safe and clearly delineated pedestrian connections from the building to the parking areas, as well as to Birchwood Place, Lacey Road, and Woodcreek Drive. The Facility has been designed to implement a stormwater management plan in compliance with the Village of Downers Grove and DuPage County Ordinance requirements. Stormwater management will include both volume control and detention. Volume control will be provided on-site through the use of permeable pavers, wet mesic detention basins, and underground infiltration vaults to provide both water quality and volume reduction measures. Additional detention will be provided in the existing ponds with some modifications to increase the holding capacity. In order to assist with stormwater management and in keeping with the overall site landscape aesthetic, the required fire lane will be provided in the form of an all-weather driving surface which blends in with the landscaping. Stormwater management improvements will ensure the site complies with all Village requirements.

Lighting has been designed in a responsible manner to minimize adverse effects on the environment and local ecosystems and will be designed in accordance with the general guidance of DarkSky International's Five Principles for Responsible Outdoor Lighting. Lurie Children's has provided a separate memorandum regarding lighting.

Fire prevention components have also been thoughtfully included in the site design, including a west property boundary fire lane that includes an all-weather driving surface for emergency vehicles which blends in with the landscaping to maintain visual aesthetics and doubles as a connecting walking path around the site to promote the health of staff and visitors.

Lurie Children's obtained an EcoCAT Review from the Illinois Department of Natural Resources which is included herewith. In connection with the EcoCAT review, during the building permit phase of the project, Lurie Children's will install a silt fence around the perimeter of the disturbed area, which is partially buried, to provide a barrier for any turtles that may try to enter the site, as referenced in the EcoCAT. Additionally, any necessary tree removal will be completed during the acceptable timeframe so that nesting birds or bats will not be impacted.

Proposed signage is depicted in the signage package included herewith. Signage within PUD #31 is governed by a master sign plan. Lurie Children's is proposing signage that will require an amendment to the master sign plan and certain deviations from the Zoning Code requirements. Hospitals inherently require clear signage often to multiple entrances. The size and quantity of signage that was in the master plan is in keeping with a traditional office building development but would not allow the appropriate location, size and quantity of signage to the main entrance, emergency department and the ambulance entrance that the proposed Facility will require. Patients, families and visitors often arrive at medical facilities in a state of increased anxiety, and providing clear, readily visible signage is essential to the safe flow of traffic and arrivals. In addition to site gateway signs, signage will be needed at each site entry, larger than what is currently allowable per the master sign plan, in order to clearly and effectively direct traffic to the different hospital, ED and ambulance drop-off locations, as well as to parking lots for staff and visitors. Once on the site, having passed the entry signage, additional signage is needed to continue to safely direct all arrivals to their location. As an example, a family member may be focused on finding the ED drop-off location and then need additional signage to help them find visitor parking. Unlike typical office building developments, which have many of the same visitors arriving each day, visitors to the hospital and clinic will often be arriving on site for the first time and could be in a state of distress. By providing clear, effective and carefully placed signage around the site, traffic flows will be improved and visitor safety will be enhanced.

Lurie Children's anticipates that the Facility will be an economic engine for the Village and the region, bringing a large number of new high-quality jobs to Downers Grove. In a memorandum prepared by the Illinois Economic Development Corporation regarding the estimated economic impact of the proposed Facility in Downers Grove, included herewith, it was

projected that the Facility will create, on the low end, approximately 319 new FTE jobs, and a resulting total of an estimated 552 new jobs - direct, indirect, and induced. This increase in jobs will create approximately \$54,137,084 in increased earnings. The Facility is also expected to increase activity at nearby commercial businesses by drawing employees, patients, and visitors to the area.

Lurie Children's has conducted significant community outreach in connection with its proposal. Lurie Children's held a public meeting at the Doubletree Hotel on Butterfield Road on March 12, 2026 during which it presented its proposal to use the Property for the Facility. Notices for this meeting were mailed to property owners within PUD #31, as well as to property owners owning property within 250 feet of the boundaries of PUD #31. Notices were also distributed via informational flyers and meeting invitations to a broad network of community partners and stakeholders, encouraging recipients to share the information throughout their respective organizations, memberships, and professional networks. The public meeting announcement was also shared with numerous community organizations, including the Downers Grove Economic Development Corporation and Choose DuPage, and both organizations included information about the meeting in their newsletters, communications, and outreach channels to help increase public awareness. Approximately 150 people attended the public meeting on March 12, 2026, and many thoughtful questions were raised during the question-and-answer period. One of the primary objectives of the meeting was to engage the community early in the process and better understand any questions, concerns, or considerations that could inform the project as it moves forward. Nearly all public comments received during the question-and-answer period were overwhelmingly supportive of the proposed project. At the conclusion of the meeting, Lurie Children's shared a project website where community members can access information and project updates, [Downers Grove | Lurie Children's \[luriechildrens.org\]](#). Lurie Children's remains committed to ongoing community engagement and will continue to provide updates and information through the project website as the planning process progresses.

Other community outreach efforts included direct stakeholder outreach through individual meetings and discussions with a variety of local, regional, educational, healthcare, business, and community organizations. These outreach efforts included meetings with the Village of Downers Grove Economic Development Corporation, Northwestern University, Good Samaritan Hospital, Morton Arboretum, Bold Insight, ARCO/Murray, DoubleTree Suites by Hilton Hotel & Conference Center, Choose DuPage, College of DuPage, DuPage County Health Department, District 58 Education Foundation, High School District 99, DuPage Foundation, Bright Horizons and other neighboring community stakeholders. Lurie Children's has received many letters of support for this project, all of which have been included with this application.

Lurie Children's believes that the proposed Facility will enhance pediatric health care in the western suburbs by introducing pediatric health care facilities that will enable pediatric patients who reside in the area to receive care closer to their homes, and specifically, to receive care from Lurie Children's without traveling downtown. Lurie Children's goal is to ensure that

children and families receive the right care, at the right time, in the right setting. The proposed Facility will expand access to high-quality, family-centered pediatric care while enhancing operational efficiency, enabling systematic care coordination, and improving patient outcomes. The new Lurie Children's Facility on the Property will be geographically convenient for families, reducing travel times and barriers to high quality care. The location will also enable the potential for future phases and long-term flexibility as patient care advances and community needs evolve. Adjacent property on the north side of Birchwood Place will also be purchased by Lurie Children's and will be available for potential future expansion, subject to all required Village approvals.

As demonstrated by the above operational details, and as demonstrated in the responses to the Review and Approval Criteria for Planned Unit Developments included herewith, the proposed Facility on the Property will meet all requirements for approval and Lurie Children's respectfully requests approval of its application for amendment to Planned Unit Development No. 31.



JOSHUA C. BAKER, O.D., M.S.
PRESIDENT & CHIEF EXECUTIVE OFFICER

May 27, 2026

Village of Downers Grove
Planning and Zoning Commission

RE: Zoning Support for Lurie Children's Hospital and Outpatient Center

Dear Members of the Planning and Zoning Commission and Village Officials:

On behalf of Midwestern University, I am writing to express our strong support for the proposed development by Ann & Robert H. Lurie Children's Hospital of Chicago to construct a new pediatric hospital in Downers Grove. The hospital will be located just across the street from our University's Multispecialty Clinic complex.

As an institution dedicated to training the next generation of skilled, compassionate healthcare professionals, we recognize the importance of expanding access to high-quality, specialized care. Lurie Children's will bring nationally recognized pediatric expertise to the region, benefiting patients, families, and the broader healthcare ecosystem.

Additionally, the presence of Lurie Children's creates opportunities for collaboration in education, clinical training, and community health initiatives. Exposure to leading pediatric specialists and innovative care models can further enrich the learning environment for students and strengthen the local healthcare workforce.

We respectfully urge the Commission to approve the proposed zoning and believe this project will serve as a valuable asset to the community and region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joshua C. Baker".

Joshua C. Baker, O.D., M.S.
President and Chief Executive Officer
jbaker@midwestern.edu



June 23 2026
Village of Downers Grove
Planning and Zoning Commission

Dear Members of the Planning and Zoning Commission and Village Officials:

My name is Lauren Schoenau, the director of Bright Horizons at the Esplanade in Downers Grove. We would like to offer our support for the proposed development by Ann & Robert H. Lurie Children's Hospital of Chicago, as we are located across the street from the location where their team would construct a new pediatric outpatient hospital and care facility at the Esplanade development in Downers Grove.

As a neighboring organization that also serves children and works closely with families every day, we understand the importance of having trusted pediatric healthcare resources nearby. The opportunity for families to access comprehensive pediatric services within their own community can improve care coordination, reduce stress for caregivers, and help children receive timely medical attention when they need it most. Additionally, it gives our community a great sense of peace knowing that trusted pediatric emergency response is close to our facility and can be a resource for our program. The proposed facility represents a significant investment in the health and well-being of children throughout DuPage County and the surrounding region, while increasing access to specialized pediatric care closer to where families live, work, and attend school.

We also appreciate Lurie Children's longstanding commitment to community engagement, collaboration, and excellence in pediatric care. Their presence in Downers Grove will have a positive impact on local families, and this proposed expansion will allow them to meet growing healthcare needs for years to come.

For these reasons, Bright Horizons supports a swift approval of the requested zoning amendment and fully supports Lurie Children's proposed development at the Esplanade. Thank you for your consideration.

Sincerely,

Lauren Schoenau, Center Director
Bright Horizons at the Esplanade
3400 Lacey Road, Downers Grove IL
630.852.0250
espl@brighthorizons.com



Village of Downers Grove
Planning and Zoning Commission

RE: Zoning Support for Lurie Children's Hospital Outpatient Center

Dear Members of the Planning and Zoning Commission and Village Officials:

On behalf of the DoubleTree Hotel in Downers Grove, I am writing to express our strong support for the proposed zoning approval that would allow Ann & Robert H. Lurie Children's Hospital of Chicago to move forward with its new pediatric healthcare facility at The Esplanade, just blocks from our hotel.

We are extremely supportive of this development and believe it will be of tremendous benefit to our business park, the Village of Downers Grove, and the surrounding communities. The parcel has remained vacant for far too long, and this project represents a meaningful and positive use of the site. Bringing a respected children's healthcare provider to this location will add value, purpose, and vitality to the area.

As a hospitality provider serving business travelers, families, medical visitors, and guests throughout the western and southwest suburbs of Chicago, we understand how important accessible, high-quality healthcare is to a strong community. Lurie Children's will provide children and families with a safe, caring, and trusted facility closer to home for their health needs. This is especially important for families who may otherwise have to travel farther into the city for pediatric specialty care.

This project will also have a positive economic impact. It will bring additional visitors, professionals, patients, and families to Downers Grove, supporting local businesses, restaurants, retail, and hotels. We believe the development will help strengthen The Esplanade and the surrounding business park while further positioning Downers Grove as a welcoming, well-resourced, and family-focused community.

For these reasons, we respectfully encourage approval of the proposed zoning request. We look forward to the positive impact this project will have on our community and are proud to support a development that will benefit both local businesses and the children and families who need compassionate care.

Sincerely,

Fadi Osmano
General Manager & VP of Cicero Hospitality Group
DoubleTree Hotel Downers Grove, IL

DoubleTree Suites by Hilton & Conference Center Chicago - Downers Grove
2111 Butterfield Rd.
Downers Grove, Illinois 60515
Tel: +1 (630)-971-2000 Fax: +1 (630)-971-1168
<https://www.hilton.com/en/hotels/ordwbd>



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Ste 360
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+1.630.504.7391

CHICAGO
125 S. Wacker Drive
Ste 3020
Chicago, IL 60606
+1.312.376.3029

LONDON
Thanet House
Ste 403
231-232 Strand
London WC2R 1DA

June 4, 2026

Village of Downers Grove
Planning and Zoning Commission

RE: Zoning Support for Lurie Children's Hospital and Outpatient Center

Dear Members of the Planning and Zoning Commission and Village Officials:

On behalf of Bold Insight, a user experience research and innovation consultancy headquartered in Downers Grove, I am writing to express our strong support for Ann & Robert H. Lurie Children's Hospital of Chicago's proposed expanded location in Downers Grove.

As a company whose work is focused heavily on healthcare research and innovation, we understand the importance of ensuring that patients and families have access to high-quality care close to home. Much of our work involves conducting research with healthcare professionals, patients, and caregivers to help medical device, pharmaceutical, and healthcare organizations develop safer, more effective, and more user-centered products and services. Through this work, we see firsthand the positive impact that exceptional healthcare institutions have on patient outcomes, family experiences, and community well-being.

The addition of a pediatric hospital in Downers Grove would significantly expand access to world-class pediatric care for residents throughout the western suburbs, reducing travel burdens for families while ensuring that children can receive specialized care closer to home. For many working parents and caregivers, convenient access to pediatric specialty services can make a meaningful difference in both healthcare outcomes and quality of life.

We are particularly enthusiastic about the proximity to our office and the broader business community. The presence of a nationally recognized pediatric healthcare institution would further strengthen Downers Grove's reputation as a destination for exceptional services, innovation, and quality of life. It would provide a meaningful benefit not only to local residents but also to the many employees who work in and around the area and who seek convenient access to healthcare resources for their families.

Ann & Robert H. Lurie Children's Hospital of Chicago is widely recognized for its commitment to clinical excellence, innovation, and compassionate care. As an organization that works closely with healthcare stakeholders across the country, we have deep appreciation for institutions that continually advance the quality, safety, and accessibility of care. We are confident that Lurie Children's presence in Downers Grove would be a tremendous asset to families throughout the region and would further enhance the Village's reputation as a thriving, family-friendly community.

We respectfully encourage the Village to support this project and facilitate its successful development. We believe it will deliver lasting benefits to residents, employees, businesses, and families throughout the region.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Jackie Ulaszek". The signature is fluid and cursive, with a long horizontal line extending from the end.

Jackie Ulaszek
Managing Partner
Bold Insight



June 4, 2026

Village of Downers Grove
Planning and Zoning Commission
Village Council Members

RE: Zoning Support for Lurie Children's

Dear Members of the Planning and Zoning Commission and Honorable Village Council Members,

On behalf of Choose DuPage, I am writing to express our strong support for the proposed development by Ann & Robert H. Lurie Children's Hospital of Chicago to construct a new pediatric hospital in Downers Grove.

This project aligns with our mission to drive economic growth and enhance quality of life across DuPage County. Expanding access to specialized pediatric care is critical for supporting families, strengthening communities, and attracting a skilled workforce. Lurie Children's investment in Downers Grove represents both a healthcare and economic opportunity—bringing high-quality jobs, supporting local businesses, and reinforcing the region's reputation as a hub for innovation and excellence.

We respectfully urge approval of the proposed zoning and are confident this project will have a lasting positive impact on the region.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Bedalov".

Greg Bedalov
President and CEO
Choose DuPage



THE
CHAMPION
of TREES

Office of the President and Chief Executive Officer

June 18, 2026

Village of Downers Grove
Planning and Zoning Commission

RE: Zoning Support for Lurie Children's Hospital and Outpatient Center

Dear Members of the Planning and Zoning Commission and Village Officials:

On behalf of The Morton Arboretum, I am pleased to express our strong support for Ann & Robert H. Lurie Children's Hospital of Chicago's zoning amendment to allow for construction of a new pediatric hospital in Downers Grove.

This project represents a meaningful investment in the health of children and families throughout DuPage County and the surrounding region. Expanding access to specialized pediatric care closer to home will help reduce barriers for families, improve health outcomes, and ensure that children receive timely, comprehensive care.

We are encouraged by the opportunity for this development to reflect thoughtful planning and design that complements the surrounding environment and contributes positively to the character of the community. The hospital team has already demonstrated clear interest in meaningful partnership investments in the area.

The Arboretum is especially pleased with the proximity of the project to our grounds. The proposed location will provide children and families ease of access to the many benefits of spending time in nature including improved healing time and the reduction of stress.

In addition to its healthcare impact, this project will support the local economy through job creation and long-term community investment. Lurie Children's has a well-established reputation for excellence, innovation, and community partnership, and we are confident that this expansion will bring lasting benefits to the region.

For these reasons, The Morton Arboretum fully supports the requested zoning approvals for this important project. We believe it will be a valuable asset to Downers Grove and a significant step forward in advancing the health and well-being of our communities.

Thank you for your consideration.

Sincerely,

Jill Koski
President and CEO

**Downers Grove Economic Development Corporation**

5159 Mochel Downers Grove, IL 60515
630.729.0380 www.dgedc.com

To: Mayor Barnett and Village Council, Village of Downers Grove

Planning and Zoning Commission, Village of Downers Grove

From: Bryan Gay, President & CEO, Downers Grove Economic Development Corporation

Date: June 18, 2026

Subject: Zoning Support for Lurie Children's Hospital

Dear Members of the Planning and Zoning Commission and Village Council:

On behalf of the Downers Grove Economic Development Corporation, I am pleased to express our strong support for the proposed zoning amendment to enable the development by Ann & Robert H. Lurie Children's Hospital of Chicago to construct a new pediatric hospital in The Esplanade in Downers Grove.

This project represents a significant investment in the economic and social vitality of Downers Grove. In addition to expanding access to world-class pediatric specialty care, Lurie Children's will serve as a key driver of economic activity—bringing jobs, attracting visitors, and supporting surrounding businesses.

Healthcare institutions of this caliber also enhance the attractiveness of a community for residents and employers alike. The presence of Lurie Children's reinforces Downers Grove as a destination for high-quality services and long-term growth.

We have been advising Lurie Children's from the beginning of this process, and have introduced them to several neighbors and community partners. We strongly encourage approval of the proposed zoning and look forward to the positive impact this development will have on our community.

Sincerely,

Bryan Gay

President and CEO

Downers Grove Economic Development Corporation

HAMILTON
PARTNERS

HAMILTON PARTNERS, INC.
1901 Butterfield Road
Suite 270
Downers Grove, IL 60515

630.963.0700 Fax: 630.719.5570

June 9, 2026

Dear Members of the Planning and Zoning Commission,
Members of the Village Council, and Mayor Bob Barnett:

On behalf of the Esplanade at Locust Point Property Owners' Association, I am pleased to offer our strong support for the proposed development by Ann & Robert H. Lurie Children's Hospital of Chicago to construct a new pediatric hospital on the Esplanade Campus in Downers Grove.

Access to high-quality pediatric healthcare is essential to the well-being of our community. This project represents significant investment in the health of children and families across DuPage County and the surrounding region. Expanding access to specialized pediatric services closer to where families live is a meaningful benefit and will help improve health outcomes by ensuring timely care for children in need.

The planned pediatric hospital, including a dedicated emergency department and outpatient services building, will enhance the local healthcare infrastructure and provide critical resources to the community. Additionally, we believe Lurie Children's will be an excellent addition to the Esplanade Campus and appropriate and impactful use for this longstanding vacant land.

We also recognize the broader benefits this development will bring, including job creation and economic investment. Furthermore, having Lurie Children's as a collaborative partner within our community will provide valuable support to local organizations and initiatives.

For these reasons, the Esplanade at Locust Point Property Owners' Association fully supports the zoning approval for this important project. We believe it will serve as a vital asset to the region and contribute meaningfully to the continued health and vitality of our community.

Thank you for your consideration.

Sincerely,



Gary Mori

Esplanade at Locust Point Property Owners' Association

cc: Michael Becker, Ann & Robert H. Lurie Children's Hospital of Chicago

HAMILTON
PARTNERS

HAMILTON PARTNERS, INC.
1901 Butterfield Road
Suite 270
Downers Grove, IL 60515

630.963.0700 Fax: 630.719.5570

June 24, 2026

Dear Members of the Planning and Zoning Commission,
Members of the Village Council and Bob Barnett, Mayor of Downers Grove,

On behalf of Hamilton Partners, I am pleased to offer our strong support for the proposed development by Ann & Robert H. Lurie Children's Hospital of Chicago to construct a new pediatric hospital in Downers Grove on the Esplanade Campus.

Access to high-quality pediatric healthcare is essential to the well-being of our community. This project represents significant investment in the health of children and families across DuPage County and the surrounding region. Expanding access to specialized pediatric services closer to where families live is a significant benefit to the greater community. A pediatric health campus in Downers Grove will improve health outcomes and ensure timely care for children in need.

The planned pediatric hospital, dedicated emergency department and outpatient services building will enhance the local healthcare infrastructure and provide critical resources. Additionally, we see Lurie Children's as an excellent addition to the Esplanade Campus and a great use for longstanding vacant land.

We also recognize the broader community benefits this development will bring, including job creation and economic investment. Additionally, having Lurie Children's in our community as a collaborative partner will benefit our community-based organizations.

For these reasons, Hamilton Partners fully supports the zoning approval for this important project. We believe it will serve as a vital asset to the region and contribute meaningfully to the health and vitality of our community.

Thank you for your consideration.

Sincerely,



Gary Mori

Hamilton Partners

cc: Michael Becker, Ann & Robert H. Lurie Children's Hospital of Chicago



111 N. County Farm Rd., Wheaton, IL 60187

June 26, 2026

Village of Downers Grove
Planning and Zoning Commission

RE: Zoning Support Lurie Children's Hospital and Outpatient Center

Dear Members of the Planning and Zoning Commission and Village Officials:

On behalf of the DuPage County Health Department, I am pleased to offer our strong support for the proposed development by Ann & Robert H. Lurie Children's Hospital of Chicago to construct a new pediatric hospital in Downers Grove.

Access to high-quality pediatric healthcare is essential to the well-being of our community. This project represents a significant investment in the health of children and families across DuPage County and the surrounding region. Expanding access to specialized pediatric services closer to where families live will help reduce barriers to care, improve health outcomes, and ensure timely treatment for children in need.

The inclusion of a dedicated emergency department and comprehensive outpatient services will enhance the local healthcare infrastructure and provide critical resources for both routine and urgent pediatric care. Additionally, Lurie Children's longstanding commitment to clinical excellence, innovation, and community partnership aligns closely with our mission to promote and protect the health of all residents.

We also recognize the broader community benefits this development will bring, including job creation, economic investment, and strengthened collaboration across healthcare providers and community-based organizations.

For these reasons, the DuPage County Health Department fully supports the zoning approval for this important project. We believe it will serve as a vital asset to the region and contribute meaningfully to the health and vitality of our community.

Thank you for your consideration.

Sincerely,

Adam Forker, MPH
Executive Director
DuPage County Health Department

Ann & Robert H. Lurie Children’s Hospital of Chicago
The Esplanade at Locust Point – Planned Unit Development #31
Pediatric Health Care Facility

Planned Unit Development Review and Approval Criteria

Response to Section 28.12.040.C.5 – Review and Approval Criteria (Planned Unit Development)

1. The zoning map amendment review and approval criteria of Sec. 12.030.I.

Planned Unit Development #31 is an existing PUD and so this approval criteria is not applicable to this particular application. This criteria was met when PUD #31 was originally established.

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.

The Applicant, Ann & Robert H. Lurie Children’s Hospital of Chicago (“Lurie Children’s”), has proposed a PUD amendment to allow a pediatric hospital and health care facility including pediatric inpatient beds, a pediatric emergency department, a surgery department with operating rooms, outpatient ambulatory services, and a helipad, all as described in greater detail in the Project Narrative (the “Facility”). The Facility uses do not fall squarely within the Village’s Guiding DG Comprehensive Plan recommendations that the subject property be developed with office uses, multi-family residential, hotel, and other small-scale commercial uses to support office uses. However, the proposed PUD amendment to allow the Facility would meet and further many of Comprehensive Plan’s Goals and Key Recommendations, including the following:

1. The Facility would achieve the recommendation that mixed-use developments could be appropriate within the Esplanade. The proposed Facility would be compatible with and complementary to the existing pattern of development in the Esplanade, including office uses, hotel uses, and Northwestern University’s Multispecialty Clinic complex, which is located directly across the street from the proposed Facility. In that regard, the Facility would reinforce the Esplanade’s established character as a mixed-use center and would constitute an appropriate and harmonious addition to the surrounding area.

2. The Facility would facilitate the goal of the creation and enhancement of mixed-use areas that include offices, commercial and retail space and other community amenities. The Facility would further this goal by introducing a community-serving pediatric hospital to support the Village and the region. Such use will complement and support surrounding office, commercial, retail, and other community-serving uses, and will thereby enhance the overall functionality and vitality of the Esplanade and the Village as a whole.

3. The Comprehensive Plan encourages infill development to efficiently use vacant or underutilized land for commercial uses. The Facility will occupy property that has long been vacant and intended for commercial use. The Facility will also encourage other infill development as it will become a regional draw to a commercial area where additional vacant and underutilized properties can be used for additional commercial uses to serve employees, patients, and visitors to the Facility.

4. The Comprehensive Plan encourages the completion of Esplanade, which still has vacant lots. The Facility will fill and activate one of the largest vacant lots within Esplanade.

5. The Comprehensive Plan includes a goal of supporting evolving healthcare needs and states that the Village should collaborate with providers, assess community priorities, and explore partnerships with Midwestern University to expand services. A pediatric hospital will be an amenity serving the Village's healthcare needs. Lurie Children's has been in close contact with Midwestern University about the proposed Facility and looks forward to collaborating with Midwestern on education, clinical training, and community health initiatives.

6. The Comprehensive Plan encourages the Village to continue to examine development regulations to ensure commercial nodes and corridors are adaptable for future market conditions, ensuring their long-term relevance and viability within Downers Grove. The proposed Facility within Esplanade has excellent visibility and access to Interstate 355 and to Butterfield Road, which is a main commercial corridor in the Village. The addition of the Facility to the Esplanade would ensure a long-term, high quality, relevant user that would increase the viability of further and future development in, around, and near the Esplanade.

3. Whether the PUD plan complies with the PUD overlay district provisions of Sec. 28.4.030.

Sec. 28.4.030(a)(1) – Purpose - General

The PUD amendment for the Facility complies with the General Purpose of Sec. 28.4.030(a)(1)(d) of the PUD Overlay District, in that the Property is located within PUD #31, the Esplanade at Locust Point, which is a development that contains a complementary mix of nonresidential uses and provides for a range of land use types, including the proposed Facility, which is a compatible and complementary use to the existing land use types in Esplanade,

including but not limited to offices, a hotel, restaurants, Midwestern University and a day care facility.

Sec. 28.4.030(a)(2) – Purpose - Objectives

The PUD amendment for the Facility will achieve the following Objectives of Sec. 28.4.030(a)(2):

- a. 28.4.030(a)(2)(a): Amendment of PUD #31 for the Facility meets the PUD objective of implementation of and consistency with the Guiding DG Comprehensive Plan, as described in greater detail above.
- b. 28.4.030(a)(2)(b): Amendment of PUD #31 for the Facility meets the PUD objective of allowing for flexibility and creativity in responding to changing economic and market conditions, allowing greater public benefits than could be achieved using conventional zoning and development regulations. While PUD #31 originally contemplated office buildings for the Property, and then recently residential uses, the amendment to PUD #31 to allow for the Facility on the Property is a direct response to changing market conditions and a need for pediatric health care services in the western suburbs. Conventional zoning and development regulations will not allow for development of the Facility on the Property without approval of the PUD Amendment. If the PUD Amendment is not approved, and the Property can only be developed in accordance with conventional zoning and development regulations, then the public benefits that will result from the Facility would be lost to the Village. Public benefits from the Facility include: high-quality pediatric healthcare that is offered in a setting that is close to patients' homes; high quality jobs; and new employees, patients and visitors in the Village who will use existing commercial businesses in the area, potentially creating growth opportunities for additional commercial uses, and allowing for new economic growth in the Village.
- c. 28.4.030(a)(2)(c): Amendment of PUD #31 for the Facility meets the PUD objective of efficient and economical provision of public facilities and services in that the Facility will be a pediatric healthcare facility that will offer these services to the public in an area that is closer to home than Lurie Children's – Streeterville.
- d. 28.4.030(a)(2)(g): Amendment of PUD #31 for the Facility meets the PUD objective of high-quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping. The Facility has been designed to show clear frontage along Lacey Road and to embrace the surroundings by offering views of the forest preserve from the southwest façade of the building. The building responds to the character of Esplanade by angling the building to align its closest façade to the adjacent building's orientations. The building and site expand the walking paths within the property and area, helping to connect patrons and neighbors to nature. The building character is reminiscent of Lurie Children's – Streeterville while drawing on the horizontality of western suburban buildings.

The landscaping draws inspiration from the Morton Arboretum and neighboring Hidden Lake Forest Preserve. The planting mixes use a variety of native grasses, forbs, perennials, shrubs, and trees to recreate microecosystems that mimic the prairies, savannahs, fens and meadows of northern Illinois.

e. 28.4.030(a)(2)(h): Amendment of PUD #31 for the Facility meets the PUD objective of the protection and enhancement of open space amenities and natural resource features. The Facility has been designed to utilize the landscape as an instrument for healing. The site embraces biophilic design principles to create spaces that connect people to nature, provide protected spaces, enhance views, employ natural patterns and forms, and incorporate native planting. A variety of exterior spaces allow for patients and visitors to connect with nature, while views from the rooms and corridors are directed to lush plantings. A series of paths and trails encourage visitors and employees to spend time in the gardens and around the grounds.

Throughout the site, landscape zones have been designed to accept stormwater and filter it back into the soil, cleaning the runoff and reducing stormwater peak flows. Key areas around the site have been sheltered with enhanced evergreen and deciduous buffers to shield service areas and equipment from surrounding roads and neighbors. The design team has engaged with the Morton Arboretum to discuss plantings that will thrive at the site.

f. 28.4.030(a)(2)(i): Amendment of PUD #31 for the Facility meets the PUD objective of the incorporation of sustainable development features including green infrastructure practices in landscapes and parking areas, to maximize the aesthetic and water quality benefits of best practices in stormwater management. The Facility has been designed to implement a stormwater management plan in compliance with the Village of Downers Grove and DuPage County Ordinance requirements. Stormwater management will include both volume control and detention. Volume control will be provided on-site through the use of permeable pavers, wet mesic detention basins, and underground infiltration vaults to provide both water quality and volume reduction measures. Additional detention will be provided in the existing ponds with some modifications to increase the holding capacity. In order to assist with stormwater management, and in keeping with the overall site landscape aesthetic, the required fire lane will be provided in the form of an all-weather driving surface which blends in with the landscaping and doubles as a walking path to promote the health of staff and visitors.

g. 28.4.030(a)(2)(j): Amendment of PUD #31 for the Facility meets the PUD objective of attractive, high-quality landscaping, lighting, architecture, and signage, including the use of native landscaping that reflects the unique character of the Village and the surrounding area. The Facility has been designed to be playful, but not childish. This is done through encouraging people to walk through and around the site with native plantings and welcoming gardens and walking paths. The building materials, brick, metal panel and glass, are inherently high design materials and also accessible, recognizable materials that are arranged on the façade in a playful manner. The large canopies embraced the horizontal nature of prairie style design while also

offering shelter from the weather. The lighting will be LED and integrate into and complement the building, site and landscape, while using the principals of Dark Sky. The signage will be appropriately designed for the needs of a pediatric hospital and clinic with clear designation and size and long-lasting materials.

Sec. 28.4.030(b) – Procedure

Lurie Children’s is submitting this application and requesting review and approval in accordance with the procedures of DGMC Section 28.12.040

Sec. 28.4.030(c) – Zoning Map

PUD #31 is an existing PUD that is currently identified on the zoning map.

Sec. 28.4.030(d) – Developer’s Statement of Intent

The Property is zoned O-R-M/PUD, Office-Research-Manufacturing/ Planned Unit Development #31. Lurie Children’s is proposing to construct a pediatric hospital and health care facility including pediatric inpatient beds, a pediatric emergency department, a surgery department with operating rooms, outpatient ambulatory services, and a helipad (the “Facility”).

In March of 2026, the Downers Grove Village Council approved “hospital” as a permitted use within PUD #31, finding that hospital was an appropriate use within PUD #31 and that it was compatible with the Comprehensive Plan. All uses included in the Facility are hospital uses and uses accessory to the hospital use.

The bulk requirements for the proposed building are found in the table below:

<u>Item Description</u>	<u>Current PUD/Zoning Requirement</u>	<u>PUD Proposal</u>
<u>Project Location</u>	Esplanade at Locust Point (Planned Unit Development #31)	
<u>Project Description</u>		
<u>Zoning District</u>	O-R-M (Office, Research, Manufacturing)	
<u>Permitted Uses</u>	Office: medical, dental, and health practitioner; hospital	
<u>Maximum Building Height (Table 3-2)</u>	140’-0” (measured from established grade at elevation that yields greatest height measurement to top highest point of flat roof, not including parapet or compliant penthouse).	Hospital portion of Building: 86’-0” Clinic portion of Building: 50’-0”
<u>Maximum Floor Area (Table 3-2)</u>	Gross Site Area: 574,913sf FAR: 0.89	Hospital Bldg 1 Floor Area: 235,002sf

	Max. Floor Area: 511,672sf	Clinic Bldg 2 Floor Area: 63,667sf Total Floor Area: 298,669sf
<u>Setback Requirements</u> <u>(Table 3-2)</u>	Street (E, S): Off-Street Parking: 35'-0" Building: 35'-0" plus 1'-0" per 2'-0" of building height above 35'-0" Hospital Bldg 1: 61'-0" Clinic Bldg 2: 43'-0" Side (W): 10'-0" Rear (N): 10'-0"	Street: Off-Street Parking: 35'-0" Hospital Bldg 1: 195'-0" Clinic Bldg 2: 309'-7" Side: Hospital Bldg 1: 107'-4" Clinic Bldg 2: 49'-3" Rear: Hospital Bldg 1: n/a Clinic Bldg 2: 46'-5"
<u>Minimum Landscaped Area/Open Space Requirement</u>	15% of gross site area: 86,236sf	Landscaped/Open Areas: approx. 216,925 s.f. with 80,653 s.f. of open space in Street Yard setbacks
<u>Vehicle Parking Requirements</u>	In accordance with Sec. 28.7.040(g)	501 parking spaces proposed EV parking provided: 0 spaces
<u>Bicycle Parking Requirements</u>	Minimum: 5% of vehicle parking spaces	26 bike parking spaces proposed
<u>Off-Street Loading Requirements</u>	Minimum: 1 space per 100,000sf building area	3 loading areas

Signage in PUD #31 is pursuant to a Master Sign Plan and the Zoning Code. Signage proposed includes:

Sign Type	Description	Qty.	Location	Area	Height
B	Gateway	2	Corner of Lacey and Birchwood; Corner of Lacey and Wood Creek	36 SF	5'-0" h.
B.1	Primary Monument	1	Main entrance	50 SF	15'-0" h.
B.2	Secondary Monument	2	Secondary entrances	30 SF	10'-0" h.
B.3	Receiving Entrance ID	1	Receiving entrance	12 SF	8'-0" h.
A.2	Top of Bldg Hand Icon	2	East façade; south facade	201 SF	16' dia.
A.3	Street Level Hand Icon	1	East façade	95 SF	11' dia.
A.4	Glass Graphic Hand Icon	1	North façade	95 SF	11' dia.
A.1	Dimensional Letters	4	Canopy mounted at main entrance, emergency, and ambulance entries	115 SF (main) 51 SF (emergency) 52 SF (ambulance)	2'-6" h.

F.1	Building Address	1	Main entrance above doors		1'-0" h.
F.2	Dimensional Letters	1	Main entrance above doors		8" h.
H	Vinyl Logo	1	Main entrance, emergency entrance, and ambulance entrance doors		
M	Receiving ID	1	Above receiving entrance door		
P	Loading Dock Numbers	3	Numbers at each dock door		
J.1	Directional Signs	9	At vehicular decision points and parking lot entrances	6 SF	6'-0"
K.1	Temporary Light Pole Banners	12	Temporary banners on light poles around main drive, for special events, etc.	21 SF	9'-0"
	Helipad Signage	TBD	Regulatory and safety information as required at helipad (TBD)		
	Interpretive Signage	TBD	Signage for outdoor garden area (TBD)		

Lurie Children's is seeking an amendment to the Master Sign Plan to accommodate additional and/or larger signage for the site. Hospitals inherently require clear signage often to multiple entrances. The size and quantity of signage that was in the master plan is in keeping with a traditional office building development but would not allow the proper location, size and quantity of signage to the main entrance, emergency department and the ambulance entrance that the proposed Facility will require. Patients, families and visitors often arrive at medical facilities in a state of increased anxiety, and providing clear, readily visible signage is essential to the safe flow of traffic and arrivals. In addition to site gateway signs, signage will be needed at each site entry, larger than what is currently allowable per the master sign plan, in order to clearly and effectively direct traffic to the different hospital, ED and ambulance drop-off locations, as well as to parking lots for staff and visitors. Once on the site, having passed the entry signage, additional signage is needed to continue to safely direct all arrivals to their location. As an example, a family member may be focused on finding the ED drop-off location and then need additional signage to help them find visitor parking. Unlike typical office building developments, which have many of the same visitors arriving each day, visitors to the hospital and clinic will often be arriving on site for the first time and could be in a state of distress. By providing clear, effective and carefully placed signage around the site, traffic flows will be improved and visitor safety will be enhanced.

Lurie Children's is also seeking high rise building signs in excess of the allowed square footage – in Lurie Children's signature symbol, a child's hand. These Hand high rise signs are a critical feature of the proposed building. The Hand symbol is a recognizable symbol for Lurie Children's and the proposed high-rise signs are intended to be beacons that are visible from I-355

and Butterfield Road, helping direct patients and visitors to the hospital, offering a visible and recognizable signal of the location of the hospital.

Lurie Children's is also proposing temporary light pole banners to be able to announce awards and celebrate Lurie Children's accomplishments. Lurie Children's is requesting the ability to install temporary light pole banners for up to 12 weeks per year, with administrative approval by staff.

Finally, Lurie Children's will require helipad signage similar to that depicted in the Helipad Basis of Design Report, which Lurie Children's is requesting be administratively approved by staff when required signage has been finalized with IDOT and FAA.

As described in Section 2 above, the Facility proposed by Lurie Children's meets the goals of the Village's Guiding DG Comprehensive Plan by allowing for mixed-use development of a vacant lot within the Esplanade. It also aligns with Guiding DG in that it supports evolving healthcare needs of the Village, and helps expand partnerships with Northwestern University, who Lurie Children's has already begun collaborating with. Finally, the Facility is located in an area of Downers Grove that has a regional draw as a result of access and visibility.

As described in Section 4 below, Lurie Children's and the proposed Facility will result in significant public benefits for the Village of Downers Grove, more so than another development that meets otherwise applicable zoning ordinance standards would result. Lurie Children's and the Facility will provide access to high-quality pediatric healthcare services for not only children from the Village, but children from the region. The Facility will lead to high-quality job growth. The Facility will lead to increased activity for area commercial businesses. And, finally, the Facility will allow for high-quality development of a vacant site in the Esplanade.

Sec. 28.4.030(e) – Regulations and Standards Eligible for Modification

Lurie Children's is seeking an amendment to the Master Sign Plan to accommodate additional and/or larger signage for the site. Hospitals inherently require clear signage often to multiple entrances. The size and quantity of signage that was in the master plan is in keeping with a traditional office building development but would not allow the proper location, size and quantity of signage to the main entrance, emergency department and the ambulance entrance that the proposed Facility will require. Patients, families and visitors often arrive at medical facilities in a state of increased anxiety, and providing clear, readily visible signage is essential to the safe flow of traffic and arrivals. In addition to site gateway signs, signage will be needed at each site entry, larger than what is currently allowable per the master sign plan, in order to clearly and effectively direct traffic to the different hospital, ED and ambulance drop-off locations, as well as to parking lots for staff and visitors. Once on the site, having passed the entry signage, additional signage is needed to continue to safely direct all arrivals to their location. As an example, a family member may be focused on finding the ED drop-off location and then need

additional signage to help them find visitor parking. Unlike typical office building developments, which have many of the same visitors arriving each day, visitors to the hospital and clinic will often be arriving on site for the first time and could be in a state of distress. By providing clear, effective and carefully placed signage around the site, traffic flows will be improved and visitor safety will be enhanced.

Lurie Children's is proposing deviation from the Master Sign Plan and Zoning Code including:

- Height of primary monument sign to exceed 10 feet – VoDG.28.9.050, Table 9-1
- Quantity of monument signs to be 6 (2 are allowed) – VoDG.28.9.050(b)(1)(e)
- Monument sign setback along Birchwood Place to be reduced to 10 feet (25 feet required) – VoDG.28.9.050(b)(1)(b)
- Overall signage square footage for the site to exceed the allowable square footage – VoDG.28.9.050(a)
- Window signage square footage to exceed maximum 25% per window – VoDG.28.9.050(h)(2)
- Directional signs – only allowed to be 2 square feet per sign (6 square feet proposed) – VoDG.28.9.070(c)
- Permission for temporary banner signs – VoDG.28.9.020(b)

The Village Council is authorized to approve PUDs that deviate from strict compliance with zoning regulations if it is determined that the resulting project satisfies the approval criteria of DGMC Section 28.12.040(c)(5). This document is entirely a response to Sec. 28.12.040(c)(5) and Lurie Children's believes that it has satisfied all approval criteria herein.

Sec. 28.4.030(f) – Lot and Building Regulations

Lurie Children's is not requesting any modification to the lot or building regulations of the base zoning district as part of this PUD approval, with the exception of planting along the Woodcreek Drive frontage, within the south internal parking lot, and south property setback where a deviation is needed so that trees and other plantings can be substituted or removed to avoid conflicts with the proposed helicopter flight path height restrictions.

The final design of the Facility, including exterior building materials, architectural details, colors, façade articulation, glazing, canopies, screening elements, landscaping, lighting, signage details, and other related site and building design elements, may be refined through final engineering, permitting, and construction document review, provided that such refinements remain in substantial conformance with the plans included herewith and preserve the overall

design intent and quality of the development. We request that any such refinement is subject to review and approval by the Village staff, in accordance with applicable Village procedures.

Sec.28.4.030(g) – Allowed Uses

In March of 2026, the Downers Grove Village Council approved “hospital” as a permitted use within PUD #31, finding that hospital was an appropriate use within PUD #31 and that it was compatible with the Comprehensive Plan. All uses included in the Facility are hospital uses and uses accessory to the hospital use.

Sec.28.4.030(h) – Parking and Loading

Lurie Children’s included a Traffic Study with this application that included a parking evaluation for the Facility. Lurie Children’s is proposing to construct 501 parking spaces and believes that all off-street parking and loading requirements are in compliance with Village requirements.

Sec.28.4.030(i) – Infrastructure and Public Improvement Standards

Lurie Children’s believes that all infrastructure and public improvement standards for streets, sidewalks, stormwater management are in compliance with Village requirements.

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

The proposed Facility will result in multiple public benefits that are greater than, or at least equal to, those that would have resulted from development under the existing PUD. These benefits include:

- Access to high-quality pediatric healthcare services for not only children from the Village, but children from the region. Lurie Children’s believes that the proposed Facility will enhance pediatric health care in the western suburbs by introducing pediatric health care facilities that will enable pediatric patients who reside in the area to receive care closer to their homes, and specifically, to receive care from Lurie Children’s without traveling to downtown Chicago – Streeterville facility. Lurie Children’s goal is to ensure that children and families receive the right care, at the right time, in the right setting. The proposed Facility will expand access to high-quality, family-centered pediatric care while enhancing operational efficiency,

enabling systematic care coordination, and improving patient outcomes. The new Lurie Children's Facility on the Property will be geographically convenient for families, reducing travel times and barriers to high quality care. The location will also enable the potential for future phases and long-term flexibility as patient care advances and community needs evolve. Adjacent property on the north side of Birchwood Place will also be purchased by Lurie Children's and will be available for potential future expansion, subject to all required Village approvals.

- High-quality job growth. Lurie Children's anticipates that the Facility will be an economic engine for the Village and the region, bringing a large number of new high-quality jobs to Downers Grove. In a memorandum prepared by the Illinois Economic Development Corporation regarding the estimated economic impact of the proposed Facility in Downers Grove, included herewith, it was projected that the Facility will create, on the low end, approximately 319 new FTE jobs, and a resulting total of an estimated 552 new jobs - direct, indirect, and induced. This increase in jobs will create approximately \$54,137,084 in increased earnings.

- Increased activity for Village commercial businesses. As a result of drawing new employees, patients and visitors to the Esplanade, Lurie Children's anticipates that the Facility will increase activity at nearby commercial businesses with employees, patients, and visitors to the area needing places to dine, shop, and utilize services that are conveniently located to the Facility.

- High-quality development of a vacant site in the Esplanade. As described above, the Facility will be constructed using high-quality materials and is being designed as a 100-year project. The design decisions on the project are being made with longevity in mind. This is a relationship that Lurie Children's wants to have with the Village of Downers Grove for decades to come. The site will be energized and activated, while providing a beautifully designed building and lush landscape that is an amenity to patrons and visitors and will serve as a habitat for bird, bees, and other local wildlife.

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

Lurie Children's has included many details in its Project Narrative and within this response to the Planned Unit Development Review and Approval Criteria, related to design of the building and the site, as well as operations of the proposed use. These details will all be implemented to ensure the high-quality nature of the development and to ensure the interests of

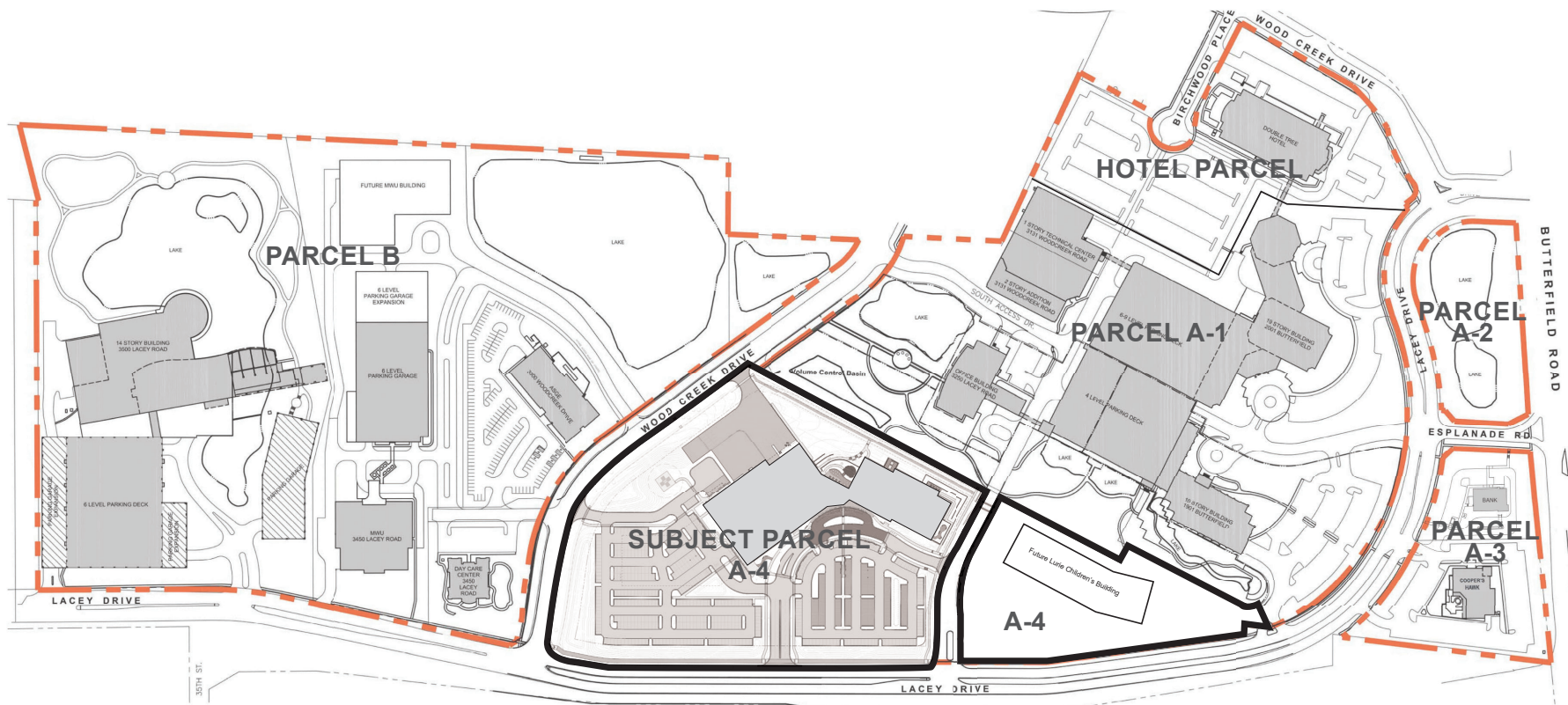
surrounding property owners and residents, existing and future residents of the PUD and the general public are protected.

In addition to those previously detailed design and operational detail, Lurie Children's will implement a stormwater management plan that detains and directs stormwater away from adjacent development and properties. This stormwater management plan will ensure that the development of the Facility will not create any stormwater issues for any adjacent properties or any properties in the Esplanade or the Village

Lurie Children's has obtained a Traffic Impact Study prepared by KLOA traffic engineers for the project which confirms that the area roadway system generally has sufficient reserve capacity to accommodate the traffic generated by the proposed Facility. As part of the Traffic Impact Study, KLOA also prepared a Parking Evaluation, confirming that the proposed parking count will be sufficient to serve the Facility.

Lurie Children's has obtained a Heliport Basis-of-Design Report prepared by AirSafe which describes and depicts the proposed emergency medical service heliport that will be an accessory use to the Facility. This Report describes how the proposed heliport will be designed and constructed. It further details the licensing requirements from the Federal Aviation Administration (the "FAA") and the Illinois Department of Transportation Division of Aeronautics. Finally, it includes a statement and attachments related to Lurie Children's proposed operating policies and procedures. All of this together demonstrates safe and coordinated heliport operations by Lurie Children's, which will ultimately result in safe conditions for the Village.

Lurie Children's will work with the Plan Commission, Village Council, and Village staff on terms and conditions for this PUD Amendment that will protect the interests of surrounding property owners and residents, existing and future residents of Esplanade, and the general public.



ESPLANADE PUD DATA SUMMARY

PARCEL "A-1", "A-2" & "A-3"

Site Area	1,449,499 SF
<u>Existing BLDG Floor Area</u>	
Building Floor Areas (Gross F.A.R.)	
2001 Butterfield	639,906 SF
3131 Woodcreek Drive	80,181 SF
1901 Butterfield	296,312 SF
3250 Lacey Road	188,802 SF
Cooper's Hawk	11,400 SF
(1) Bank	5,000 SF
<u>Subtotal Existing Building Floor Area</u>	<u>1,221,601 SF</u>

A-1 - A-3 Summary

Built-Up Footprint	396,400 SF	27.35 %
Paved Area	267,030 SF	18.24 %
Open Space		
Landscaped "Green" Open Area	681,868 SF	47.04 %
Water Elements	104,201 SF	7.19 %
Subtotal Open Space	786,069 SF	54.23 %

PARCEL "A-4" (Proposed Hospital and Future Lurie Children's Development)

Site Area	767,717 SF
North	192,804 SF
South	574,913 SF
Future Bldg Floor Area	
Hospital	288,669 SF
Future Lurie Children's Development TBD	384,599 SF
Sub Total Future Building Floor Area (A-4)	673,268 SF 89% (0.89) RAR
A-4 Summary	
Build-Up Footprint	138,889 SF
Paved Area	323,991 SF
Open Space	43,379 SF
Landscaped "Green" Open Area	295,838 SF
Water Elements	0.00 SF
Subtotal Open Space	295,838 SF 38.5%

PARCEL A-1 - A-4

SubTotal Existing Building Floor Area (A-1 - A-3):	1,221,601 SF
SubTotal Future Building Floor Area (A-4):	683,268 SF
Proposed Total	1,904,869 SF
Existing and Future Floor Area (per Master Plan 06/03/2011) (A-1 - A-4)	2,670,196 SF
Unutilized Floor Area (SF)	765,327 SF

PARCEL "B"

Site Area	1,918,464 SF
Building Floor Area	
Future MWU Building	185,000 SF
3300 Woodridge Drive (ASGE)	41,822 SF
3450 Lacey Road (MWU)	190,000 SF
3600 Lacey Road	658,370 SF
3400 Lacey Road (Day Care Center)	10,800 SF
Subtotal Building Floor Area:	1,086,070 SF 56.61% (57 FAR)
Build-Up Footprint	
Sub-1 Subplot	461,215 SF
Paved Area	313,856 SF
Open Space	
Landscape "Green" Open Area	721,935 SF
Water Elements	421,458 SF
Subtotal Open Space - Parcel "B"	1,143,393 SF 59.60%

HOTEL PARCEL - DOUBLETREE HOTEL

Site Area	308,011 SF	
Subtotal Building Floor Area	204,976 SF	66.55% (67 FAR)
Built-Up Footprint	39,648 SF	12.87%
Paved Area	174,383 SF	56.62%
Open Space		
Landscaped "Green" Open Area	93,980 SF	30.51%
Water Elements	0 SF	0.00%
Subtotal Open Space	93,980 SF	30.51%

Subtotal Open Space

ESPLANADE PUD TOTALS

PUD Land Area	5,258,760 SF	
Land Area (Site Area) Excluding Land associated with Butterfield, Lacey, & Woodcreek Roads	4,443,691 SF	
Building Floor Area (Gross F.A.R.+Unutilized)	3,961,251 SF	89.14% (0.89 FAR)
Built-Up Footprint	1,036,151 SF	23.32%
Paved Area	1,088,260 SF	24.49%
Open Space		
Landscaped "Green" Open Area	1,793,621 SF	40.36%
Water Elements	525,659 SF	11.83%
Total Open Space	2,319,280 SF	52.19%

PARKING SUMMARY

EXISTING PARCEL "A-1", "A-2" & "A-3"

		Required	Provided/ Proposed
R)	2001 Butterfield Road	1,600 Cars @2.5 /1,000	1,600 Cars
%	313 Woodcreek Drive	160 Cars @2.0 /1,000	113 Cars
%	1901 Butterfield Road	741 Cars @2.5 /1,000	741 Cars
%	3250 Lacey Road	472 Cars @2.5 /1,000	472 Cars
%	Cooper's Hawk	148 Cars @10 /1,000	148 Cars
%	Bank	18 Cars @3.5 /1,000	118 Cars
%	Subtotal A1, A2, A3	3,139 Cars	3,092 Cars

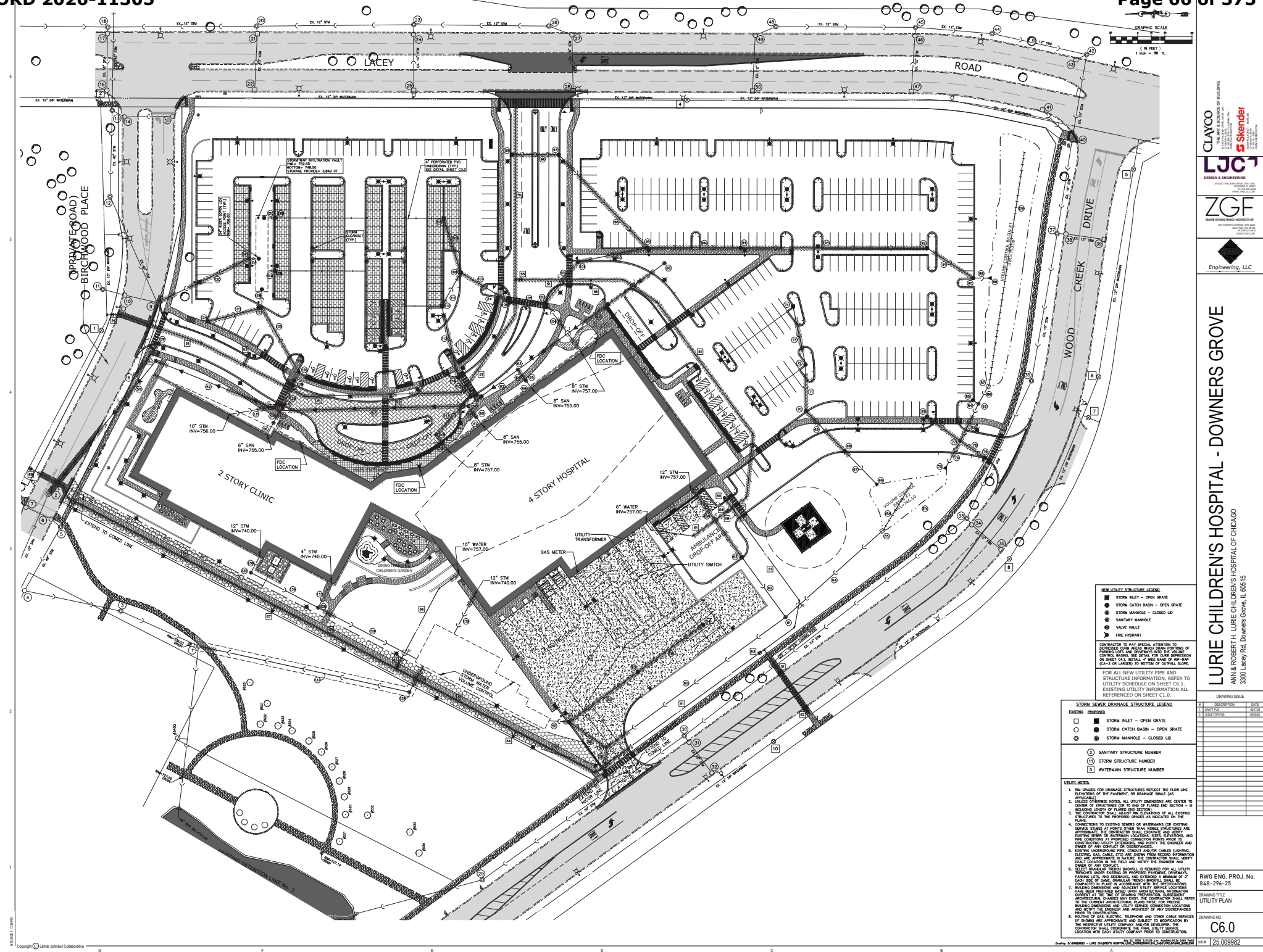
PARCEL "A-4"

	Hospital	501 Cars	501 Cars
	Future Lurie Children's Development TBD	In accordance with Sec: 28.7.040(g)	-
R1	Subtotal Future A	TBD	501 Cars

PARCEL "B"

	Required	Provided/ Proposed
Future MWU Building	388 Cars @2.5/1,000	471 Cars
3300 Woodcreek Drive (ASGE)	98 Cars @2.5/1,000	142 Cars
3450 Lacey Road (MWU)	901 Cars @2.7/1,000	889 Cars
3500 Lacey Road	1,648 Cars @2.5/1,000	1,648 Cars
3400 Lacey Road (Day Care)	36 Cars @2.5/1,000	51 Cars
Subtotal B	3,069 Cars	3,199 Cars

GRAND TOTAL	7,131 CARS	7,214 CARS
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ILLINOIS PROFESSIONAL DESIGN FIRM #184-006370
LIMITATION OF LIABILITY OF ENGINEER'S INSTRUMENTS OF SERVICE
THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY ACTS, OMISSIONS, OR MISFEASANCES ARE FOUND TO HAVE BEEN THE RESULT OF THE ENGINEER'S NEGLIGENCE, THE ENGINEER SHALL BE RESPONSIBLE THEREFOR. THE ENGINEER'S LIABILITY SHALL BE LIMITED TO THE AMOUNT OF THE FEE FOR THE ENGINEER'S SERVICES. IN NO EVENT SHALL THE ENGINEER BE RESPONSIBLE FOR THE CONSTRUCTION OF THE PROJECT OR THE PERFORMANCE OF THE PROJECT. THE ENGINEER IS NOT RESPONSIBLE FOR THE CONSTRUCTION OF THE PROJECT OR THE PERFORMANCE OF THE PROJECT. THE ENGINEER IS NOT RESPONSIBLE FOR THE CONSTRUCTION OF THE PROJECT OR THE PERFORMANCE OF THE PROJECT.

LEGEND

EXISTING	PROPOSED
SANITARY MANHOLE	●
STORM MANHOLE	●
CATCH BASIN	□
INLET	□
PRECAST FLARED END SECTION	▷
CONCRETE HEADWALL	▷
VALVE VAULT	●
VALVE BOX	●
FIRE HYDRANT	●
BUFFALO BOX	●
CLEANOUT	●
SANITARY SEWER	—
FORCE MAIN	—
STORM SEWER	—
WATER MAIN	—
CONSTRUCT WATER MAIN UNDER SEWER	—
GRANULAR TRENCH BACKFILL	—
STREET LIGHT	—
ELECTRICAL CABLE	—
2" CONDUIT ENCASMENT	—
ELECTRICAL TRANSFORMER OR FEEDER	—
POWER POLE	—
STREET SIGN	—
GAS MAIN	—
TELEPHONE LINE	—
CONTOUR	—
SPOT ELEVATION	—
METLANDS	—
FLOODWAY	—
FLOODPLAIN	—
HIGH WATER LEVEL (HWL)	—
NORMAL WATER LEVEL (NWL)	—
DIRECTION OF SURFACE FLOW	—
DITCH OR DRALE	—
OVERFLOW RELIEF ROUTING	—
SLOPE BANK	—
TREE WITH TRUNK SIZE	—
SOIL BORING	—
TOPSOIL PROBE	—
FENCE LINE, WIRE OR SILT	—
FENCE LINE, CHAIN LINK OR IRON	—
FENCE LINE, WOOD OR PLASTIC	—
CONCRETE SIDEWALK	—
CURB AND GUTTER	—
DEPRESSED CURB	—
REVERSE PITCH CURB & GUTTER	—
EASEMENT LINE	—

ABBREVIATIONS

BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CURVE OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PI	POINT OF INTERSECTION
CL	CONTIGUOUS	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT-OF-WAY
ED	EDGE OF PAVEMENT	SAW	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FO	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FL	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TT	TOP OF TIE
L	LENGTH OF CURVE	WM	WATER MAIN
M	MANHOLE	WM	WATER MAIN

PRELIMINARY ENGINEERING PLANS
FOR
LURIE CHILDREN'S HOSPITAL - DOWNERS GROVE

3300 LACEY ROAD, DOWNERS GROVE, ILLINOIS 60515



SHEET INDEX

SITETWORK CIVIL ENGINEERING PLANS	
C0.0.	TITLE SHEET
C1.0	EXISTING CONDITIONS PLAN (1"=30')
C2.0	DEMOLITION PLAN (1"=30')
C3.0	SITE GEOMETRIC AND PAVING PLAN (1"=30')
C3.1	ONSITE STRIPING AND SIGNAGE PLAN (1"=30')
C3.2	ENLARGED SITE GEOMETRIC DETAILS
C3.3	PERIMETER ROADWAY IMPROVEMENT PLANS
C4.0	SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN (1"=40')
C4.1	GRADING PLAN (1"=30')
C4.2	GRADING DETAILS & OFFSITE PONDS EXISTING CONDITIONS PLAN
C5.0	OFFSITE PONDS MODIFICATION FOR ADDITIONAL VOLUME
C6.0	UTILITY PLAN (1"=30')
C6.1	UTILITY SCHEDULES, DETAILS, AND SANITARY SEWER PROFILES
C6.2	STORMWATER VOLUME CONTROL WEST VAULT DETAILS
C6.3	STORMWATER VOLUME CONTROL EAST VAULT DETAILS
C7.0	PROJECT NOTES AND SPECIFICATIONS
C8.0	CONSTRUCTION STANDARDS AND DETAILS
SUPPLEMENTAL SUPPORTING DOCUMENTS	
C9.0	FIRE TRUCK MANEUVERING DIAGRAM (1"=30')

BENCHMARKS

REFERENCE BENCHMARKS:

DUPAGE COUNTY BENCHMARK 0166:
STATION LOCATED ALONG THE EAST SIDE OF FINLEY ROAD AT THE OVERPASS FOR INTERSTATE 88. STATION IS 110.0 FT NORTH OF THE CENTERLINE OF A CAR SEPARATOR ENTRANCE AND 32.0 FT EAST OF THE CENTERLINE OF FINLEY ROAD. BENCHMARK MONUMENT IS A 3.5 INCH BRASS DISK ON THE SOUTH END OF THE EAST BRIDGE RAIL FOR THE OVERPASS. MONUMENT IS 2.0 FT ABOVE ROAD GRADE.
ELEVATION = 771.01 FT. (NAVD 88)

DUPAGE COUNTY BENCHMARK USLE 07:
STATION IS LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF WARRENVILLE ROAD AND HATCH LANE. STATION IS 48.2 FT NORTH OF THE P.C. OF TWO HORIZONTAL ALIGNMENTS. BENCHMARK MONUMENT IS A 3.5 INCH BRASS DISK ON THE SOUTH END OF THE EAST BRIDGE RAIL FOR THE OVERPASS. MONUMENT IS 2.0 FT ABOVE ROAD GRADE.
ELEVATION = 771.01 FT. (NAVD 88)

SITE BENCHMARKS:

BENCHMARK "A":
CROSS WITH CUT INTO CONCRETE LIGHT POLE BASE LOCATED ON THE SOUTH SIDE OF WOOD CREEK DRIVE APPROXIMATELY 200' WEST OF THE WEST CORNER OF THE SUBJECT PROPERTY. ELEVATION = 726.16

BENCHMARK "B":
CROSS WITH CUT INTO CURB RETURN NEAR HYDRANT AT THE NORTHWEST CORNER OF LACEY ROAD AND BIRCHWOOD PLACE. ELEVATION = 751.44

DOWNERS GROVE SANITARY DISTRICT NOTES

- The Downers Grove Sanitary District Standards and Ordinances shall govern all sanitary sewer construction.
- The Sewer contractor shall schedule with the District Inspectors of the sanitary sewer construction 48 hours in advance of the start of the construction.
- The constructed sewers shall pass all District requirements for air testing, leaking and manhole vacuum tests (contractor to refer to DSDS specifications handout).
- All sanitary sewers shall be PVC pipe with a SDR of 26, complying with ASTM D2241, 160 psi pressure pipe push-on bell and spigot type with rubber ring seal gasket ASTM D3113.
- "Five Seal" non-shear couplings (with stainless steel shear ring) shall be used to connect pipe of dissimilar material or size.

GENERAL NOTES

- The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction, which are hereby made a part hereof:
 - Village of Downers Grove Engineering and Public Works Department (630-444-5500)
 - Downers Grove Sanitary District (630-969-0664)
- The contractor shall notify all utility companies and arrange for their facilities to be located prior to work. In any excavation, right-of-way, or easement, the contractor shall be responsible for the contractor, utility locations shown herein are for informational purposes only and are not to be relied upon.
- Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
- Elevations shown herein reflect NAVD 1988 datum.
- The boundary and topographic survey data for this project is based on a field survey conducted by David J. Malloy and Associates, Inc., dated December 8, 2022. The contractor shall verify existing conditions prior to construction and shall immediately notify the engineer in writing of any differing conditions.
- RWG Engineering, LLC, its employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site, neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
- Except where modified by the contract documents, all work proposed herein shall be in accordance with the following specifications, which are hereby made a part hereof:
 - "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T., latest edition.
 - "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
 - "Cincinnati Recommended Standards for Sewage Works," as published by the I.W.A., latest edition.
 - The subdivision and development codes and standards of the Village of Downers Grove, as published by the Municipality.
 - "Illinois Accessibility Code" as published by the State of Illinois Civil Development Board, effective October 23, 2016.
 - The National Electric Code.
 - "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
- The Village of Downers Grove Development Ordinance shall take precedence if a conflict in project specifications occurs.

SURFACE WATER DRAINAGE STATEMENT

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, ROBERT W. GUJDMUNDSON, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS, DO HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, REASONABLE DILIGENCE HAS BEEN MADE FOR COLLECTION, DESIGN, AND CONSTRUCTION OF THE SURFACE WATER DRAINAGE SYSTEM SHOWN ON THESE PLANS. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY FOR THE DESIGN OR CONSTRUCTION OF THE SURFACE WATER DRAINAGE SYSTEM. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY FOR THE DESIGN OR CONSTRUCTION OF THE SURFACE WATER DRAINAGE SYSTEM. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY FOR THE DESIGN OR CONSTRUCTION OF THE SURFACE WATER DRAINAGE SYSTEM.

DATED THIS 25TH DAY OF JUNE, 2026

OWNER OR ATTORNEY

ENGINEER

NOTE:
THERE SHALL BE NO STAGING OF ANY TYPE ON PUBLIC PROPERTY OF ANY TYPE. THIS INCLUDES TRUCKS WAITING IN FRONT ON THE STREETS OR IN THE PARKING LOTS ACROSS THE STREET. COORDINATION OF DELIVERIES WILL NEED TO BE OUTLINED IN GREAT DETAILS SO THAT THERE WILL NEVER BE A TRAFFIC PROBLEM ON LACEY ROAD OR WOOD CREEK DRIVE OR BIRCHWOOD PLACE.

NOTE:
ONE FULL SIZE HARD COPY OF THE AS-BUILT FINAL GRADING SURVEY (PRINTED TO SCALE) MUST BE SUBMITTED PRIOR TO SCHEDULING THE FINAL STORMWATER/RIGHT-OF-WAY INSPECTION FOR THE PROJECT. AS APPLICABLE, IT SHALL INCLUDE, BUT IS NOT LIMITED TO, THE ITEMS LISTED IN SECTION 26.700.C OF THE DOWNERS GROVE MUNICIPAL CODE. AS APPLICABLE, IT SHALL ALSO INCLUDE THE AS-BUILT STORAGE VOLUME OF ANY STORMWATER STORAGE OR POST CONSTRUCTION BEST MANAGEMENT PRACTICES (PROMPS). BEFORE THE PERMIT CAN BE CLOSED, AN ELECTRONIC COPY OF THE APPROVED AS-BUILT GRADING SURVEY IS REQUIRED.

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ROBERT W. GUJDMUNDSON, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF ANN & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO BY RWG ENGINEERING, LLC STAFF 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 25TH DAY OF JUNE, A.D., 2026

ILLINOIS LICENSED PROFESSIONAL ENGINEER 063-018423
MY LICENSE EXPIRES ON NOVEMBER 30, 2027

ILLINOIS LICENSED DESIGN FIRM NO. 184-006370

CLAYCO
CORPORATE OFFICE OF ILLINOIS
1100 N. LAKE STREET, SUITE 100
CHICAGO, IL 60610
Stender
CORPORATE OFFICE OF ILLINOIS
1100 N. LAKE STREET, SUITE 100
CHICAGO, IL 60610

LJC
DESIGN & ENGINEERING
1100 N. LAKE STREET, SUITE 100
CHICAGO, IL 60610

ZGF
DESIGN & ENGINEERING
1100 N. LAKE STREET, SUITE 100
CHICAGO, IL 60610

Engineering, LLC

LURIE CHILDREN'S HOSPITAL - DOWNERS GROVE
ANN & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO
3300 Lacey Rd, Downers Grove, IL 60515

DRAWING ISSUE

#	DESCRIPTION	DATE
1 <td>ISSUED FOR PERMIT</td> <td>06/25/26</td>	ISSUED FOR PERMIT	06/25/26
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RWG END. PROJ. NO. 848-274-25

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TITLE SHEET

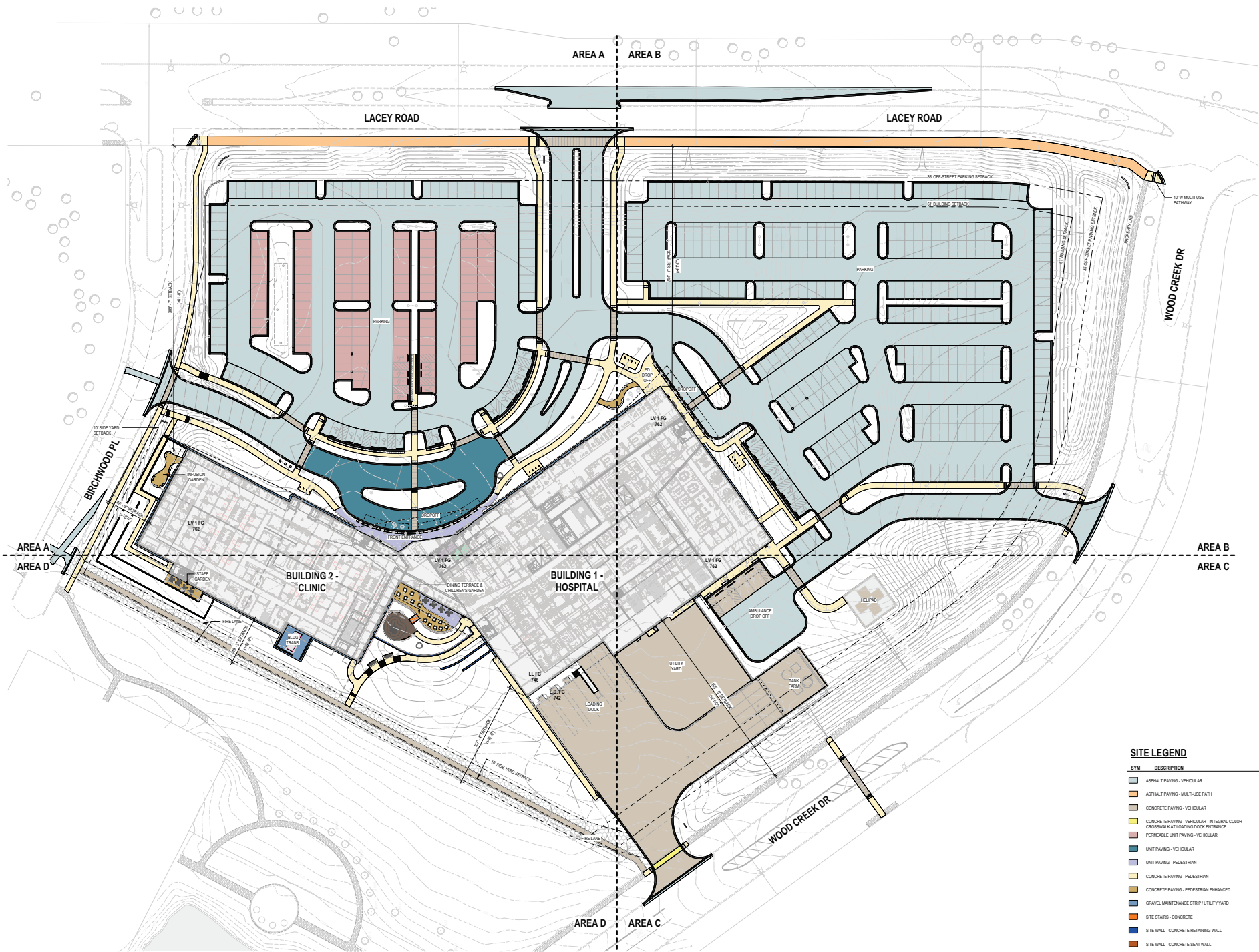
DRAWING NO.
C0.0

184-006370

811
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SITE LEGEND

- | SYM | DESCRIPTION |
|----------|---|
| [Symbol] | ASPHALT PAVING - VEHICULAR |
| [Symbol] | ASPHALT PAVING - MULTI-USE PATH |
| [Symbol] | CONCRETE PAVING - VEHICULAR |
| [Symbol] | CONCRETE PAVING - VEHICULAR - INTERNAL COLOR CROSSWALK AT LOADING DOCK ENTRANCE |
| [Symbol] | PERMEABLE UNIT PAVING - VEHICULAR |
| [Symbol] | UNIT PAVING - VEHICULAR |
| [Symbol] | UNIT PAVING - PEDESTRIAN |
| [Symbol] | CONCRETE PAVING - PEDESTRIAN |
| [Symbol] | CONCRETE PAVING - PEDESTRIAN ENHANCED |
| [Symbol] | GRAVEL MAINTENANCE STRIP / UTILITY YARD |
| [Symbol] | BLUE STAIRS - CONCRETE |
| [Symbol] | SITE WALL - CONCRETE RETAINING WALL |
| [Symbol] | SITE WALL - CONCRETE SEAT WALL |
| [Symbol] | PLAYGROUND SURFACING |

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312.527.1234
www.zgf.com

LURIE CHILDREN'S HOSPITAL - DOWNERS GROVE

AMM & ROBERT L LURIE CHILDREN'S HOSPITAL OF CHICAGO
3000 Lacey Rd, Downers Grove, IL 60110

DRAWING ISSUE		
	DESCRIPTION	DATE
1	DRAFT P&ID	08.12.2024
2	ISSUE FOR P&ID	09.25.2024
3	ISSUE FOR P&ID (REV 1)	07.22.2025



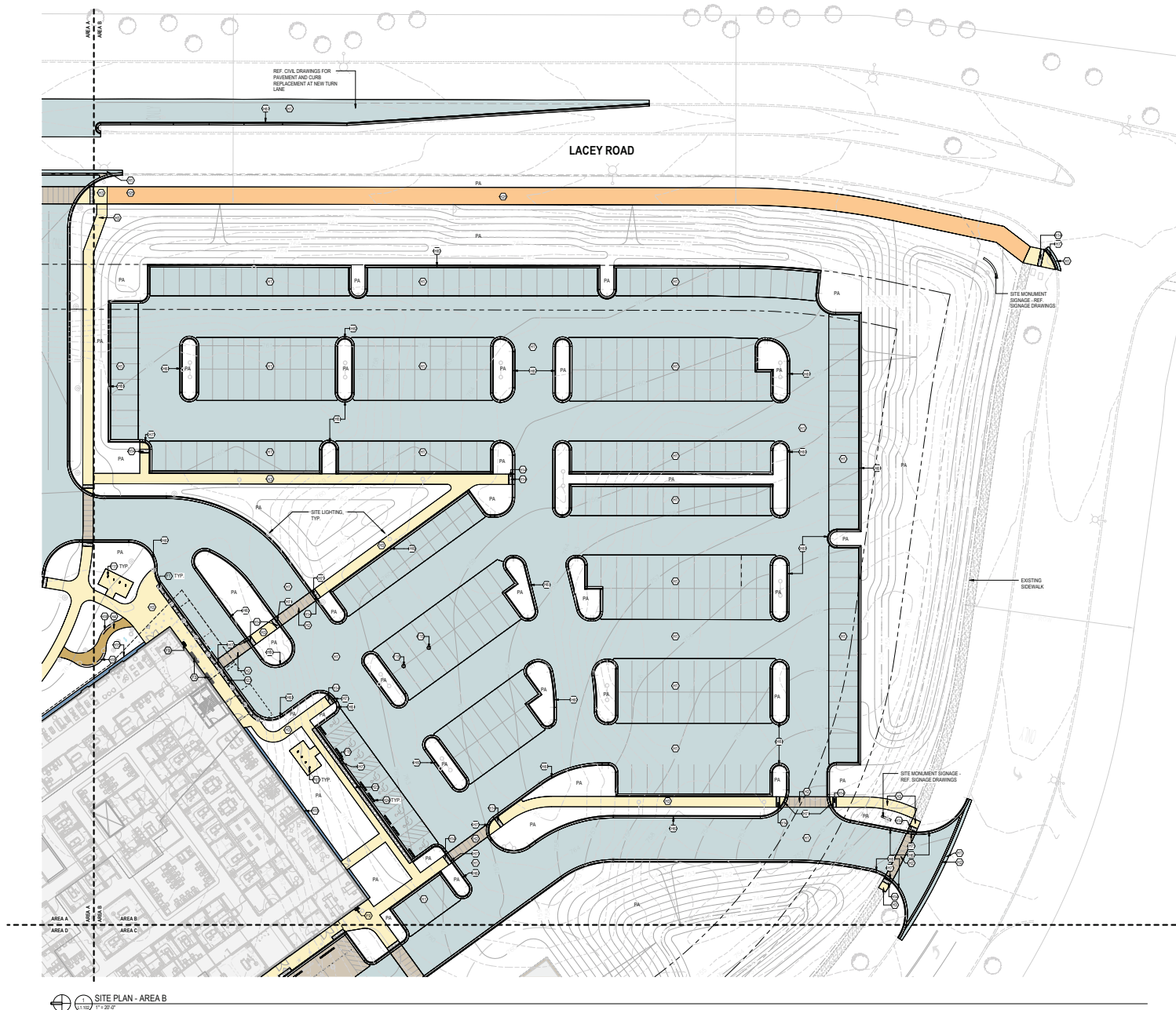
Page 69 of 373

- PA: PLANTING AREA - REFERENCE L4 SER

LURIE CHILDREN'S HOSPITAL
ANN & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO
3300 Lacey Rd, Downers Grove, IL 60515

DRAWING TITLE
SITE PLAN - AREA A

DRAWING NO.
L1.101



SITE NOTES

[illegible]

SITE PLAN KEY

[illegible]

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ZGF
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DENVER, CO 80202
TEL: 303.733.1100
WWW.ZGF.COM

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NANN & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO
3300 Lacey Rd., Downers Grove, IL 60515

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SITE NOTES

1. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH ALL LAWS, CODES, ORDINANCES, RULES AND REGULATIONS OF ALL GOVERNING AGENCIES. ACCURACY AS SHOWN ON THE PROJECT AREA AS SHOWN SHALL CONFORM UNLESS OTHERWISE SPECIFIED DURING CONSTRUCTION OF THE PROJECT.
2. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE LANDSCAPE ARCHITECT OF ANY AND ALL CONFLICTS WITHIN THE PROJECT AREA. THE LANDSCAPE ARCHITECT SHALL BE RESPONSIBLE FOR THE COORDINATION OF THE PROJECT AREA AND LANDSCAPE FEATURES.
3. THE CONTRACTOR SHALL PERFORM PORTION OF THE WORK AT ANY TIME WITHOUT CONTRACT DOCUMENTS OR, WHERE REQUIRED, APPROVED SHOP DRAWINGS. PROJECT DATA OR SAMPLES FOR IDENTIFICATION OF THE WORK.
4. THE CONTRACTOR SHALL PROVIDE COMPLETE PROJECT SYSTEMS AND COMPONENTS AND COMPLY WITH ALL REQUIREMENTS INDICATED ON THE PROJECT DOCUMENTS.
5. THE CONTRACTOR SHALL COORDINATE THE WORK WITH EQUIPMENT, CONSTRUCTION, AND OTHER PRESENT OR PROPOSED ON THE CONSTRUCTION SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF ALL ELECTRICAL AND ALL BUILDINGS AFFECTING LANDSCAPE SCOPE OF WORK WITH ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN LANDSCAPE ARCHITECTURE PAGES IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN LANDSCAPE ARCHITECTURE PAGES IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN LANDSCAPE ARCHITECTURE PAGES IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UTILITIES AND ALL BUILDINGS AFFECTING LANDSCAPE SCOPE OF WORK WITH ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN LANDSCAPE ARCHITECTURE PAGES IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN LANDSCAPE ARCHITECTURE PAGES IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.
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10. IF IT IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND ANY SUBCONTRACTORS TO COORDINATE THE SERVICE ROUTING OF ALL UTILITIES INCLUDING BUT NOT LIMITED TO WATER, GAS, TELEPHONE, ELECTRICAL, STORM SEWER, AND RAILROADS FROM THE CONSTRUCTION TO THE EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UTILITIES AND ALL BUILDINGS AFFECTING LANDSCAPE SCOPE OF WORK WITH ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN LANDSCAPE ARCHITECTURE PAGES IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN LANDSCAPE ARCHITECTURE PAGES IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.
11. ALL MATERIAL SHALL BE NEW, UNUSED AND TO THE HIGHEST QUALITY IN EVERY RESPECT UNLESS OTHERWISE NOTED.
12. PERFORM THE WORK AT THE PROJECT SITE DURING HOURS SPECIFIED BY THE OWNER.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UTILITIES AND ALL BUILDINGS AFFECTING LANDSCAPE SCOPE OF WORK WITH ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN LANDSCAPE ARCHITECTURE PAGES IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN LANDSCAPE ARCHITECTURE PAGES IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.
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17. ALL BUILDINGS, WALLS, COLUMNS, STRUCTURES, AND ANY VERTICAL ELEMENTS THAT ARE CONCRETE SHALL BE TO HAVE EXPANSION JOINTS AS DETAILLED HEREIN.
18. ALL FORMWORK SHALL BE APPROVED FOR GEOMETRY AND GRADES BY THE ARCHITECT PRIOR TO INSTALLATION OF FINISHED PLASTER OR WALLS.
19. ALL WALLS TO BE CONCRETE AND ALL LINES OF FINISH TO BE PARALLEL THEREOF. CONCRETE SHALL BE PLACED IN THE PROJECT AREA AS SHOWN.
20. TYPICAL OR TYPICAL VERTICAL ELEMENTS SHALL BE PROVIDED FOR EACH OCCURRENCE OF THE CONSTRUCTION NOTES.
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SITE PLAN KEY

- HARDSCAPE
- H1 ASPHALT PAVING - HEAVY DUTY
- H2 CONCRETE PAVING - VEHICULAR
- H3 CONCRETE PAVING - PEDESTRIAN
- H4 CONCRETE PAVING - PEDESTRIAN ENHANCED INTEGRAL COLOR
- H5 CONCRETE PAVING - VEHICULAR, ENHANCED INTEGRAL COLOR
- H6 CAST IN PLACE CONCRETE CURB - RASSED
- H7 CAST IN PLACE CONCRETE CURB - FLUSH
- H8 UNIT PAVING - VEHICULAR STANDARD
- H9 UNIT PAVING - VEHICULAR PERMEABLE
- H10 UNIT PAVING - PEDESTRIAN
- H11 CURB RAMP WITH DETECTABLE WARNING STRIP
- H12 DETECTABLE WARNING STRIP
- H13 PLAYGROUND SURFACE
- H14 WALL TYPE 1 - CONCRETE RETAINING WALL WITH CLADDING
- H15 CAST IN PLACE CONCRETE STAIRS
- H16 DETECTABLE WARNING STRIP
- H17 WHEEL STOP
- H18 ASPHALT PAVING - MULTI-USE PATH
- FURNISHING
- F1 BOLLARD TYPE 1 - CHIRCA
- F2 BENCH - SURFACE MOUNTED
- F3 MOVABLE TABLES AND CHAIRS
- F4 INFORMAL SEATING ELEMENT
- F5 LITTER RECYCLE RECEPTACLES
- F6 FREESTANDING PLANTERS
- F7 BENCH
- F8 FLAGPOLE
- F9 ELECTRIC VEHICLE CHARGING BOLLARD
- F10 LOCATION PREP ONLY
- F11 SECURITY GATE - ENT ONLY
- F12 BOLLARD - TYPE 2

PA PLANTING AREA - REFERENCE L4 SERIES SHEETS

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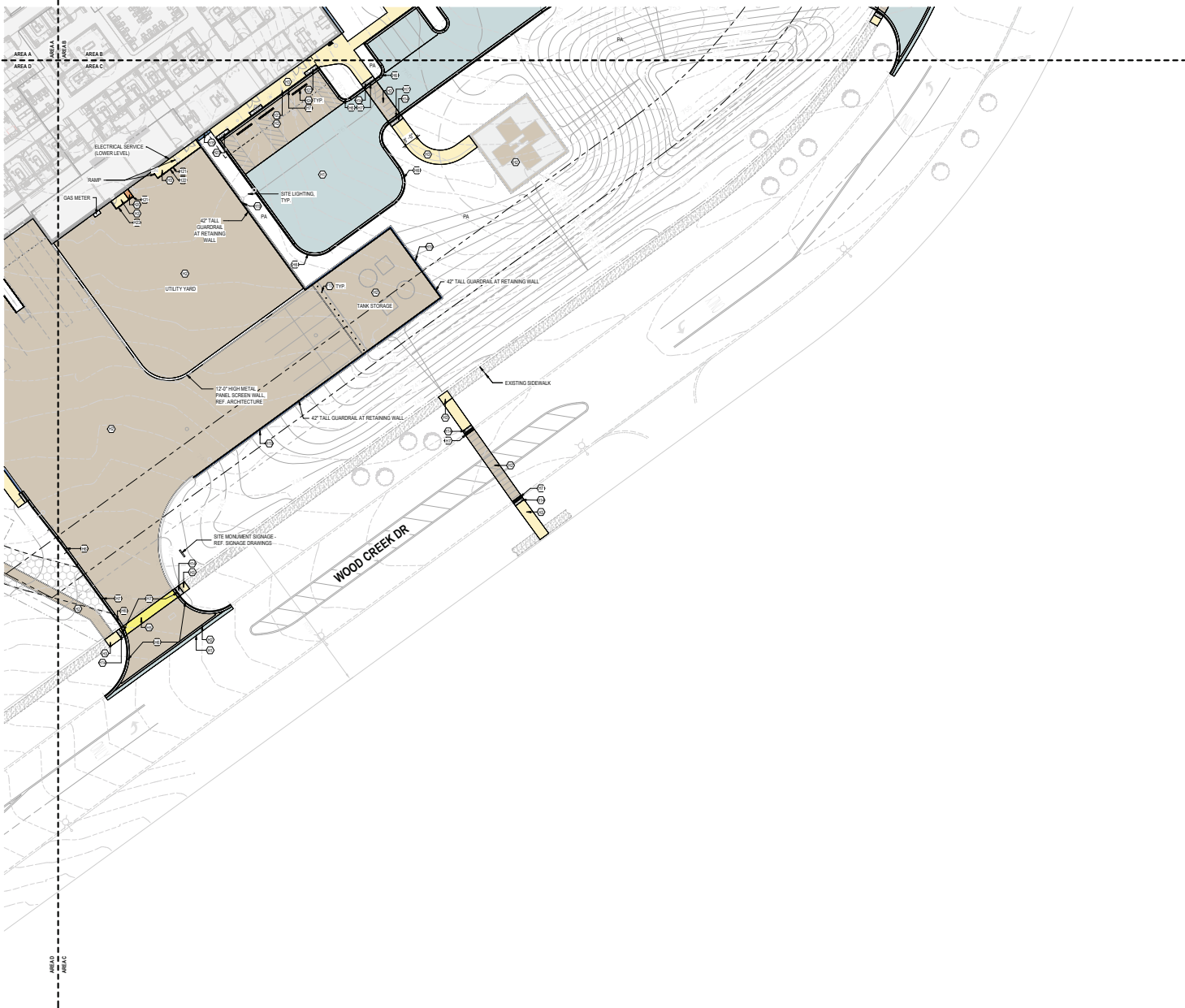
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3300 LARUE BLVD, DOWNERS GROVE, IL 60110

DRAWING ISSUE		
#	DESCRIPTION	DATE
1	DRAWING	08.17.2024
2	ISSUE FOR PERMITS	08.22.2024
3	ISSUE FOR PERMITS	07.22.2024
BUILDING KEY PLAN		
DRAWING TITLE		
L1.103		
JOB #		
2400000		

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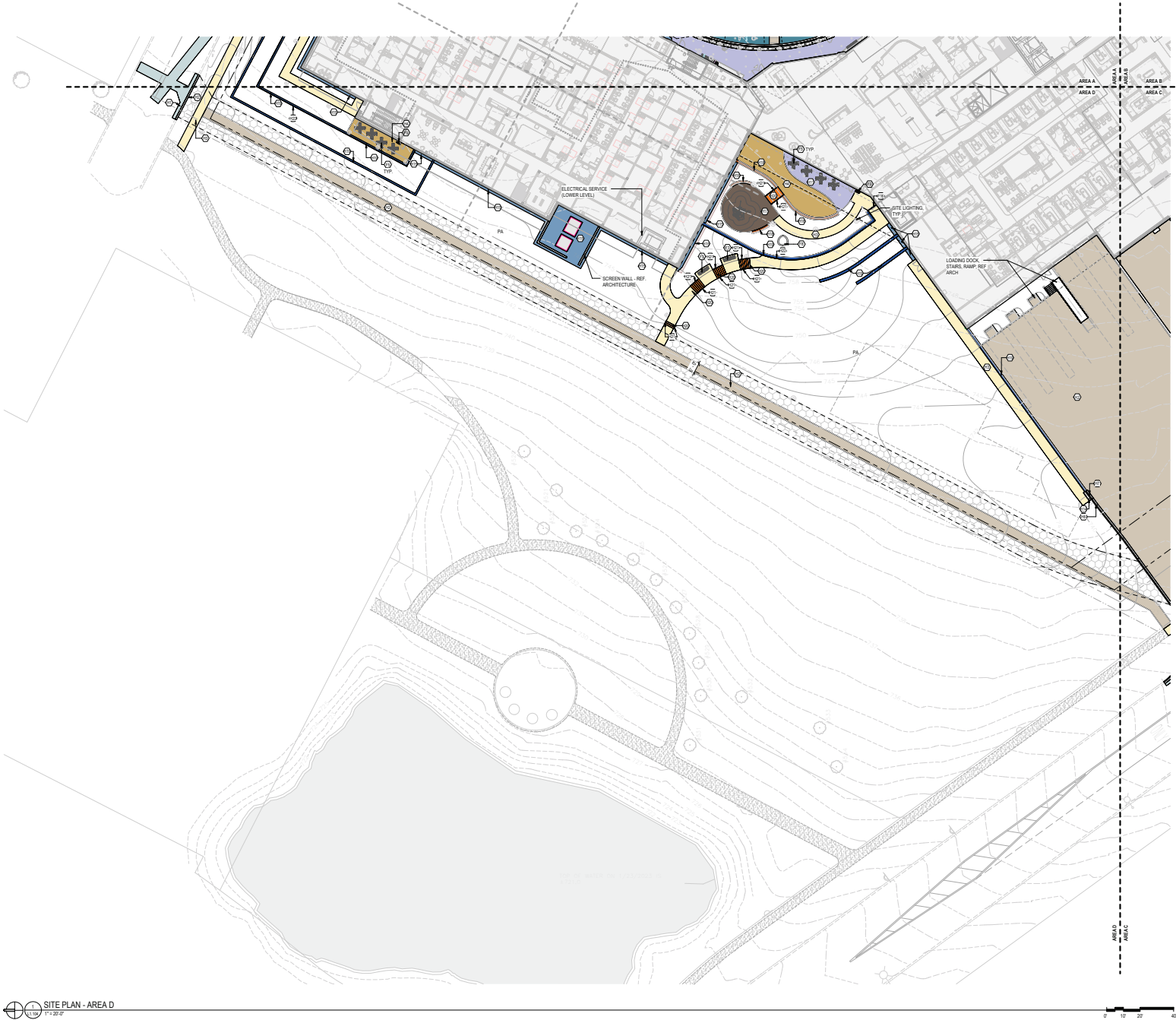
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ZGF
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1000 N. LAKE ST. SUITE 100
CHICAGO, IL 60610
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SITE PLAN - AREA C
1"=20'0"





- SITE NOTES**
1. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH ALL LAWS, CODES, ORDINANCES, RULES AND REGULATIONS OF ALL GOVERNING AGENCIES. ACCURACY AS SHOWN TO THE PROJECT AREA AND SHOWN SHALL CONFORM UNINTERRUPTED OCCUPANCY DURING CONSTRUCTION OF THE PROJECT.
2. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE LANDSCAPE ARCHITECT OF ANY AND ALL CONFLICTS WITH INFORMATION RELATIVE TO THE LANDSCAPE OR LANDSCAPE FEATURES PRIOR TO INSTALLATION OF THE UTILITIES IN ORDER TO AVOID CONFLICTS WITH THE LANDSCAPE ARCHITECT'S DESIGN.
3. THE CONTRACTOR SHALL PERFORM PORTION OF THE WORK AT ANY TIME WITHOUT CONTRACT DOCUMENTS OR, WHERE REQUIRED, APPROVED SHOP DRAWINGS, PROJECT DATA, OR SPECIFICATIONS FOR EACH PORTION OF THE WORK.
4. THE CONTRACTOR SHALL PROVIDE COMPLETE PROJECT SYSTEMS AND COMPONENTS AND COMPLY WITH ALL REQUIREMENTS INDICATED ON THE PROJECT DOCUMENTS.
5. THE CONTRACTOR SHALL COORDINATE THE WORK WITH EQUIPMENT, CONSTRUCTION, AND OTHER PROJECTS ON PROPOSED OR EXISTING CONVEYERS, ELECTRICAL AND ALL ELEMENTS AFFECTING LANDSCAPE SCOPE OF WORK WITH ARCHITECTURAL AND ENGINEERING DRAWINGS. INFORMATION IN RELEVANT ARCHITECTURE PACKAGE IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND ENGINEERING INFORMATION. ADDITIONAL UTILITIES AND SITE ELEMENTS MAY EXIST WHICH ARE NOT SHOWN HEREIN.
6. VERIFY LOCATION OF ALL EXISTING AND PROPOSED ELECTRICAL, PLUMBING, GAS, CABLE, PHONE, TELEPHONE, AND OTHER UTILITIES AND OTHER ELEMENTS OF THESE ELEMENTS. THE CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ANY DAMAGE INCURRED DURING THE EXECUTION OF THE WORK.
7. THE CONTRACTOR SHALL MAINTAIN ALL BUILDING UTILITY AND SLEEVING WORK INSPECTED AND APPROVED PRIOR TO BEGINNING WORK.
8. IT IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND ANY SUBCONTRACTORS TO COORDINATE SERVICE ROUTING OF ALL UTILITIES INCLUDING BUT NOT LIMITED TO WATER, GAS, TELEPHONE, ELECTRICAL, STORM SEWER, AND SEWERAGE TO THE CONSTRUCTION TO AVOID CONFLICTS WITH PROJECT SPECIFICATIONS AND NOT INTERFERE WITH BUILDING ELEMENTS TO BE PROVIDED.
9. ALL MATERIAL SHALL BE NEW, UNUSED AND TO THE HIGHEST QUALITY IN EVERY RESPECT UNLESS OTHERWISE NOTED.
10. PERFORM THE WORK AT THE PROJECT SITE DURING HOURS SPECIFIED BY THE OWNER.
11. CONSIDER AND MAINTAIN EXISTING OR PROPOSED CONSTRUCTION AND PLANTING TO EXISTING TREES OR STRUCTURES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
12. THE CONTRACTOR WILL BE RESPONSIBLE FOR CLEANING ALL WALLS, PAVEMENTS, AND OTHER SURFACES FROM TYPICAL DEBRIS.
13. REFERENCES TO SCALE OR FOR FULL SIZE DRAWINGS, DIMENSIONS SHOWN ON DRAWINGS SHALL PRECEDE OVER SCALE DIMENSIONS. DO NOT SCALE FROM DIMENSIONS.
14. THE CONTRACTOR IS RESPONSIBLE FOR ACCURATE HORIZONTAL AND VERTICAL ALIGNMENT AND PRECISION OF LAYOUT/MEASUREMENTS. THE CONTRACTOR IS REQUIRED TO PERFORM CONSTRUCTION LAYOUT/ MARKING, STAKING AND SET ELEVATION FOR THE WORK PRIOR TO BEGINNING WORK BY THE ARCHITECT FOR APPROVAL.
15. ALL BUILDINGS, WALLS, COLUMNS, STRUCTURES, AND ANY VERTICAL ELEMENTS SHALL HAVE CONCRETE FINISHES TO BE SHOWN EXACT AS SHOWN HEREIN.
16. ALL FORMS SHALL BE APPROVED FOR GEOMETRY AND GRADES BY THE ARCHITECT PRIOR TO INSTALLATION OF FINISHED PLANTING ON WALLS.
17. ALL WALLS TO BE SHOWN SHALL USE OF FINISH TO BE PARALLEL TO THE FINISH OF THE BUILDING. THE CONTRACTOR SHALL BE PROVIDED ELEMENTS AS NOTED ON THE DRAWINGS.
18. TYPICAL OR OTHER COMPLETE SYSTEMS SHALL BE PROVIDED FOR EACH OCCURRENCE OF THE CONDITION NOTED.
19. TYPICAL OR OTHER COMPLETE SYSTEMS AND COMPONENTS SHALL BE PROVIDED CONFORMANCE TO THE CHARACTERISTICS FOR THE CONDITION NOTED.
20. ALL REQUIRED DIMENSIONS OR COMPONENTS REQUIRED TO COMPLY WITH THE NOTED DIMENSIONS SHALL BE PROVIDED BY THE CONTRACTOR.
21. TAKE ALL DIMENSIONS FROM FACE OF FINISHED OBJECTS, WALL OR BUILDING OR TO CENTERLINE OF COLUMN UNLESS OTHERWISE NOTED. ALL DIMENSIONS CALLED OUT AS EQUAL ARE EQUIVALENT MEASUREMENTS TO DESIGNATED CENTERLINE.
22. TAKE ALL DIMENSIONS PERPENDICULAR TO ANY REFERENCE LINE, WORK LINE, FACE OF BUILDING, FACE OF WALL, OR CENTERLINE.
23. THERE IS NO DIMENSIONAL TOLERANCE. SEE DIMENSIONS AND ALL BUILDING DRAWINGS FOR COLUMN GRID, CENTERLINE, BUILDING FACE, AND REFINISHES.
24. SEE DIMENSIONS AND DIMENSIONS OF SITE ELEMENTS. NOTES AND DETAILS ON SPECIFIC DRAWINGS TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS.
25. IF DIMENSIONS VARY BY 1" OR MORE, CONTACT THE ARCHITECT FOR REVIEW AND CORRECTION PRIOR TO PROCEEDING WITH CONSTRUCTION.

SITE PLAN KEY

SYM	DESCRIPTION
H1	ASPHALT PAVING - HEAVY DUTY
H2	CONCRETE PAVING - VEHICULAR
H3	CONCRETE PAVING - PEDESTRIAN
H4	CONCRETE PAVING - PEDESTRIAN - DIMENSIONAL INTERIOR COLOR
H5	CONCRETE PAVING - VEHICULAR - DIMENSIONAL INTERIOR COLOR
H6	CAST IN PLACE CONCRETE CURB - RASSED
H7	CAST IN PLACE CONCRETE CURB - FLUSH
H8	UNIT PAVING - VEHICULAR PERMEABLE
H9	UNIT PAVING - PEDESTRIAN
H10	CURB RAMP WITH DETECTABLE WARNING
H11	GRAVEL MAINTENANCE STRIP
H12	PLAYGROUND SURFACE
H13	WALL TYPE 1 - CONCRETE RETAIN WALL
H14	WALL TYPE 2 - CONCRETE RETAINING WALL WITH CLADDING
H15	CAST IN PLACE CONCRETE STAIRS
H16	HANDRAIL
H17	GUARDRAIL WITH SECURITY GLASS
H18	GUARDRAIL PANELS
H19	DETECTABLE WARNING STRIP
H20	WHEEL STOP
H21	ASPHALT PAVING - MULTILANE PATH FURNISHING
F1	BOLLARD TYPE 1 - CYRCA
F2	BENCH - SURFACE MOUNTED
F3	MOVABLE TABLES AND CHAIRS
F4	INFORMAL SEATING ELEMENT
F5	LITTER/RECYCLE RECEPTACLES
F6	FREESTANDING PLANTING
F7	BIKE RACK
F8	PLAYGLO
F9	ELECTRIC VEHICLE CHARGING BOLLARD
F10	SECURITY GATE - UNIT ONLY
F11	BOLLARD - TYPE 2

PA. PLANTING AREA - REFERENCE L4 SERIES SHEETS

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LURIE CHILDREN'S HOSPITAL - DOWNERS GROVE

ANN & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO

3300 Lacey Rd. Downers Grove, IL 60515

DRAWING ISSUE	
#	DATE
1	08.17.2024
2	08.22.2024
3	07.22.2024

BUILDING KEY PLAN

DRAWING TITLE

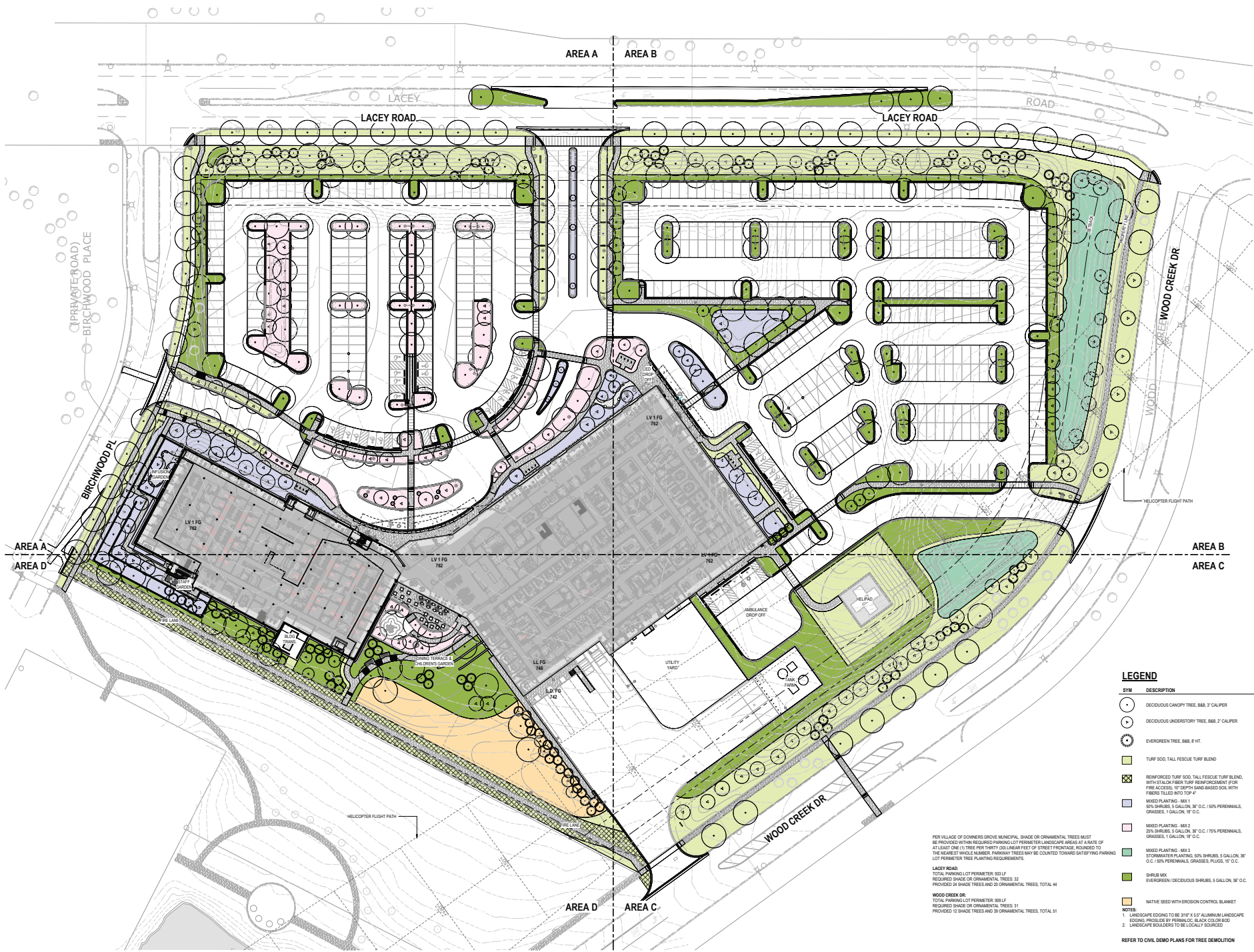
SITE PLAN - AREA D

DRAWING NO.

L1.104

JOB #

25 009982



LEGEND

SYM	DESCRIPTION
	DECIDUOUS CANOPY TREE, 8-10' CALIPER
	DECIDUOUS UNDERSTORY TREE, 8-10' CALIPER
	EVERGREEN TREE, 8-10' CALIPER
	TURF SOD, TALL FESCUE TURF BLEND
	REINFORCED TURF SOD, TALL FESCUE TURF BLEND, WITH STALON TREE TURF REINFORCEMENT FOR FIRE ACCESS, 18" DEPTH SAND-BASED SOD, WITH FIBERS TILLED INTO TOP 4"
	MIXED PLANTING, 18-24"
	MIXED PLANTING, 24-36"
	MIXED PLANTING, 36-48"
	MIXED PLANTING, 48-60"
	MIXED PLANTING, 60-72"
	MIXED PLANTING, 72-84"
	MIXED PLANTING, 84-96"
	MIXED PLANTING, 96-108"
	MIXED PLANTING, 108-120"
	MIXED PLANTING, 120-132"
	MIXED PLANTING, 132-144"
	MIXED PLANTING, 144-156"
	MIXED PLANTING, 156-168"
	MIXED PLANTING, 168-180"
	MIXED PLANTING, 180-192"
	MIXED PLANTING, 192-204"
	MIXED PLANTING, 204-216"
	MIXED PLANTING, 216-228"
	MIXED PLANTING, 228-240"
	MIXED PLANTING, 240-252"
	MIXED PLANTING, 252-264"
	MIXED PLANTING, 264-276"
	MIXED PLANTING, 276-288"
	MIXED PLANTING, 288-300"
	MIXED PLANTING, 300-312"
	MIXED PLANTING, 312-324"
	MIXED PLANTING, 324-336"
	MIXED PLANTING, 336-348"
	MIXED PLANTING, 348-360"
	MIXED PLANTING, 360-372"
	MIXED PLANTING, 372-384"
	MIXED PLANTING, 384-396"
	MIXED PLANTING, 396-408"
	MIXED PLANTING, 408-420"
	MIXED PLANTING, 420-432"
	MIXED PLANTING, 432-444"
	MIXED PLANTING, 444-456"
	MIXED PLANTING, 456-468"
	MIXED PLANTING, 468-480"
	MIXED PLANTING, 480-492"
	MIXED PLANTING, 492-504"
	MIXED PLANTING, 504-516"
	MIXED PLANTING, 516-528"
	MIXED PLANTING, 528-540"
	MIXED PLANTING, 540-552"
	MIXED PLANTING, 552-564"
	MIXED PLANTING, 564-576"
	MIXED PLANTING, 576-588"
	MIXED PLANTING, 588-600"
	MIXED PLANTING, 600-612"
	MIXED PLANTING, 612-624"
	MIXED PLANTING, 624-636"
	MIXED PLANTING, 636-648"
	MIXED PLANTING, 648-660"
	MIXED PLANTING, 660-672"
	MIXED PLANTING, 672-684"
	MIXED PLANTING, 684-696"
	MIXED PLANTING, 696-708"
	MIXED PLANTING, 708-720"
	MIXED PLANTING, 720-732"
	MIXED PLANTING, 732-744"
	MIXED PLANTING, 744-756"
	MIXED PLANTING, 756-768"
	MIXED PLANTING, 768-780"
	MIXED PLANTING, 780-792"
	MIXED PLANTING, 792-804"
	MIXED PLANTING, 804-816"
	MIXED PLANTING, 816-828"
	MIXED PLANTING, 828-840"
	MIXED PLANTING, 840-852"
	MIXED PLANTING, 852-864"
	MIXED PLANTING, 864-876"
	MIXED PLANTING, 876-888"
	MIXED PLANTING, 888-900"
	MIXED PLANTING, 900-912"
	MIXED PLANTING, 912-924"
	MIXED PLANTING, 924-936"
	MIXED PLANTING, 936-948"
	MIXED PLANTING, 948-960"
	MIXED PLANTING, 960-972"
	MIXED PLANTING, 972-984"
	MIXED PLANTING, 984-996"
	MIXED PLANTING, 996-1008"
	MIXED PLANTING, 1008-1020"
	MIXED PLANTING, 1020-1032"
	MIXED PLANTING, 1032-1044"
	MIXED PLANTING, 1044-1056"
	MIXED PLANTING, 1056-1068"
	MIXED PLANTING, 1068-1080"
	MIXED PLANTING, 1080-1092"
	MIXED PLANTING, 1092-1104"
	MIXED PLANTING, 1104-1116"
	MIXED PLANTING, 1116-1128"
	MIXED PLANTING, 1128-1140"
	MIXED PLANTING, 1140-1152"
	MIXED PLANTING, 1152-1164"
	MIXED PLANTING, 1164-1176"
	MIXED PLANTING, 1176-1188"
	MIXED PLANTING, 1188-1200"
	MIXED PLANTING, 1200-1212"
	MIXED PLANTING, 1212-1224"
	MIXED PLANTING, 1224-1236"
	MIXED PLANTING, 1236-1248"
	MIXED PLANTING, 1248-1260"
	MIXED PLANTING, 1260-1272"
	MIXED PLANTING, 1272-1284"
	MIXED PLANTING, 1284-1296"
	MIXED PLANTING, 1296-1308"
	MIXED PLANTING, 1308-1320"
	MIXED PLANTING, 1320-1332"
	MIXED PLANTING, 1332-1344"
	MIXED PLANTING, 1344-1356"
	MIXED PLANTING, 1356-1368"
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	MIXED PLANTING, 1392-1404"
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	MIXED PLANTING, 1584-1596"
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	MIXED PLANTING, 1680-1692"
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	MIXED PLANTING, 1956-1968"
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	MIXED PLANTING, 1992-2004"
	MIXED PLANTING, 2004-2016"
	MIXED PLANTING, 2016-2028"
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	MIXED PLANTING, 2148-2160"
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	MIXED PLANTING, 2880-2892"
	MIXED PLANTING, 2892-2904"
	MIXED PLANTING, 2904-2916"
	MIXED PLANTING, 2916-2928"
	MIXED PLANTING, 2928



 NATIVE SEED WITH EROSION CONTROL BLANKET

NOTES:

1. LANDSCAPE EDGING TO BE 3/16" X 5.5" ALUMINUM LANDSCAPE EDGING, PROSLIDE BY PERMALOC, BLACK COLOR BOD
2. LANDSCAPE BOULDERS TO BE LOCALLY SOURCED

DRAWING ISSUE		
#	DESCRIPTION	DATE
DRAFT PLOD	06.12.20	
ISSUE FOR PLOD	06.12.20	
ISSUE FOR PLOD (REV 1)	07.22.20	

BUILDING KEY PLAN

DRAWING TITLE

PLANTING PLAN - AREA A

DRAWING NO.

L4.101

JOB # 25.009982

[illegible]



NOTES:

1. LANDSCAPE EDGING TO BE 3/16" X 5.5" ALUMINUM LANDSCAPE EDGING, PROSLIDE BY PERMALOC, BLACK COLOR BOD
2. LANDSCAPE BOULDERS TO BE LOCALLY SOURCED

[illegible]



NOTES:

1. LANDSCAPE EDGING TO BE 3/16" X 5.5" ALUMINUM LANDSCAPE EDGING, PROSLIDE BY PERMALOC, BLACK COLOR BOB
2. LANDSCAPE BOULDERS TO BE LOCALLY SOURCED

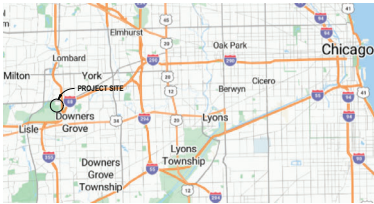
Page 78 of 373

LURIE CHILDREN'S HOSPITAL - DOWNERS GROVE

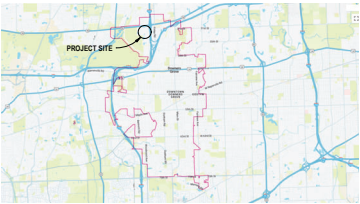
ANN & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO
3300 LACEY RD, DOWNERS GROVE, IL 60515



ARCHITECT LJC Lurie Children's Hospital 35 E WACKER DR, STE 1300 CHICAGO, IL 60601 PH 312 425 0400 WWW.THELJC.COM	ARCHITECT ZGF ZGF 925 FOURTH AVE, STE 2400 SEATTLE, WA 98104 PH 206 522 3614 WWW.ZGF.COM
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	SIGNAGE FOURFOUR PH 630 661 3676 WWW.FOURFOURDESIGN.COM

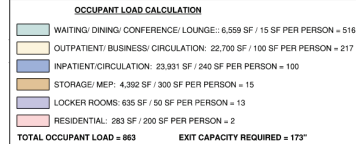


REGIONAL MAP

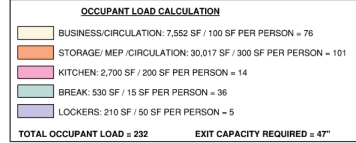


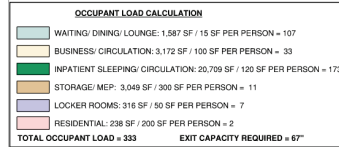
LOCAL MAP

ISSUE FOR PUD (REV 1) - 07.22.2026



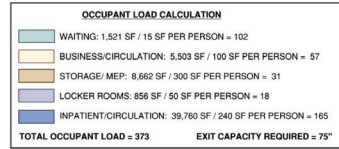
  **LIFE SAFETY**
1/16" = 1'-0"

 LIFE SAVERS[illegible]



A4
PUD-04

LIFE SA
1/16" = 1'-0"



 LIFE SA
2000-04 51167 = 11/05

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 1000 WEST HAWTHORNE AVENUE, SUITE 100
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 PROJECTS & MANAGEMENT
 100 WEST HAWTHORNE AVENUE, SUITE 100
 CHICAGO, IL 60606-5001
 TEL: 312.399.2000 FAX: 312.399.2001
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LURIE CHILDREN'S HOSPITAL - DOWNERS GROVE

ANA & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO
 3300 Lacey Rd., Downers Grove, IL 60515

DRAWING ISSUE		
#	DESCRIPTION	DATE
1	ISSUE FOR PUD	06.25.2008
2	ISSUE FOR PUD (REV 1)	07.22.2008

BUILDING KEY PLAN

BUILDING 2 BUILDING 1

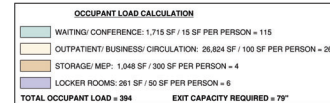
SCALE: AS SHOWN
 0' 15' 30' 45'

DRAWING TITLE: LIFE SAFETY PLAN - BLDG 1
 LEVELS 2 & 3

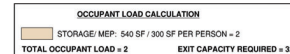
DRAWING NO.
PUD-04

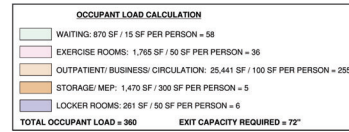
15/06082

[illegible]

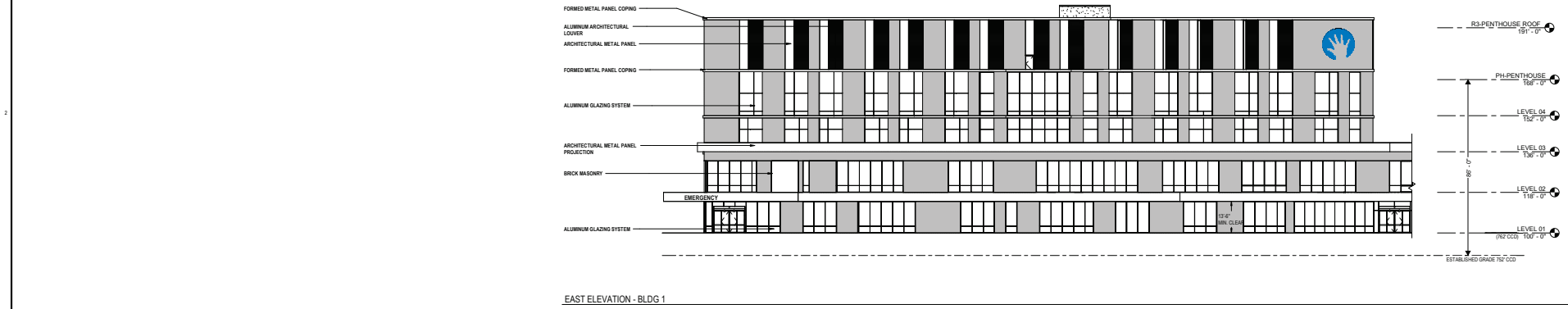
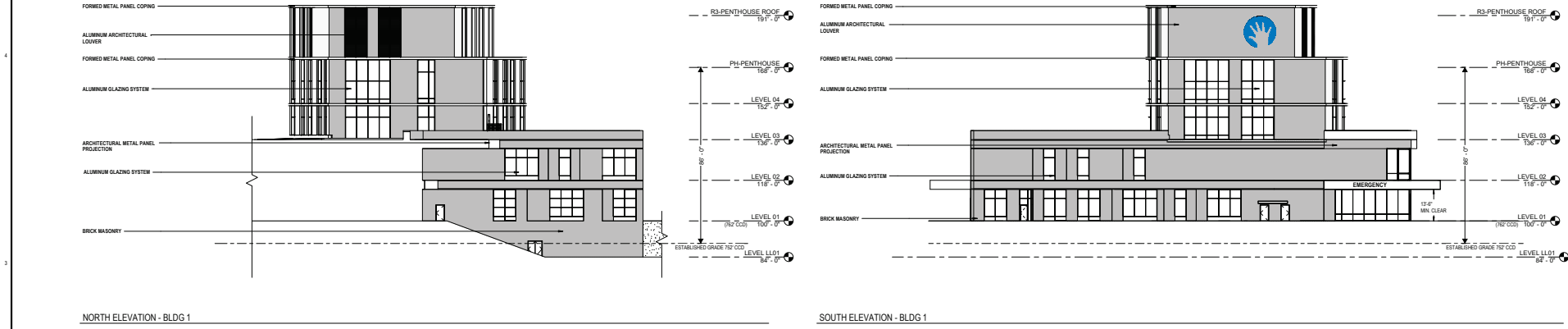
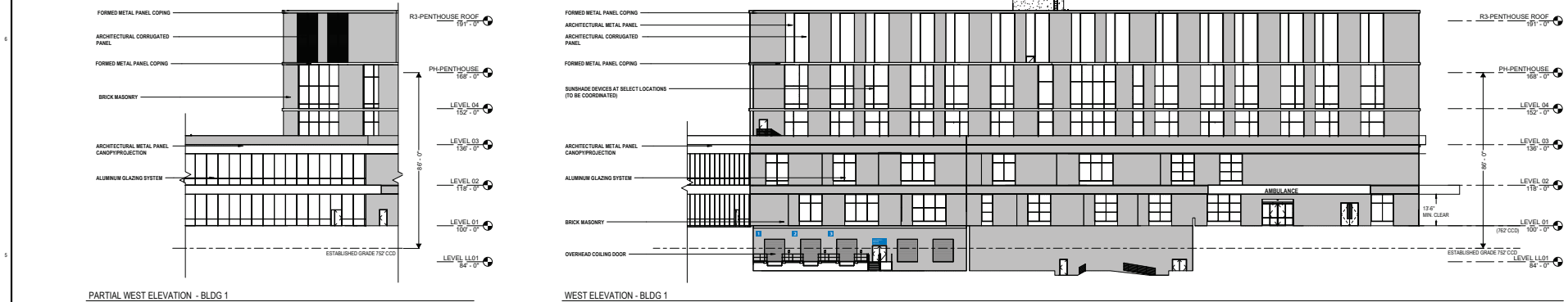


  LIFE SA
 PUB-06 1/16" = 1'-0"

[illegible]

[illegible]





EXTERIOR ELEVATION NOTES

GENERAL NOTES		KEYED NOTES	
1. ELEVATION GENERAL NOTE			VISION GLASS
2. ELEVATION GENERAL NOTE			SPANDREL GLASS
3. ELEVATION GENERAL NOTE			GLASS WITH PRIVACY FILM

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DESIGN GROUP
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LURIE CHILDREN'S HOSPITAL - DOWNERS GROVE
ANN & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO
3300 Lexy Fld, Downers Grove, IL 60515

DRAWING ISSUE

#	DESCRIPTION	DATE
1	ISSUE FOR PUD	09.23.2025
2	ISSUE FOR PUD REV 1	12.22.2025

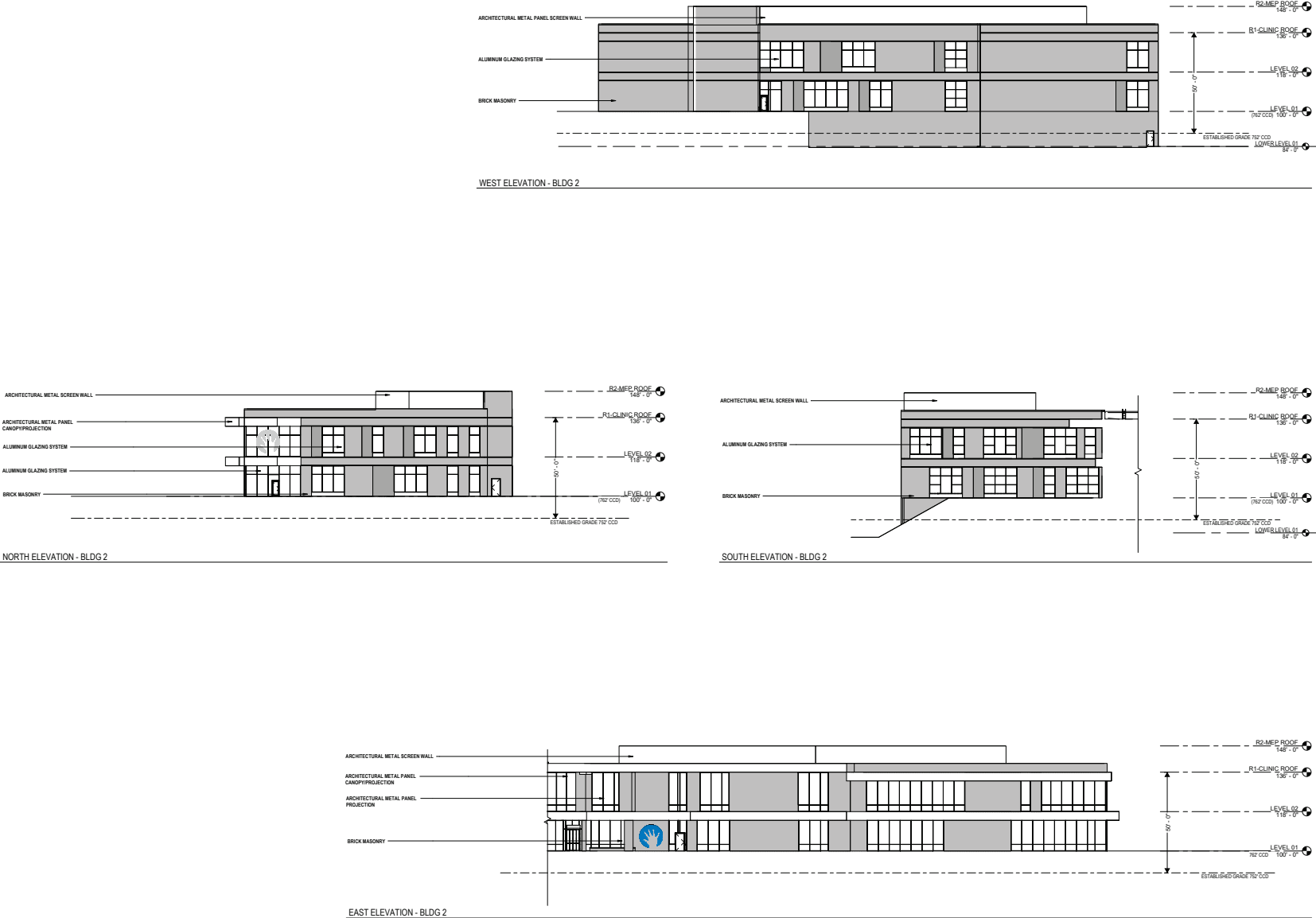
BUILDING KEY PLAN

BUILDING 1

DRAWING TITLE
EXTERIOR ELEVATIONS -
HOSPITAL

DRAWING NO.
PUD-16

SHEET
25 OF 009982



EXTERIOR ELEVATION NOTES

GENERAL NOTES		LEGEND	
1.	ELEVATION GENERAL NOTE		VISION GLASS
2.	ELEVATION GENERAL NOTE		SPANDREL GLASS
			GLASS WITH PRIVACY FILM

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1300 N. Lake Shore Drive, Suite 1000
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www.zgfi.com

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DRAWING ISSUE

#	DESCRIPTION	DATE
1	ISSUE FOR PUD	09.23.2025
2	ISSUE FOR PUD REV 1	02.22.2026

BUILDING KEY PLAN

DRAWING TITLE
EXTERIOR ELEVATIONS - CLINIC

DRAWING NO.
PUD-17

ISSUE
25.009982

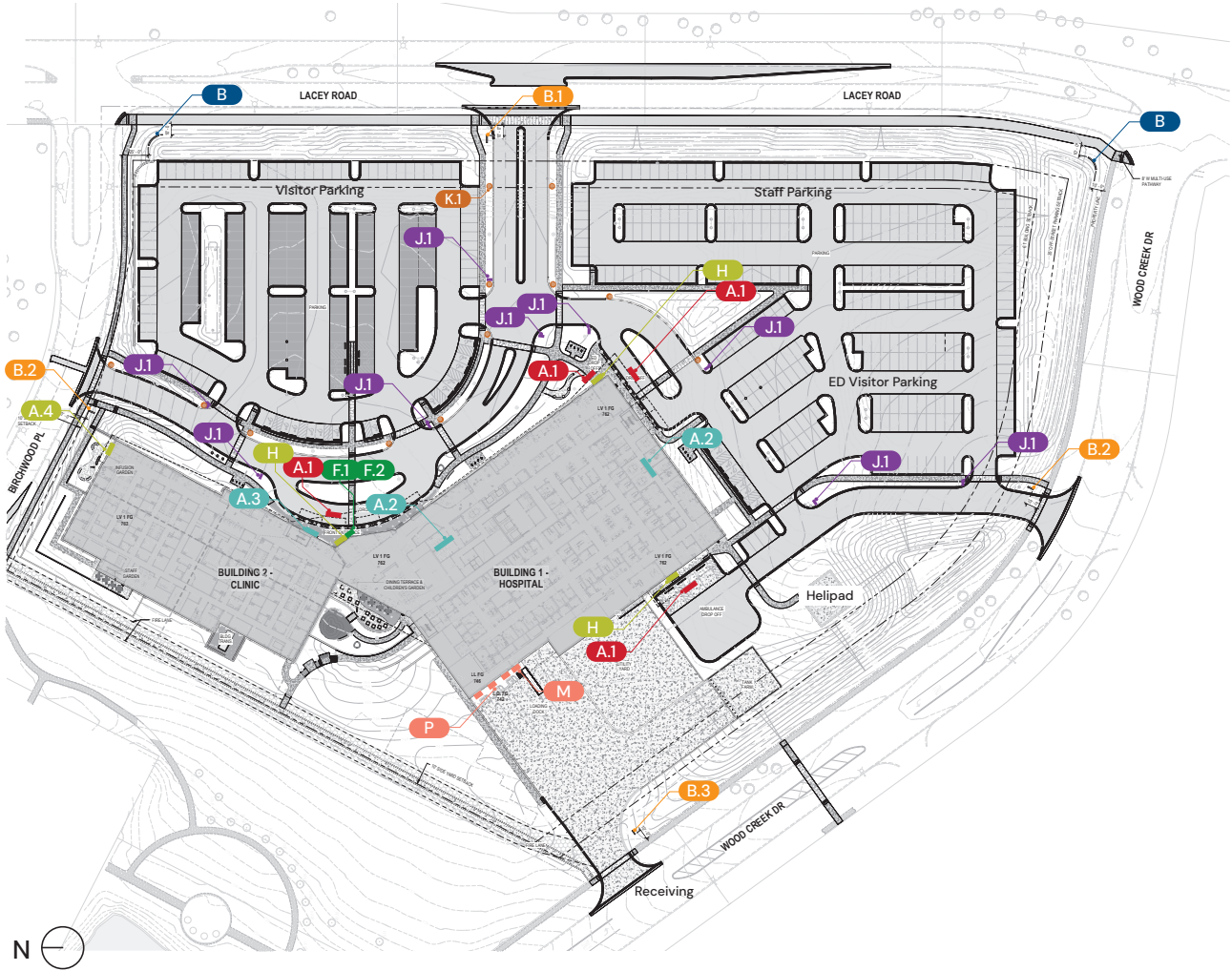


EXTERIOR SIGNAGE

ISSUE FOR PUD (REV 1)

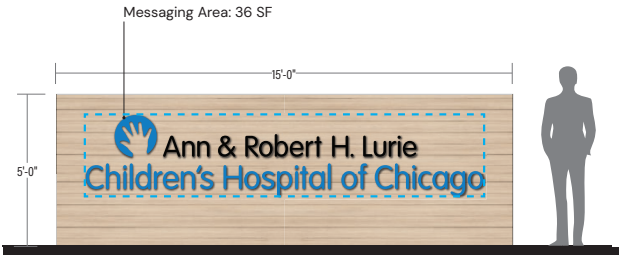
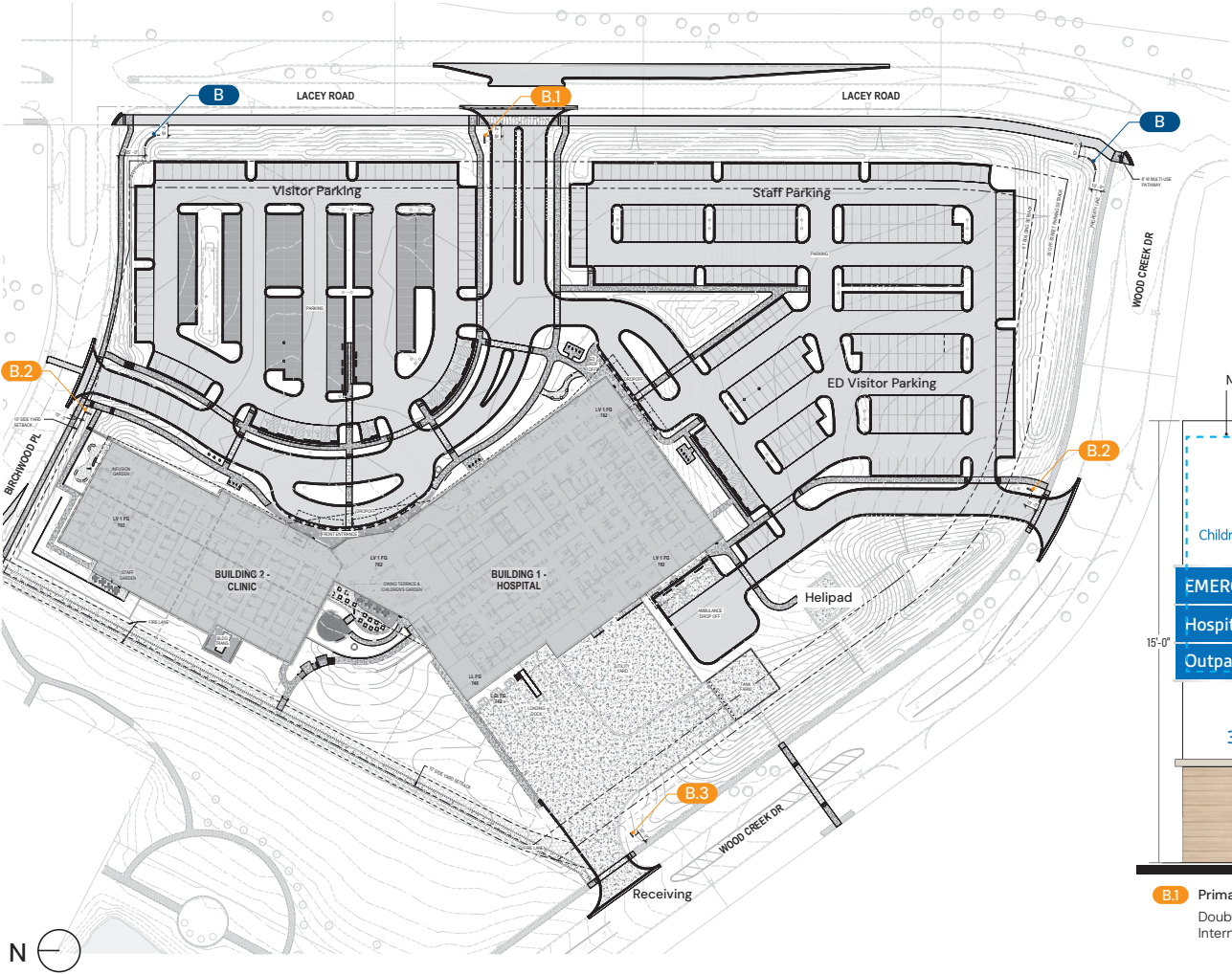
07.22.2026

Sign Type Summary

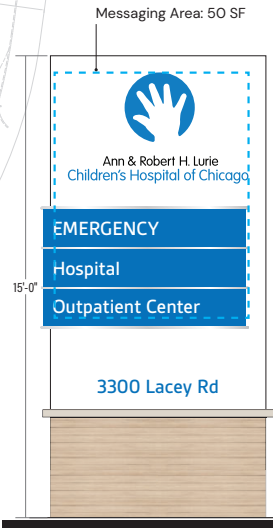


SIGN TYPES		QTY
B	Site Gateway Sign	2
B.1	Primary Monument Sign	1
B.2	Secondary Monument	2
B.3	Receiving Entrance ID	1
A.2	Top of Building Dimensional Hand Icon	2
A.3	Pedestrian Level Dimensional Hand Icon	1
A.4	Glass Graphic Hand Icon	1
A.1	Main Entrance Canopy Dimensional Letters	1
A.1	Emergency/Ambulance Entrance Canopy Dimensional Letters	3
F.1	Building Address	1
F.2	Building Entry Dimensional Letters	1
H	Vinyl Logo Applique	3
M	Receiving Entrance ID	1
P	Loading Dock Number Signs	3
J.1	Directional Signs	9
K.1	Temporary Light Pole Banners (not shown)	12
	Helipad Signage (not shown)	TBD
	Interpretive Signs (not shown)	TBD

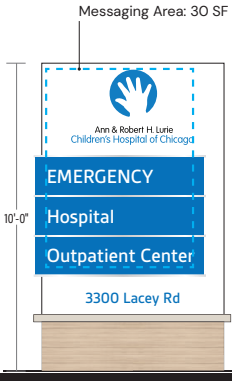
Monument Signs



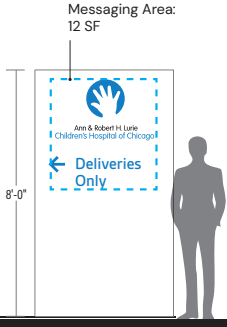
B.1 Gateway Sign - To Be Designed
Single sided, qty: 2
Halo illuminated lettering



B.1 Primary Monument
Double sided, qty: 1
Internally illuminated



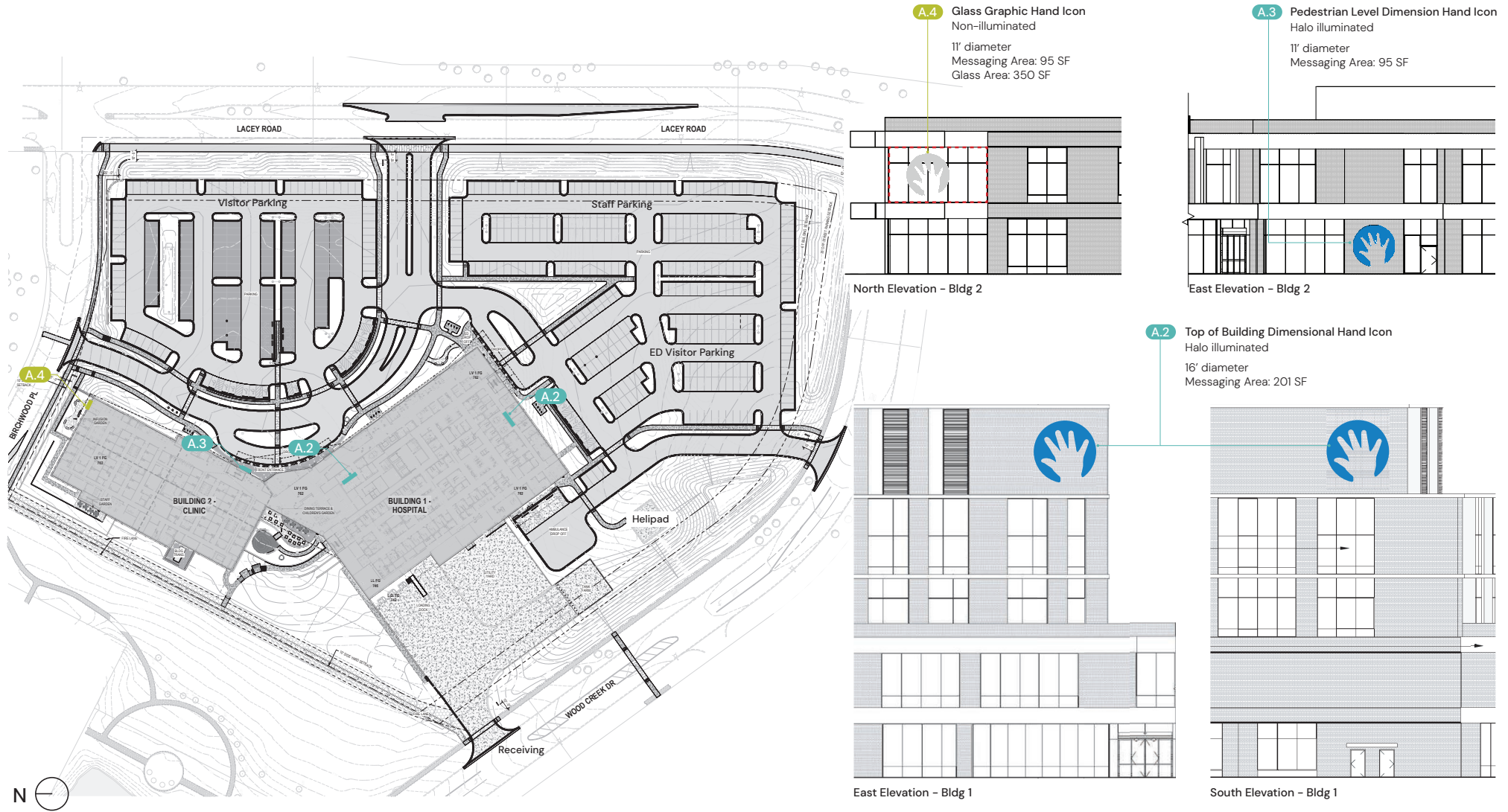
B.2 Secondary Monument
Double sided, qty: 2
Internally illuminated



B.3 Receiving Entrance ID
Double sided, qty: 1
Non-illuminated

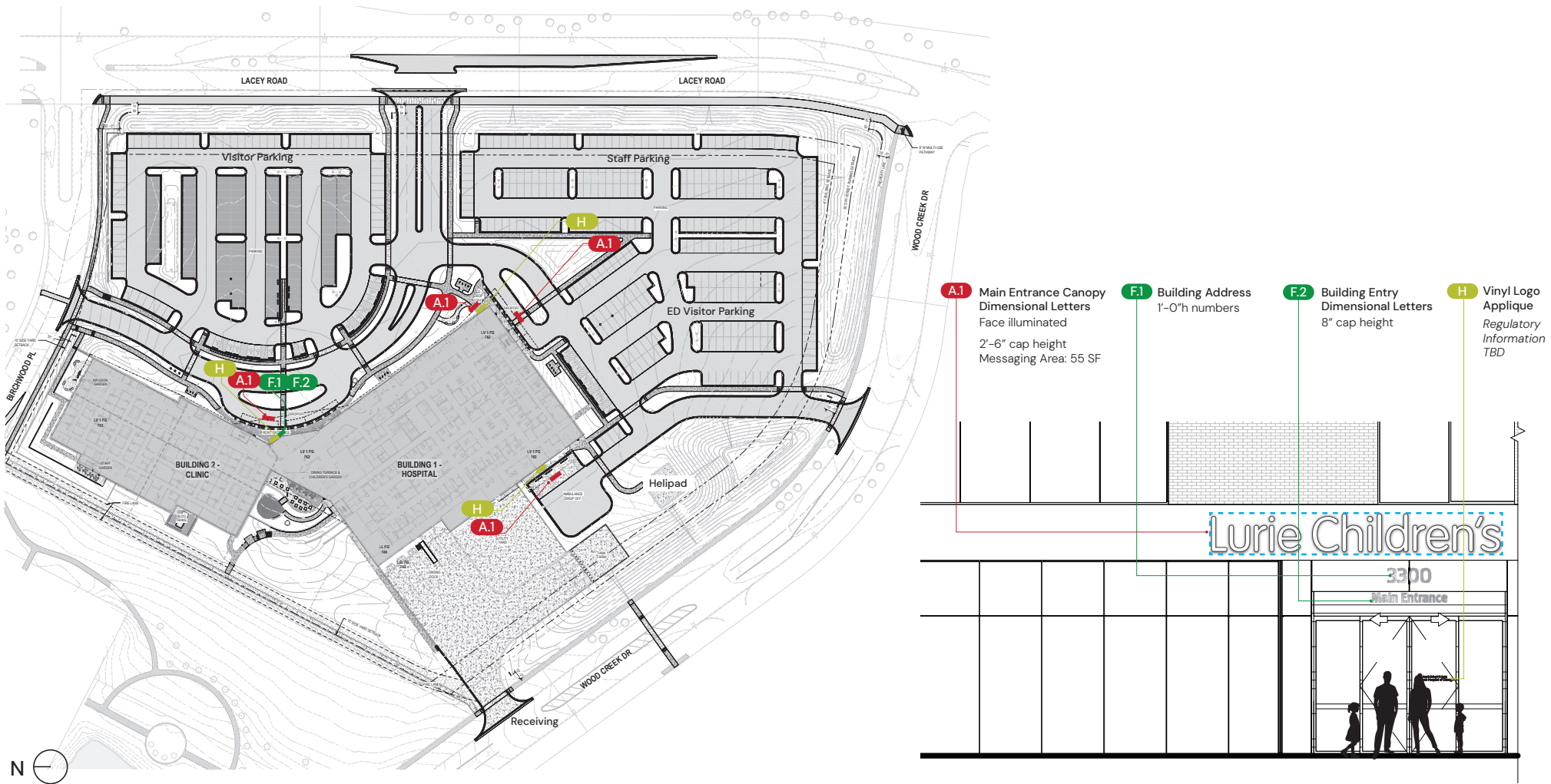
The signage mockups shown are for massing purposes only and will be further developed in collaboration with the LCH team.

Building Signs



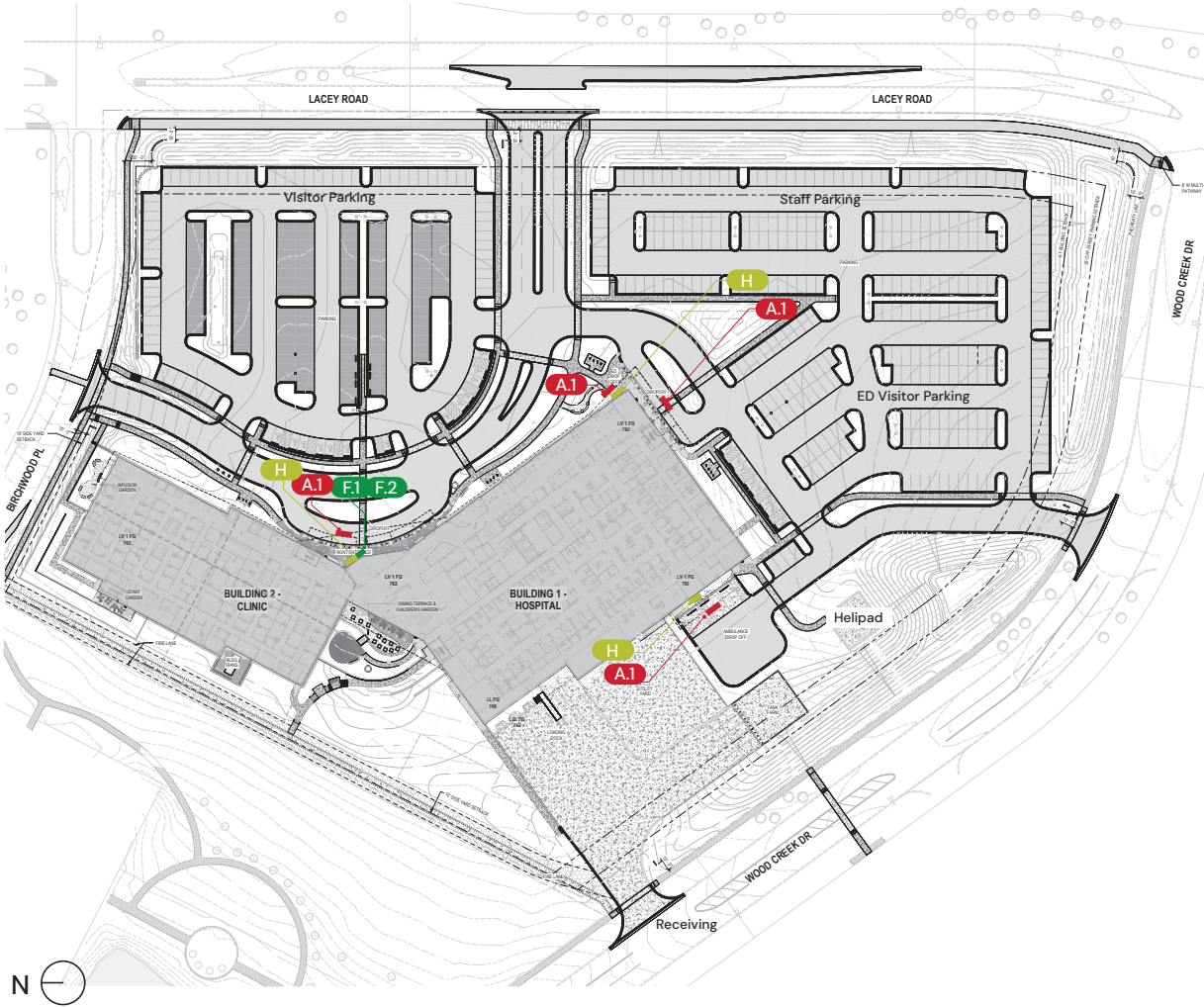
The signage mockups shown are for massing purposes only and will be further developed in collaboration with the LCH team.

Entry Signs



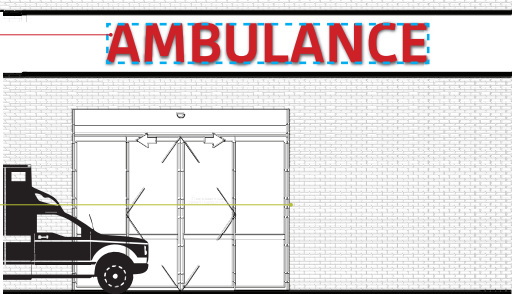
The signage mockups shown are for massing purposes only and will be further developed in collaboration with the LCH team.

Entry Signs



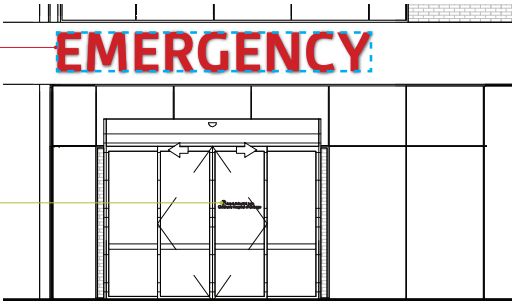
A.1
Emergency/Ambulance Canopy
Dimensional Letters
Face illuminated
2'-6" cap height
Messaging Area: 52 SF

H
Vinyl Logo Applique
Regulatory Information TBD

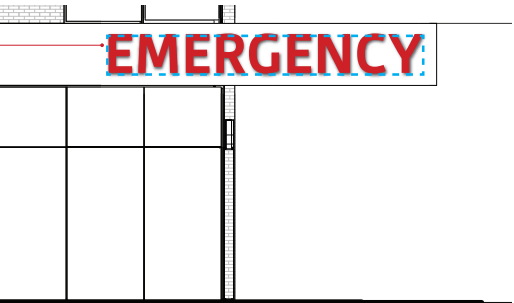


A.1
Emergency/Ambulance Canopy
Dimensional Letters
Face illuminated
2'-6" cap height
Messaging Area: 51 SF

H
Vinyl Logo Applique
Regulatory Information TBD

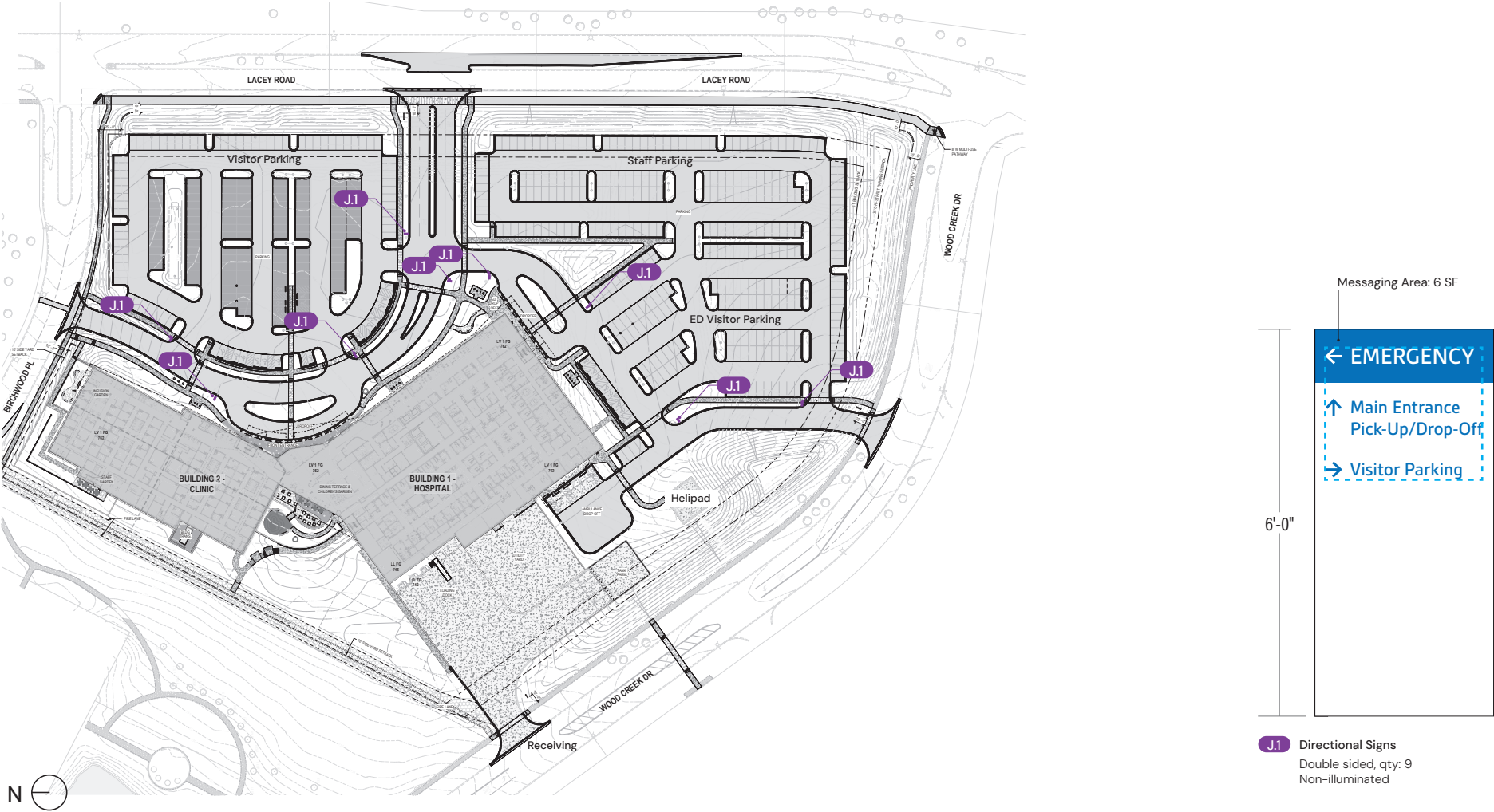


A.1
Emergency/Ambulance Canopy
Dimensional Letters
Face illuminated
2'-6" cap height
Messaging Area: 51 SF



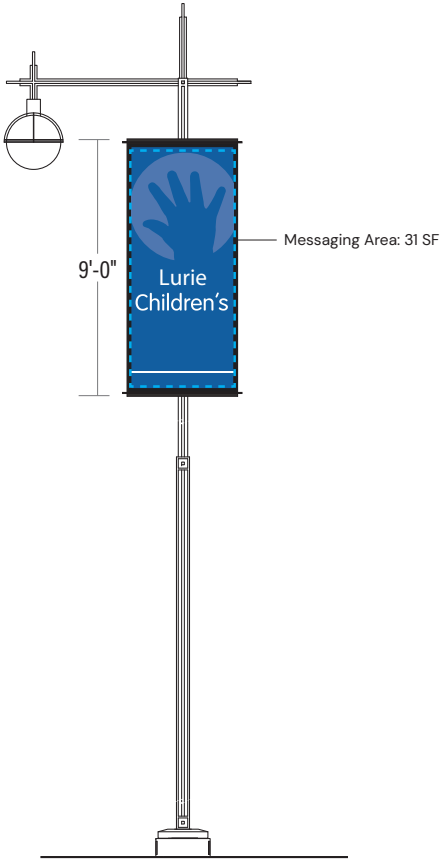
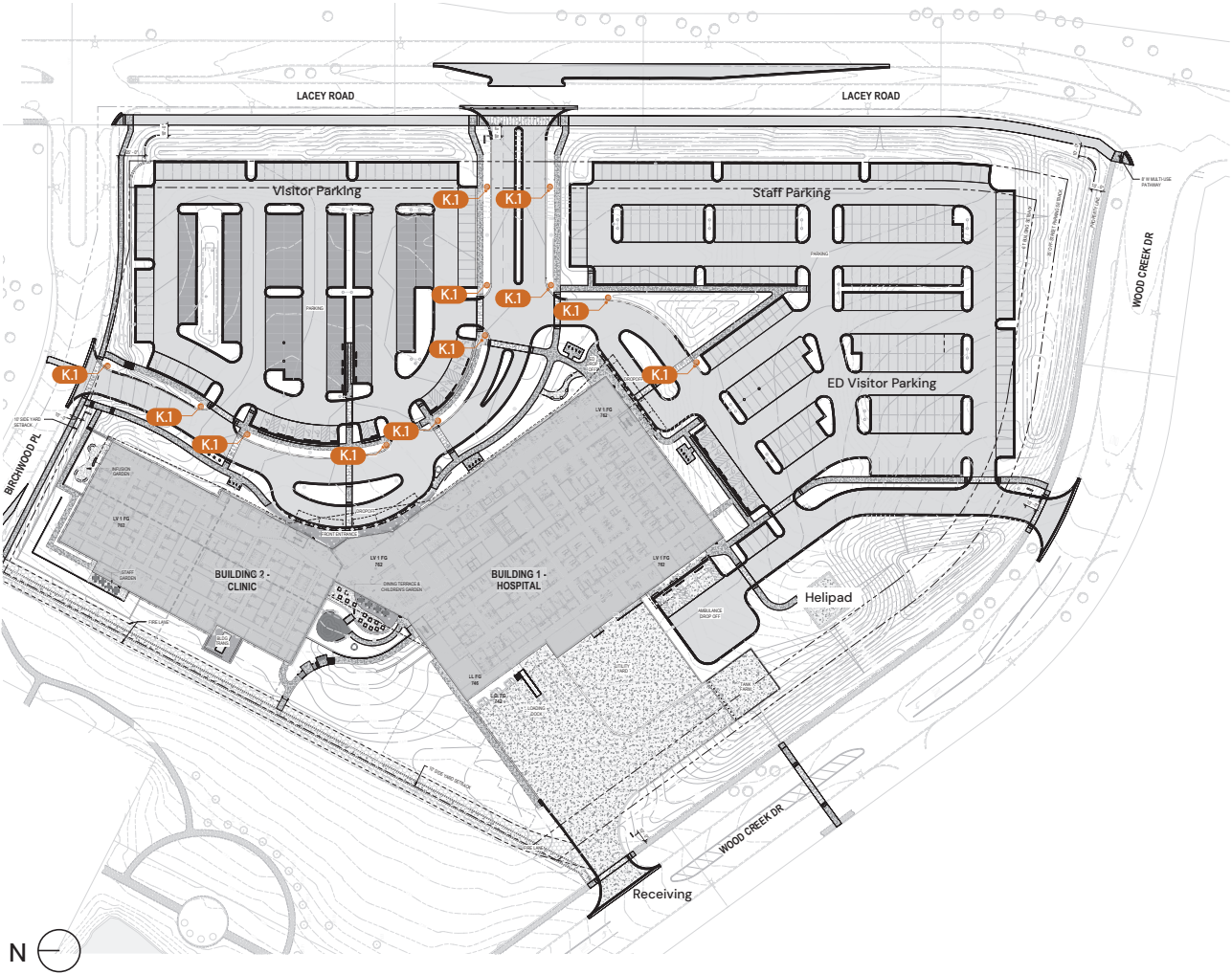
The signage mockups shown are for massing purposes only and will be further developed in collaboration with the LCH team.

Directional Signs



The signage mockups shown are for massing purposes only and will be further developed in collaboration with the LCH team.

Temporary Light Pole Banners



K.1 Temporary Light Pole Banners
Double sided, qty: 12
Non-illuminated

The signage mockups shown are for massing purposes only and will be further developed in collaboration with the LCH team.

Requirements

Table 1 - Zoning regulations for proposed development.

Zoning Regulation	Required	Proposed
Building Lacey Road (East)	Hospital Bldg 1: 61'-0" Clinic Bldg 2: 43'-0"	Hospital Bldg 1: 244'-7" Clinic Bldg 2: 309'-7"
Building Woodcreek Drive (South)	Hospital Bldg 1: 61'-0" Clinic Bldg 2: 43'-0"	Hospital Bldg 1: 195'-0" Clinic Bldg 2: n/a
Building Side (West)	10 feet	Hospital Bldg 1: 107'-4" Clinic Bldg 2: 49'-3"
Building Rear (North)	10 feet	Hospital Bldg 1: n/a Clinic Bldg 2: 46'-5"
Parking Lacey Road (East)	35 feet	35 feet
Parking Woodcreek Drive (South)	35 feet	35 feet
Parking Side (West)	10 feet	n/a
Parking Rear (North)	10 feet	11 feet
Parking Spaces	471 spaces (min)	501 spaces
Other Floor Area	0.89 (511,672 sf max)	Hospital Bldg 1: 235,002sf Clinic Bldg 2: 63,667sf Total: 298,669sf
Other Building Height	140 feet (max)	Hospital Bldg 1: 86'-0" Clinic Bldg 2: 50'-0"
Other Open Space	86,236.95 square feet (15% of 574,913 square feet)	262,000 square feet (45.57% of 574,913 square feet)

*Deviation Request**Table 2 - Deviation requests and petitioner's rationale.*

Improvement	Relief Request	Petitioner's Rationale
Monument Signs – Street Frontage (per VoDG.28.9.050(b)(1)e)	Requirement: Two (2) monument signs, one (1) per street frontage Proposed: Six (6) in total. One (1) on Birchwood Place, two (2) on Lacey Road, two (2) on Woodcreek Drive, and one (1) at the intersection of Lacey Road and Woodcreek Drive.	Additional monument signage is warranted to support safe, efficient wayfinding for traffic approaching the site from multiple directions, including visitors arriving for routine appointments and emergency-related access. The proposed gateway, primary, and secondary monument signs identify the site and direct vehicles to the appropriate entrances, while the deliveries signs separates service traffic from patient and visitor circulation.
Monument Sign – Interior Setback Along Birchwood Place (per VoDG.28.9.050(b)(1)b)	Requirement: Twenty-five (25) from all other lot lines. Proposal: Ten (10) feet from North Property line (Birchwood Place).	The requested setback reduction is necessary to improve visibility and wayfinding for visitors accessing the site via the Birchwood Place entrance.

Improvement	Relief Request	Petitioner's Rationale
Window Signs (per VoDG.28.9.050(h)(2))	Requirement: Can only cover up to twenty-five percent (25%) of one (1) window. Proposed: A window sign is proposed on the north elevation of the building, though it utilizes multiple windows. The proposed window sign covers 27% of the overall window area. The combined area of the ten (10) smaller windowpanes is 350 square feet. The proposed logo graphic is 95 square feet, representing 27% coverage when considering the total area of the ten smaller windowpanes.	The proposed frost-look hand logo requires additional window coverage to maintain appropriate scale, visibility, and proportionality with the building façade.
Directional Signs (per VoDG.28.9.070(c))	Requirement: Max allowed for directional signage is two (2) square feet. Proposed: Six (6) square feet.	The proposed directional signs require additional sign area to provide legible, multi-message wayfinding for the main entrance, emergency entrance, and associated parking areas.

Improvement	Relief Request	Petitioner's Rationale
Total Sign Area (per VoDG.28.9.050(a))	Requirement: 672 square feet max Proposed: 865 square feet	The requested increase in total sign area is necessary to accommodate a coordinated sign program that provides clear site identification, building branding, and vehicular wayfinding across multiple frontages and access points.
Height of Primary Monument Sign (per VoDG28.9.050, Table 9-1)	Requirement: 10 feet max Proposed: 15 feet	The requested increase in height of the primary monument sign is necessary to provide for a strong, highly visible sign for the main entrance so that patients, families and visitors can clearly find the hospital, emergency department, ambulance drop-off, and clinic locations
Approval of Temporary Banner Signs (per VoDG 28.9.020 (b))	Requirement: Prohibited Proposed: Allow up to 12 weeks per year	Applicant would like to have the ability to announce awards and celebrate accomplishments through temporary light pole banners.

Traffic Impact Study

Ann & Robert H. Lurie Children's Hospital

Downers Grove, Illinois



Prepared For:



July 22, 2026

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I. Executive Summary

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Ann & Robert H. Lurie Children's Hospital to be located within the Esplanade at Locust Point business park in Downers Grove, Illinois.

The objectives of the traffic study are as follows:

- Determine the existing vehicular, pedestrian, and public transportation conditions in the study area to establish a base condition.
- Determine travel routes to the proposed development and evaluate its connectivity to the area roadway network.
- Evaluate the internal circulation, layout, and proposed parking supply of the development
- Assess the impact that the proposed development will have on traffic conditions in the area and determine any roadway modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Vehicle counts were conducted during the weekday morning and weekday evening peak periods at the intersections of Butterfield Road with Woodcreek Drive/Lloyd Avenue, Esplanade Road, and the I-355 Interchange and at the intersections of Lacey Road with Woodcreek Drive (North and South), Esplanade Road, the access road north of the site (called Birchwood Place in this report), and Finley Road.

As proposed, the site will be developed with an approximately 298,669 square-foot hospital campus with a 235,507 square-foot hospital and a 63,162 square-foot ambulatory clinic. Access to the hospital will be provided via a full-movement access drive on Lacey Road, via two full-movement access drives on Woodcreek Drive, and a full-movement access drive on Birchwood Place. Parking will be accommodated via 501 surface parking spaces in two parking lots.

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

- The site is well located in regards to the regional and local roadway network which provides flexible connectivity to the Tollway system as well as major arterial roadways.
- The peak hours of trip generation for the proposed hospital will correspond to staff shift changes which will occur outside the peak hours of the roadway system.
- The area roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development.

- Planned improvements to the Butterfield Road corridor by IDOT will improve operations along the roadway.
- The signal timings at the intersection of Butterfield Road with Woodcreek Drive and Lloyd Avenue would benefit from optimization, which will likely occur as part of IDOT's improvements.
- Access to the hospital campus will be provided via a full-movement access drive on Lacey Road, a full-movement access drive on Birchwood Place, and two full-movement access drives on Woodcreek Drive.
 - The proposed access system will accommodate projected hospital traffic volumes.
 - A northbound left-turn lane will be provided on Lacey Road serving the proposed access drive. A southbound right-turn lane will not be warranted. The left turn lane can be provided within the existing median without roadway widening.
 - Eastbound left-turn lanes will be provided on Woodcreek Drive at both proposed access drives.
 - Truck loading and passenger vehicle access will be separated.
- A traffic signal will not be warranted at the intersection of Lacey Road with Woodcreek Drive (South) or Lacey Road with the proposed access drive.
- The proposed internal access road system will efficiently accommodate hospital operations.
- The proposed parking supply of 501 spaces will be adequate in accommodating the peak parking demand of the proposed development.

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Ann & Robert H. Lurie Children's Hospital to be located in Downers Grove, Illinois. The site, which is currently vacant, is located in the northwest corner of the intersection of Lacey Road with Woodcreek Drive within the Esplanade at Locust Point business park. As proposed, the site will be developed with an approximately 298,669 square-foot hospital campus with a 235,507 square-foot hospital and a 63,162 square-foot ambulatory clinic. Access to the hospital campus will be provided via a full-movement access drive on Lacey Road, via two full-movement access drives on Woodcreek Drive, and a full-movement access drive on Birchwood Place. Parking will be accommodated via 501 surface parking spaces in two parking lots.

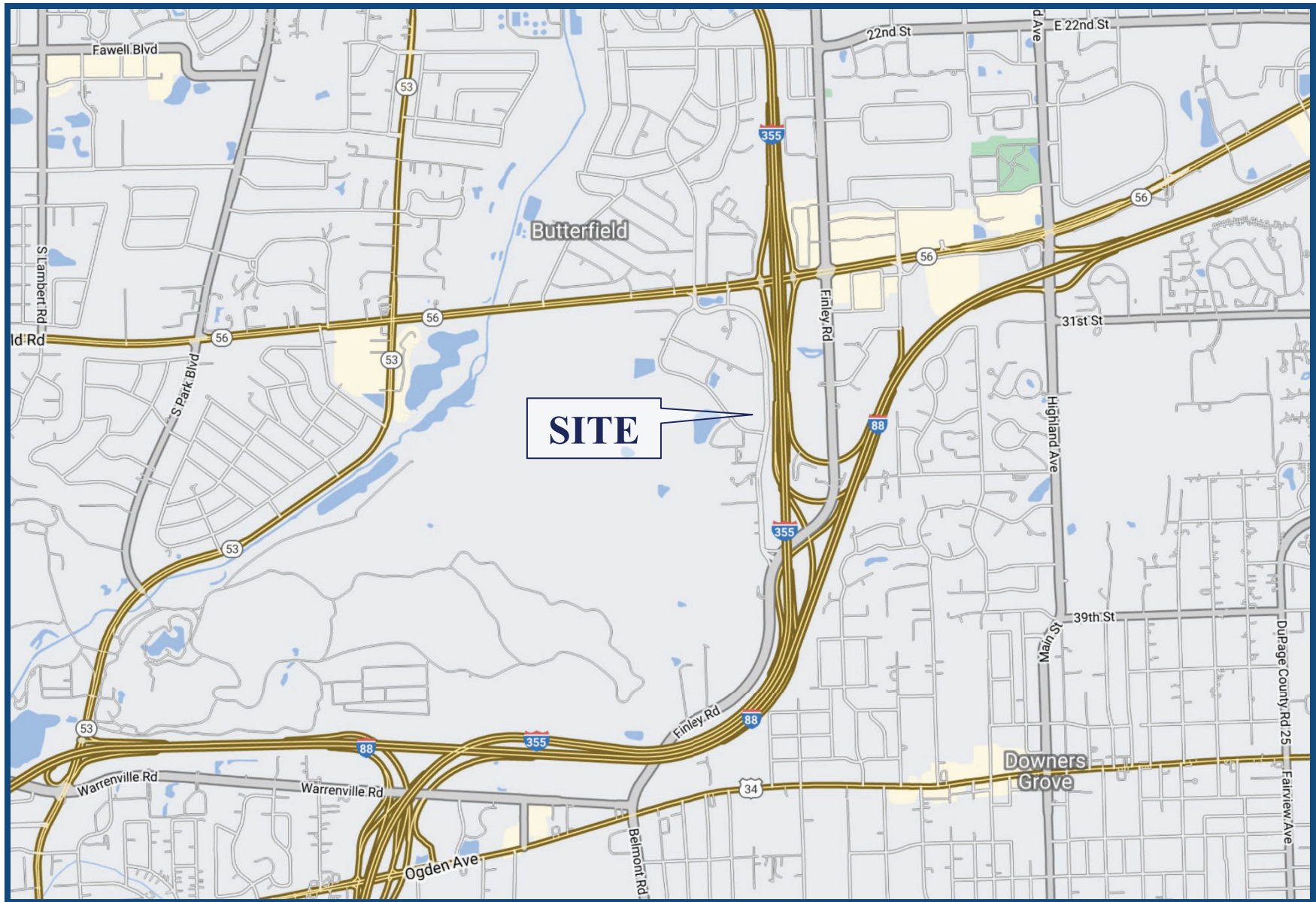
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed hospital campus will have on traffic conditions in the area, and determine if any additional roadway or access improvements are necessary to accommodate traffic generated by the proposed development. The sections of this report present the following:

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

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

1. Existing Traffic Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes from traffic counts conducted in 2026.
2. Year 2032 No-Build Conditions – Analyzes the capacity of the existing roadway system using existing traffic volumes increased by an ambient area growth factor not attributable to any particular development.
3. Year 2032 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2032 no-build volumes and the traffic estimated to be generated by the proposed hospital campus.

**Site Location**

*Lurie Children's Hospital
Downers Grove, Illinois*

Figure 1



Aerial View of Site

Figure 2

*Lurie Children's Hospital
Downers Grove, Illinois*

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site, which is currently vacant, is bounded by Birchwood Place to the north, Lacey Road to the east, the 3250 Lacey Road office building to the west, and Woodcreek Drive to the south. The site is located within the Esplanade at Locust Point business park. Land uses within the vicinity are primarily office to the north and medical, industrial, office, and education to the south.

Existing Roadway System Characteristics

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

Interstate 355 (I-355)

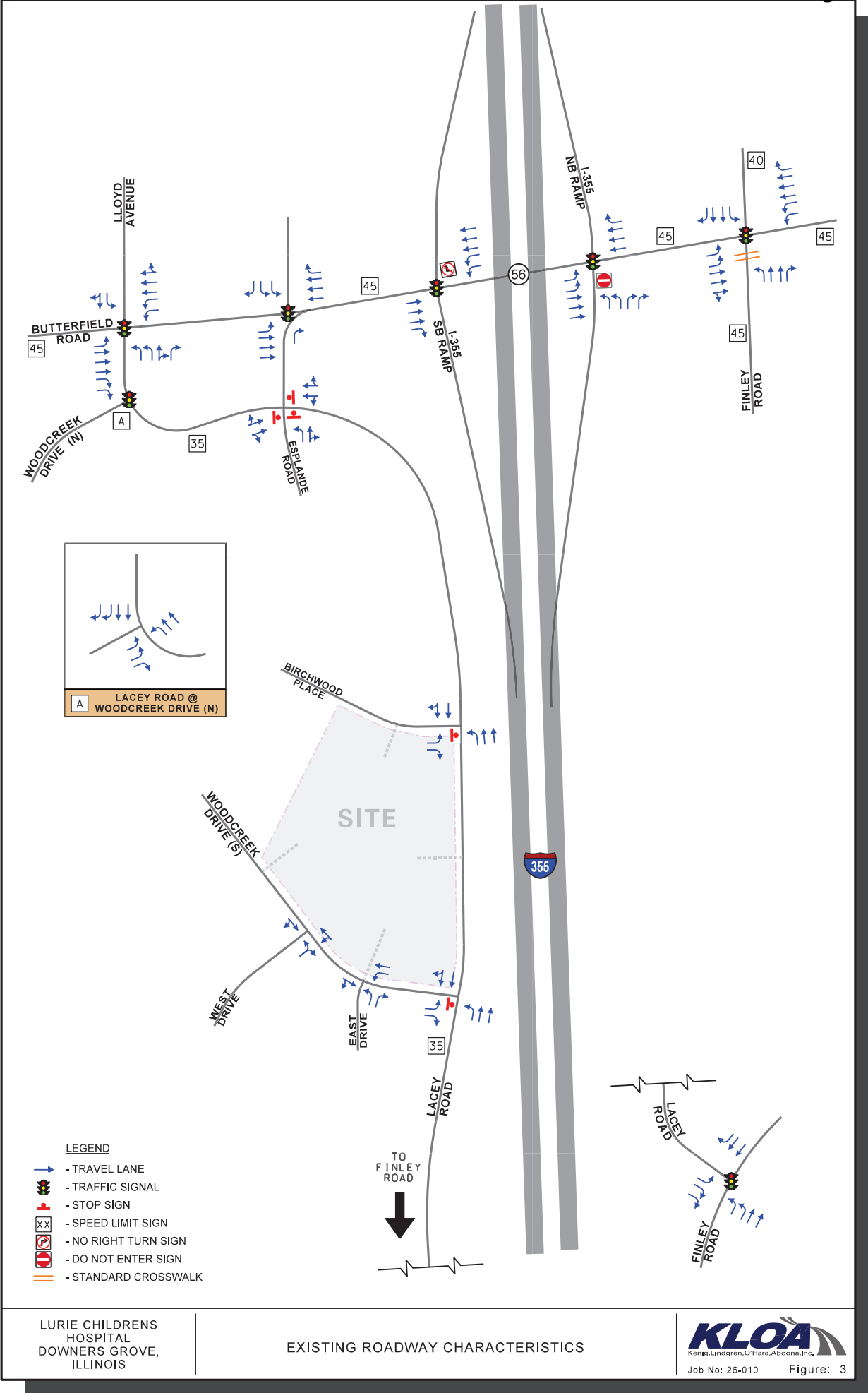
- North-south tollway
- Generally provides three travel lanes in each direction
- Jurisdiction of the Illinois State Toll Highway Authority (ISTHA)
- Carries an annual average daily traffic (AADT) volume of 126,000 vehicles (IDOT 2023)

Butterfield Road (Illinois Route 56)

- East-west principal arterial roadway.
- Designated as Strategic Regional Arterial (SRA) route.
- Provides three lanes in each direction narrowing to two lanes in each direction west of Woodcreek Drive
- Jurisdiction of the Illinois Department of Transportation (IDOT)
- Carries an annual AADT volume of 33,000 vehicles (IDOT 2023)
- Posted speed limit of 45 miles per hour

Finley Road

- North-south minor arterial roadway
- Not designated as an SRA route
- Provides two lanes in each direction
- Jurisdiction of the DuPage County Division of Transportation (DuDOT)
- Carries an annual AADT volume of 17,400 vehicles (IDOT 2024)
- Posted speed limit of 45 miles per hour



Lacey Road

- North-south minor collector roadway
- Provides two lanes in each direction
- Jurisdiction of the Village of Downers Grove
- Carries an annual AADT volume of 17,400 vehicles (IDOT 2024)
- Posted speed limit of 35 miles per hour

Woodcreek Drive

- Circulatory local roadway
- Provides one lane in each direction
- Jurisdiction of the Village of Downers Grove
- Parking is generally permitted on the south/west side of the road
- Woodcreek Drive has a 25 mile per hour speed limit.

Esplanade Road

- Northbound only local roadway
- Provides two northbound lanes
- Jurisdiction of the Village of Downers Grove
- Esplanade Road has a 25 mile per hour speed limit.
- Parking is prohibited on both sides of the road.

Birchwood Place

Birchwood Place is a Village of Downers Grove road located west of the site which is not included in this study and will not be directly connected to the development. For clarity, the private access road immediately north of the site area, which operates as an extension of Birchwood Place, is called Birchwood Place throughout the report.

Lloyd Avenue

- North-south local roadway
- Provides one lane in each direction
- Jurisdiction of Milton Township
- Posted speed limit of 25 miles per hour
- On Street parking is prohibited on both sides of the road from 6:00 A.M. to 7:00 P.M.

Public Transit

The site area is served by Pace Bus Route 715 which provides weekday service between Darien and Addison along Cass Avenue, 31st Street, Butterfield Road, and Glen Ellyn Road. Within the site area, bus stops are provided at the intersections of Butterfield Road with Woodcreek Drive and Butterfield Road with Esplanade Road.

The site area was previously served by Pace Bus Route 465 which provided weekday service between the Belmont Station of the BNSF Metra Railroad and the uses in and around Esplanade at Locust Point. The closest bus stop for this route is located on Woodcreek Drive immediately adjacent to the site. This route stopped operating in 2020 and service was never continued.

Planned IDOT Roadway Projects

The segment of Butterfield Road within the site area is part of two IDOT projects which have begun construction.

Butterfield Road (IL 56) SMART Corridor

As planned, the Butterfield Road and 22nd Street corridor from Illinois Route 59 in the west to York Road in the east will be integrated as one of IDOT's new SMART Corridor projects. The project will include implementation of multiple *Intelligent Transportation Systems* elements including the following:

- Signal Modernization, Traffic Signal Interconnect, Travel Time Monitoring, Closed-circuit television cameras, and Dynamic message signs which will be used to coordinate flow along the corridor and provide IDOT and drivers with real time information. This coordination and monitoring will allow for optimization of travel flow along the corridor.
- Transit signal priority and transit vehicle pre-emption which will allow for more efficient operations for transit vehicles along the corridor.
- Emergency vehicle preemption, which is already provided along a majority of the corridor, will be expanded to further improve travel times for emergency vehicles. This will include ambulance traffic destined for the proposed hospital.
- Pedestrian countdown signals to improve pedestrian safety at corridor intersections.

Some additional improvements will be provided with this project including ADA improvements and bus pad improvements. A new bus pad is planned for the southeast corner of the intersection of Woodcreek Drive with Butterfield Road. Construction on this project has already begun.

Butterfield Road (IL 56) and IL 53 Project

As planned, Butterfield Road and IL 53 will be improved through their intersection with each other and east along Butterfield Road to I-355. Butterfield Road currently narrows to two lanes in each direction west of Woodcreek Drive and is planned to be widened to three lanes in each direction through the whole project area. Within the site area, the intersections along Butterfield Road will only be maintained (resurfacing, bridge repair, etc.) with minimal geometric changes in order to accommodate the widening of Butterfield Road west of the site area. Construction on this project has already begun.

Existing Traffic Volumes

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

- Butterfield Road with Woodcreek Drive and Lloyd Avenue
- Butterfield Road with Esplanade Road
- Butterfield Road with the I-355 Interchange
- Lacey Road with Woodcreek Drive (North)
- Lacey Road with Esplanade Road
- Lacey Road with the access road north of the site
- Lacey Road with Woodcreek Drive (South)
- Lacey Road with Finley Road

The traffic counts were conducted on Thursday February 5, 2026, during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (2:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:45 A.M. and 8:45 A.M. during the weekday morning peak period and between 4:00 P.M. and 5:00 P.M. during the weekday evening peak period. Copies of the traffic count summary sheets are included in the Appendix. The counts at the intersection of Butterfield Road with Woodcreek Drive were compared to counts previously conducted at this intersection in January 2023 be similar but higher indicating the counts reflect typical conditions.

The existing traffic volumes are illustrated in **Figure 4**.

Crash Analysis

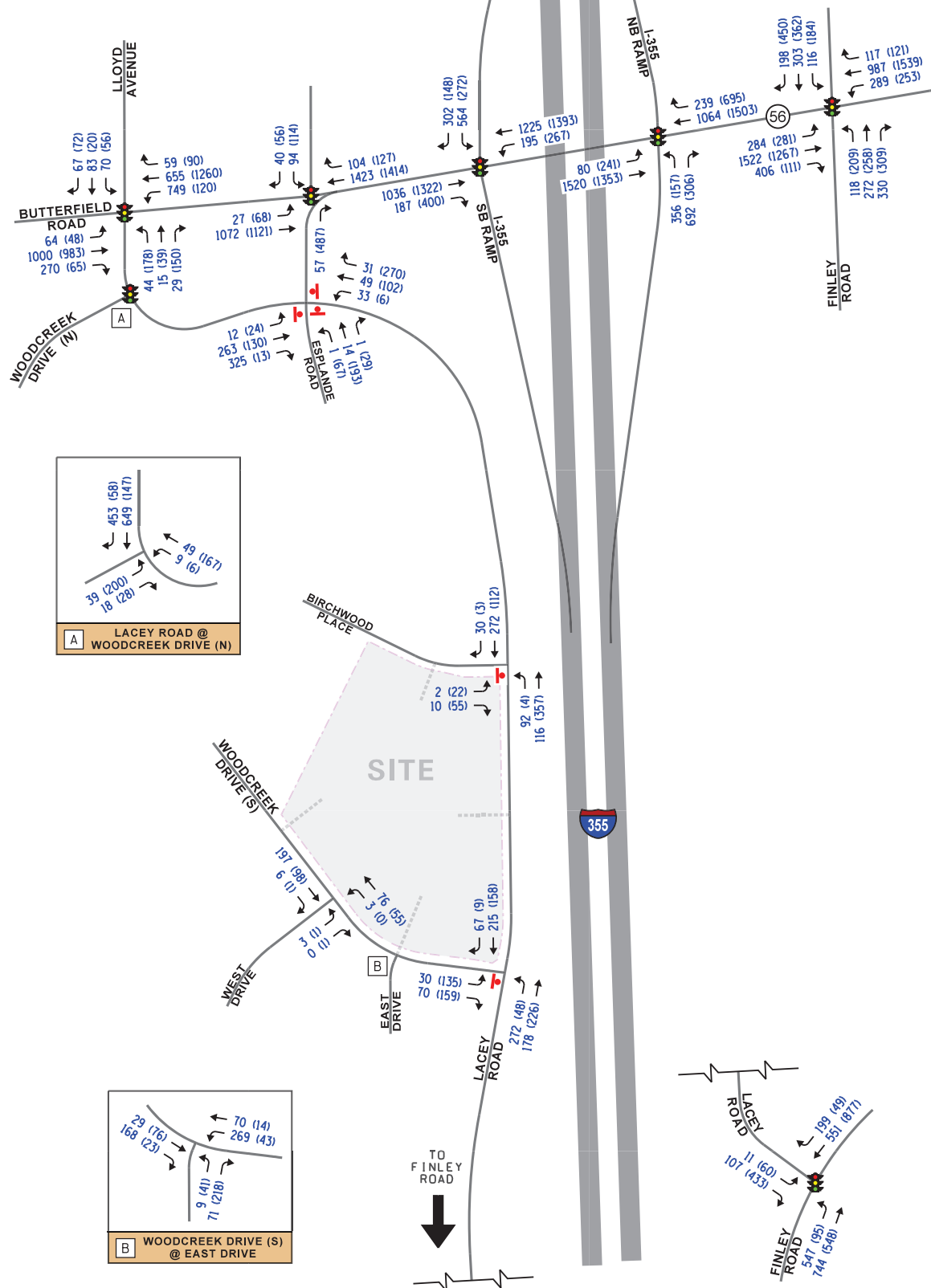
KLOA, Inc. obtained accident data for the most recent available past six years (2020 to 2024) for the study area intersections. A review of the data revealed the following:

- No crashes were reported at the intersections of Lacey Road with Birchwood Place.
- One total crash was reported at the intersection of Lacey Road with Esplanade Road and the intersection of Lacey Road with Woodcreek Drive (South).
- Three total crashes were reported at the intersection of Lacey Road with Woodcreek Drive (North).
- No fatalities were reported at any intersection during the reviewed period.

Summaries of the crash data at the remaining intersections are shown in **Tables 1** through **5**.

LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
 (00) - PM PEAK HOUR (4:00-5:00 PM)



LURIE CHILDRENS
 HOSPITAL
 DOWNERS GROVE,
 ILLINOIS

EXISTING TRAFFIC VOLUMES

Table 1

BUTTERFIELD ROAD WITH WOODCREEK DRIVE/LLOYD AVENUE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	3	0	2	0	5	2	3	0
2021	0	0	0	3	1	3	0	7	6	1	0
2022	1	0	0	2	0	3	0	6	5	1	0
2023	1	0	0	1	0	3	0	5	3	2	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>7</u>	<u>3</u>	<u>4</u>	<u>0</u>
Total	2	0	0	11	2	15	0	30	19	11	0
Avg	<1.0	--	--	2.2	<1.0	3.0	--	6.0	3.8	2.2	--
A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning PD – Property Damage; I – Injury; F - Fatal											

Table 2

BUTTERFIELD ROAD WITH ESPLANADE ROAD – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	1	0	2	0	3	3	0	0
2021	0	0	0	0	0	1	0	1	0	1	0
2022	0	0	0	1	0	3	0	4	2	2	0
2023	0	0	0	3	0	3	0	6	5	1	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>1</u>	<u>0</u>
Total	0	0	0	5	0	13	0	18	13	5	0
Avg	--	--	--	1.0	--	2.6	--	3.6	2.6	1.0	--
A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning PD – Property Damage; I – Injury; F - Fatal											

Table 3

BUTTERFIELD ROAD WITH I-355 NORTHBOUND RAMPS – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	2	0	2	2	0	0
2021	0	0	0	1	0	2	1	4	3	1	0
2022	0	0	0	3	0	1	0	4	3	1	0
2023	0	0	1	1	0	3	0	5	4	1	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>5</u>	<u>0</u>	<u>0</u>
Total	0	0	1	7	0	11	1	20	17	3	0
Avg	--	--	<1.0	1.4	--	2.2	<1.0	4.0	3.6	<1.0	0
A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning PD – Property Damage; I – Injury; F – Fatal											

Table 4

BUTTERFIELD ROAD WITH I-355 SOUTHBOUND RAMPS – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	1	0	3	0	4	3	1	0
2021	2	0	0	1	0	2	0	5	4	1	0
2022	2	0	0	2	0	3	0	7	4	3	0
2023	0	0	0	2	0	2	0	4	3	1	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>1</u>	<u>0</u>
Total	4	0	0	8	0	12	0	24	17	7	0
Avg	<1.0	--	--	1.6	--	2.4	--	4.8	3.6	1.4	--
A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning PD – Property Damage; I – Injury; F – Fatal											

Table 5

FINLEY ROAD WITH LACEY ROAD – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	1	0	1	0	1	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	1	0	0	0	0	1	1	0	0
2023	0	0	1	2	0	1	0	4	3	1	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>
Total	0	0	2	3	0	2	0	7	5	2	0
Avg	--	--	<1.0	<1.0	--	<1.0	--	1.4	1.0	<1.0	--
A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning PD – Property Damage; I – Injury; F - Fatal											

3. Traffic Characteristics of the Proposed Hospital

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

Proposed Site and Hospital Campus Plan

As proposed, the site will be developed with an approximately 298,669 square-foot hospital campus with a 235,507 square-foot hospital and a 63,162 square-foot ambulatory clinic. Parking will be accommodated via 501 surface parking spaces in two parking lots. **Figure 5** shows the site plan on an aerial of the roadway network. A copy of the preliminary site plan is included in the Appendix.

Access to the development will be provided as follows:

- A proposed full-movement access drive on Lacey Road located approximately 525 feet north of Woodcreek Drive (Drive A on Figure 5).
 - The access drive will provide two inbound lane and two outbound lanes striped for a left-turn lane and a right-turn lane.
 - Outbound movements will be under stop sign control.
 - A northbound left-turn lane serving this access drive will be provided on Lacey Road within the existing median. This turn lane can be provided without roadway widening, and should provide 145 feet of storage and a 175-foot taper.
- A proposed full-movement access drive on the Birchwood Place located approximately 245 feet west of Lacey Road (Drive B on Figure 5).
 - The access drive will provide one inbound lane and one outbound lane.
 - Outbound movements will be under stop sign control.
 - At its existing intersection with Lacey Road, the access road provides one inbound lane and two outbound lanes, and a northbound left-turn lane is provided on Lacey Road.
- A proposed full-movement access drive on Woodcreek Drive located approximately 400 feet west of Lacey Road opposite an existing office access drive on the south side of Woodcreek Drive. (Drive C on Figure 5)
 - The access drive will provide one inbound lane and one outbound lane.
 - Outbound movements will be under stop sign control.
 - This access drive will be the primary ambulance entrance but will also serve staff and patient traffic.
 - Woodcreek Drive will be restriped to provide an eastbound left-turn lane for vehicles waiting to enter the site.



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PRELIMINARY SITE PLAN

- A proposed full-movement access drive on Woodcreek Drive located approximately 920 feet west of Lacey Road (Drive D on Figure 5).
 - This access drive will serve truck traffic accessing the hospital loading bay and will not be connected to the rest of the site access system. Signage indicating this access drive is for deliveries will be provided.
 - The access drive will provide one inbound lane and one outbound lane
 - Outbound movements will be under stop sign control.
 - Woodcreek Drive will be restriped to provide an eastbound left-turn lane for vehicles waiting to enter the site.
 - It should be noted that parking is prohibited on the north side of Woodcreek Drive at this location and parked cars will not inhibit the ability of vehicles to turn into the site.

Internal Circulation

Within the hospital campus site, traffic will circulate as follows:

- Passenger vehicles, both staff and patients/visitors will be able enter the site via the Lacey Road access, Birchwood Place, and the east Woodcreek Drive access.
 - Truck traffic will be separated and will use the west access drive on Woodcreek Drive.
 - The site is designed such that the Lacey Road access is the primary and most accessible access point.
- The primary internal access road will extend between the Lacey Road access drive and Birchwood Place.
 - From this access road, vehicles will have indirect access to both parking lots, the drop-off/pick-up area, and emergency and ambulance drop-off.
 - The number of intersections along this access road has been limited to promote efficient flow along the access road as it will be a primary internal travel route.
 - Where possible, connections on one side of this access road line up with connections on the other side to reduce the number of intersections.
 - The first internal intersection west of Lacey Road is approximately 215 feet west of Lacey Road to limit the interaction with the intersection.
- The north parking lot will be primarily used by patients and visitors.
 - Access to the lot will be provided via three access drives on the primary internal access road. There will be no direct access to parking from the access road.

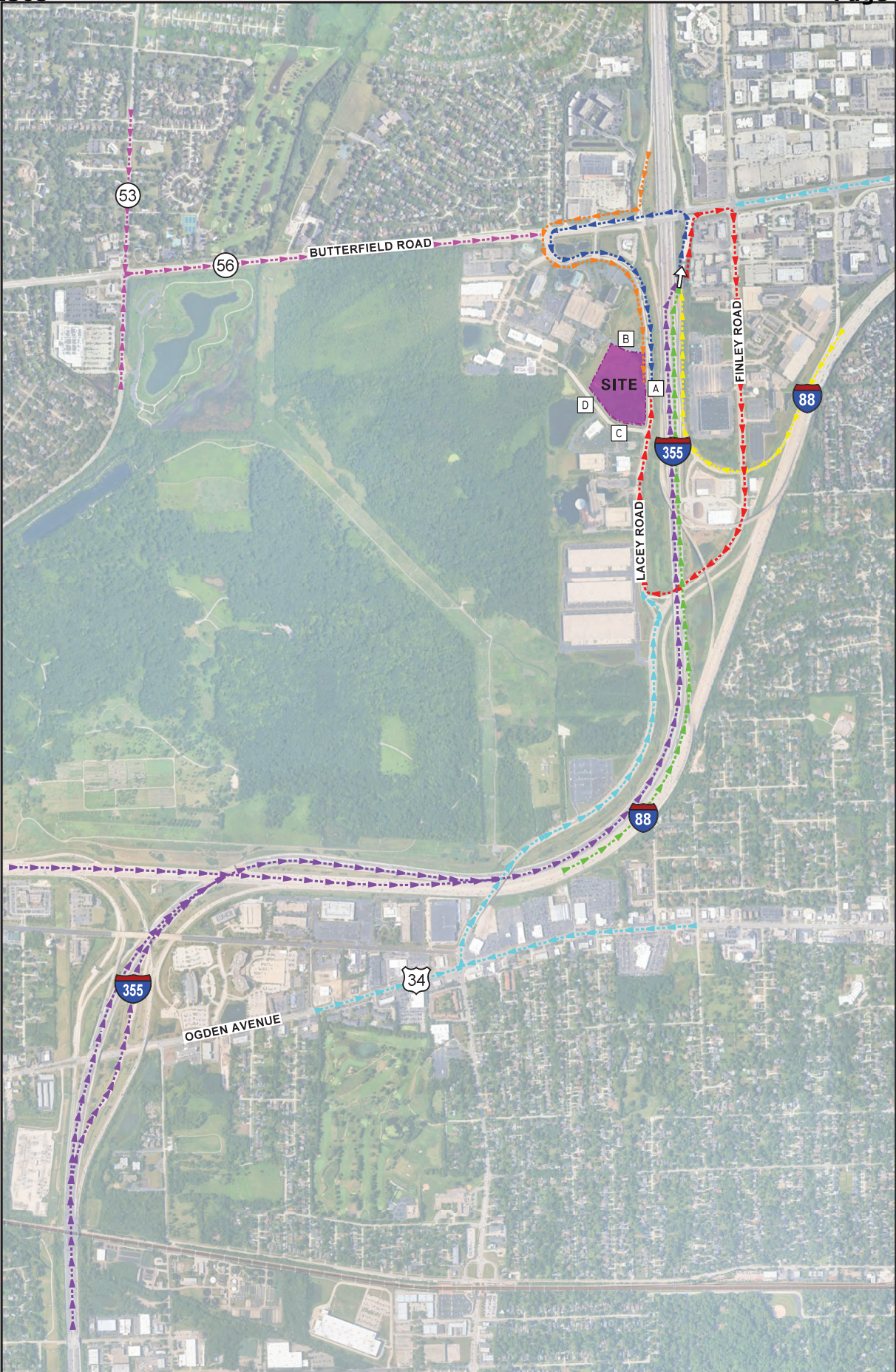
- The lot is located near the drop-off/pick-up area and vehicles will be able to easily transition between the two.
- The south parking lot will be primarily used by staff but will not be restricted to staff only.
 - Access to the lot will be provided via connection to the primary internal access road and via the east Woodcreek Drive access.
- The emergency drop-off area will have a dedicated separate loop on the southeast side of the hospital building.
 - The area will be accessible via any passenger vehicle access drive but will most efficiently be accessed from the main site access on Lacey Road.
 - The area is located next to the staff parking lot. This lot will have a lower turnover of vehicles outside of staff shift changes, and staff will be more aware of site operations and better able to yield to emergency traffic.
- The ambulance drop-off area will have a dedicated area on the south side of the hospital.
 - The area will be accessible via any passenger vehicle access drive but will most efficiently be accessed from the Woodcreek Drive east access. This will help separate ambulance traffic from patient/visitor traffic.
 - Similar to the emergency drop-off area, this area is located next to the staff parking lot. This lot will have a lower turnover of vehicles outside of staff shift changes, and staff will be more aware of site operations and better able to yield to emergency traffic.
- The non-emergency drop-off/pick-up area will be provided within a dedicated lane on the east side of building between the hospital and the ambulatory clinic.
 - This area will be accessed via the primary internal access road but will be separated by a median to prevent drop-off/pick-up activity from blocking the primary internal access road.
 - This area is located near the patient/visitor parking lot and vehicles will be able to easily transition between the two.
- Pedestrian circulation will be accommodated via a proposed sidewalk system.
 - The sidewalk system will connect to the existing sidewalk system on Lacey Road and Woodcreek Drive.
 - The existing sidewalk along Lacey Road will be improved to be a shared-use path.
 - Sidewalk will be provided along the west side of the site connecting the Esplanade sidewalk system to the hospital sidewalk system and Woodcreek Drive system.

- Internally, sidewalk will be provided around the proposed buildings and around the perimeter of the patient/visitor parking lot.
- Crosswalks will be provided at multiple locations connecting the parking areas to the building entrances.
 - These crosswalks should be high visibility crosswalks
 - “Stop for Pedestrian” signage should be provided within each crossing.
- Crosswalks will be provided where the sidewalk crosses internal connections to the main access road.
 - These crosswalks should be high visibility crosswalks
 - The access movements turning onto the main access road should be under stop sign control.
- Appropriate ADA accommodations should be provided for all pedestrian routes.

Roadway Network Access

The proposed hospital campus is located within the Esplanade at Locust Point business park which is well situated within the roadway network with good connectivity to area arterial roadways as well as the tollways including I-355 and I-88. The routes by which vehicles will approach the hospital campus site from the greater roadway network as illustrated in **Figure 6** and described below.

- Traffic *to/from the north on I-355* will turn to/from Butterfield Road at their signalized interchange and approach the site the same way as traffic to/from the east on Butterfield Road.
- Traffic *to/from the south on I-355* will turn to/from Butterfield Road at their signalized interchange and approach the site the same way as traffic to/from the east on Butterfield. In addition, some of this traffic may instead exit at I-355’s signalized interchange with Ogden Avenue and approach/depart the site along the same route as traffic to/from Ogden Avenue.
- Traffic *to/from the east on I-88* will merge to/from I-355 south of Butterfield Road and approach/depart the site the same way as traffic to/from the south on I-355. In addition, a small amount of this traffic may instead exit at I-88’s signalized interchange with Highland Avenue and approach/depart the site along the same route as traffic to/from the east on Butterfield Road.
- Traffic *to/from the west on I-88* will merge to/from I-355 south of Butterfield Road and approach/depart the site the same way as traffic to/from the south on I-355. In addition, a small amount of this traffic may instead exit at I-355’s signalized interchange with Ogden Avenue and approach/depart the site along the same route as traffic to/from Ogden Avenue.
- Traffic from *Butterfield Road (to/from the west) and IL 53* will approach via Butterfield Road and enter at the signalized intersection of Butterfield Road with Woodcreek Drive. This traffic will return via the same intersection.



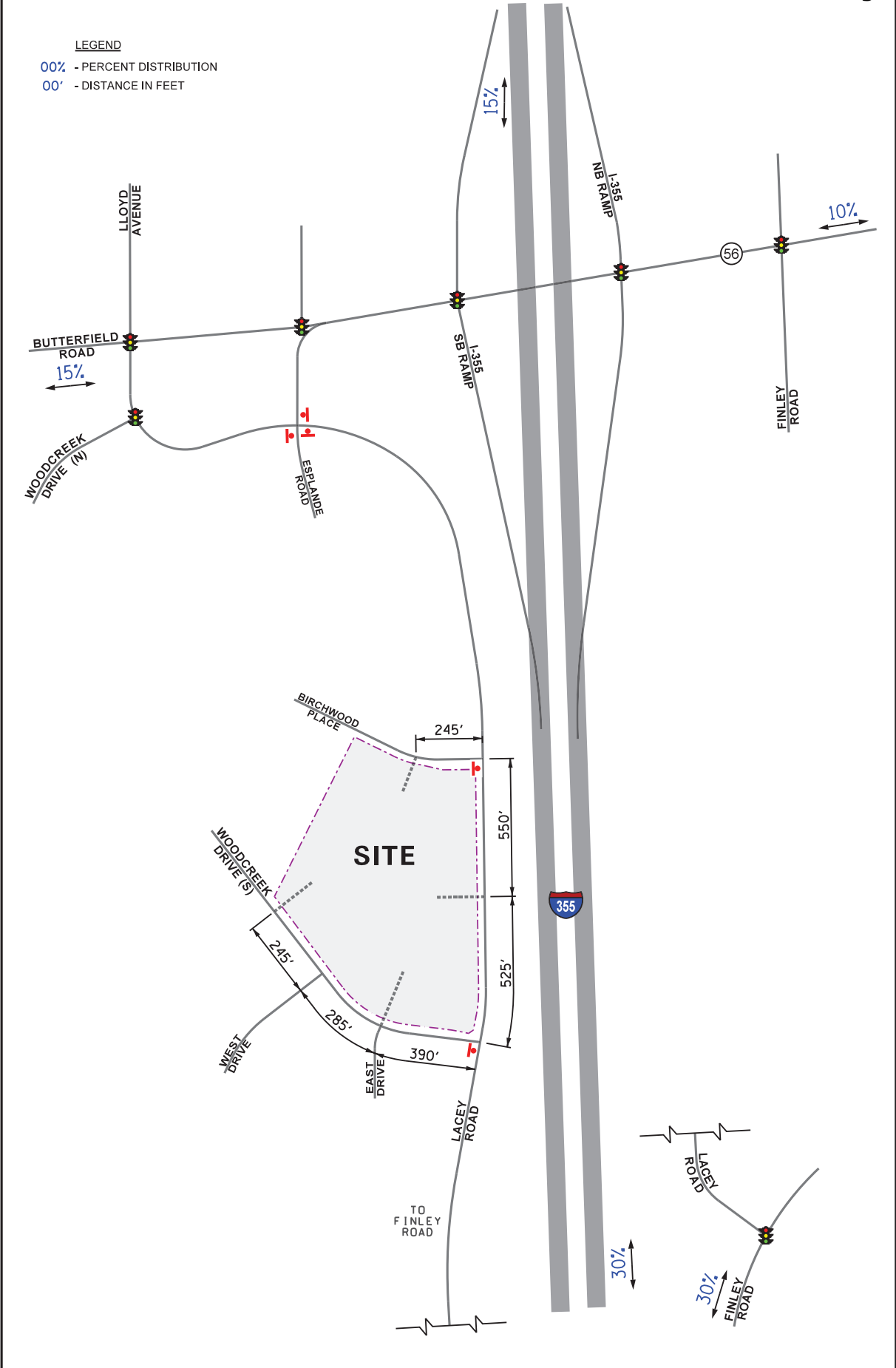
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REGIONAL ACCESS ROUTES

- Traffic from *Butterfield Road (to/from the east)* will approach via Butterfield Road and enter at the signalized intersection of Butterfield Road with Woodcreek Drive. This traffic return via this signal or via the signalized intersection of Butterfield Road with Esplanade Road.
- Traffic from *Ogden Avenue (U.S. Route 34)* will approach via Finley Road and enter at the signalized intersection of Finley Road and Lacey Road. This traffic will return via the same intersection.
- Some traffic approaching from the south on I-355 or I-88 may choose to turn right at the interchange exit and travel south on Finley Road to access the site from the south. It is likely this will only be used by staff familiar with area arriving during peak hours of roadway traffic. It is unlikely any traffic will leave this direction.

Directional Distribution

The directions from which employees and patient will approach and depart the site were estimated based on the roadway network access and based on existing travel patterns, as determined from the traffic counts. **Figure 7** illustrates the directional distribution of the development-generated traffic. Figure 7 also shows the distance, in feet, between the existing and proposed access intersections.



Peak Hour Traffic Volumes

The number of peak hour trips to be generated by the proposed hospital campus was estimated twice based on two different methodologies:

- Based on vehicle trip generation rates published by the Institute of Transportation Engineers (ITE) from the *Trip Generation Manual*, 12th Edition
- Based on information provided by the operator for this specific facility.

The ITE trip generation rates were used in this study as they provide for a more conservative analysis of the peak hours. It should be noted that the hospital campus is expected to generate less traffic on weekends. Further, the surrounding office uses generate significantly less traffic on weekends than weekdays. As such, only the weekday was evaluated.

Peak Hour Traffic Volumes Based ITE Trip Generation

The following vehicle trip generation rates from the *Trip Generation Manual*, 12th Edition, published by the ITE were used:

- The “Hospital” (Land-Use Code 610) rates were used to determine the traffic to be generated by the hospital building. The rates were estimated based on the number of beds provided (48 beds) as this number better reflects the actual patient capacity of the hospital. It should be noted that this LUC is based on beds but includes all hospital traffic as it is based on survey data.
- The “Medical-Dental Office Building” (Land-Use Code 720) rates were used to determine the traffic to be generated by the clinic as they more closely match the ambulatory nature of the clinic. The within/near hospital campus sub-use was utilized to reflect the connection to the adjacent Hospital.

Table 6 shows the weekday morning and weekday evening peak hour traffic to be generated by the proposed development as well as the daily total traffic volumes.

Table 6

PROJECTED DEVELOPMENT-GENERATED TRAFFIC VOLUMES - ITE

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
610	Hospital (48 Beds)	62	24	86	27	54	81	573	573	1,146
720	Medical-Dental Office Building ¹ (61,714 s.f.)	123	33	156	31	106	137	1,078	1,078	2,166
Total		185	57	242	58	160	218	1,651	1,651	3,312

Peak Hour Traffic Volumes Based on Operator Information

The amount of traffic that will be generated by the hospital campus was estimated based on information provided regarding employee count, shift times, and estimated patient and visitor volumes for the proposed hospital campus (hospital and clinic). **Table 7** summarizes the projected trip generation for multiple hours in the morning and evening including the hospital's peak hours of trip generation and the roadway peak hour of trip generation.

Table 7

PROJECTED DEVELOPMENT-GENERATED TRAFFIC VOLUMES OPERATOR INFORMATION

Time	In	Out	Total
Weekday Morning Hours			
6:00 AM	239	16	255
7:00 AM	18	55	73
8:00 AM	43	14	57
Weekday Evening Hours			
4:00 PM	36	66	102
5:00 PM	33	35	68
6:00 PM	71	168	239
Daily Total			
24 Hour Sum	863	863	1726

Trip Generation Conclusions

The following important conclusions can be made based on a comparison of the ITE trip generation and the trip generation based on operator information:

- The peak hours of traffic for the hospital campus (6:00 to 7:00 A.M. and 6:00 to 7:00 P.M.) will fall outside the peak hours of roadway traffic (7:45 to 8:45 A.M. and 4:30 to 5:30 P.M.)
 - The time of the hospital campus peak hour (hospital and clinic) is the result of shift schedules of employees, with many employees of both the hospital and clinic beginning their shifts at 7:00 A.M. and ending their shifts at 6:00 P.M.
 - The peak hour of roadway traffic aligns with the typical peak hour of office uses where employees typically start around 8:00 A.M. or 9:00 A.M. and end around 4:00 P.M. or 5:00 P.M. This does not align with the peak hour for the hospital or clinic.

- Patient and visitor traffic will be distributed throughout the day and will not follow a typical commuter schedule.
- It is important to note that traffic on area roadways is much less outside the roadway peak hours. For example, at the intersection of Butterfield Road with Woodcreek Drive and Lloyd Avenue, the weekday morning peak hour of roadway traffic (7:45 to 8:45 A.M.) is more than double the volume of vehicles as the hospital campus peak hour of traffic (6:00 to 7:00 A.M.)
- The ITE traffic projections for the hospital campus during the peak hour of roadway traffic are much higher than the projected hospital campus traffic during those times based on information provided.
 - When analyzing the peak hour of roadway traffic, using the ITE rates for trip generation provides for a conservative analysis as the proposed hospital will likely not generate this much traffic during these times.
- The ITE projections for the hospital campus during the morning and evening peak hours of roadway traffic are comparable (within 21 vehicles) of the projected hospital campus peak hour traffic based on information provided. As such, using the ITE rates is similar to using the peak hour of hospital campus traffic volumes.
- The daily traffic generated by the hospital campus based on ITE is significantly higher than the daily traffic based on information provided. As such, the ITE rate is conservative.

The capacity analysis for this study analyzed the peak hour of roadway traffic and used ITE trip generation rates. Based on the above, it is determined that this is a conservative approach.

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed hospital campus were assigned to the roadway system in accordance with the previously described directional distribution (Figure 7). The traffic assignment for the development is illustrated in **Figure 8**.

Background (No-Build) Traffic Conditions

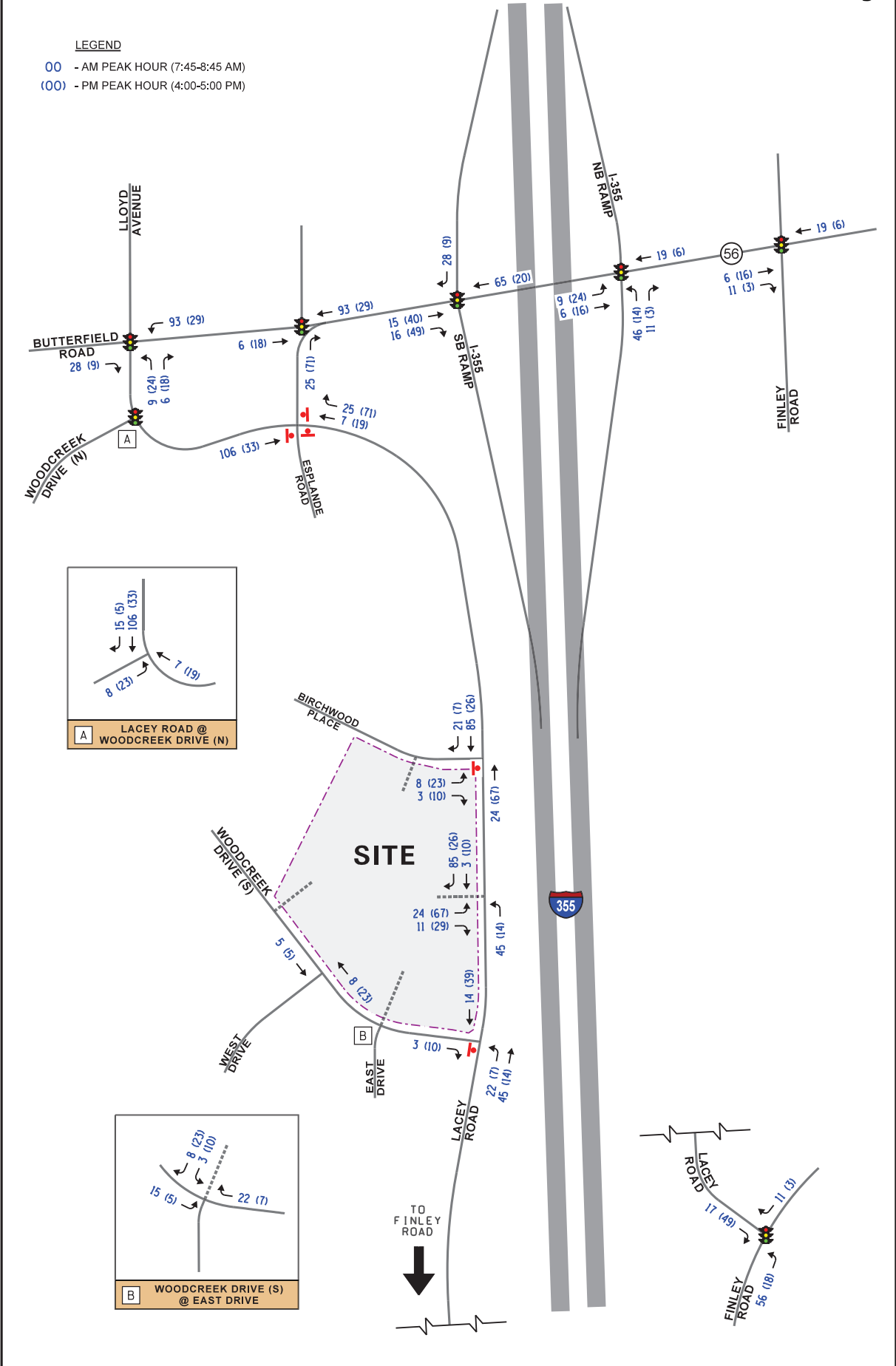
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.6 percent per year for six years (buildout year plus five years) for a total of approximately 3.7 percent to project Year 2032 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

In addition, the traffic that will be generated by a proposed industrial development on Warrenville Road west of Finley Road was added to the roadway network.

Figure 9 illustrates the Year 2032 no-build conditions.

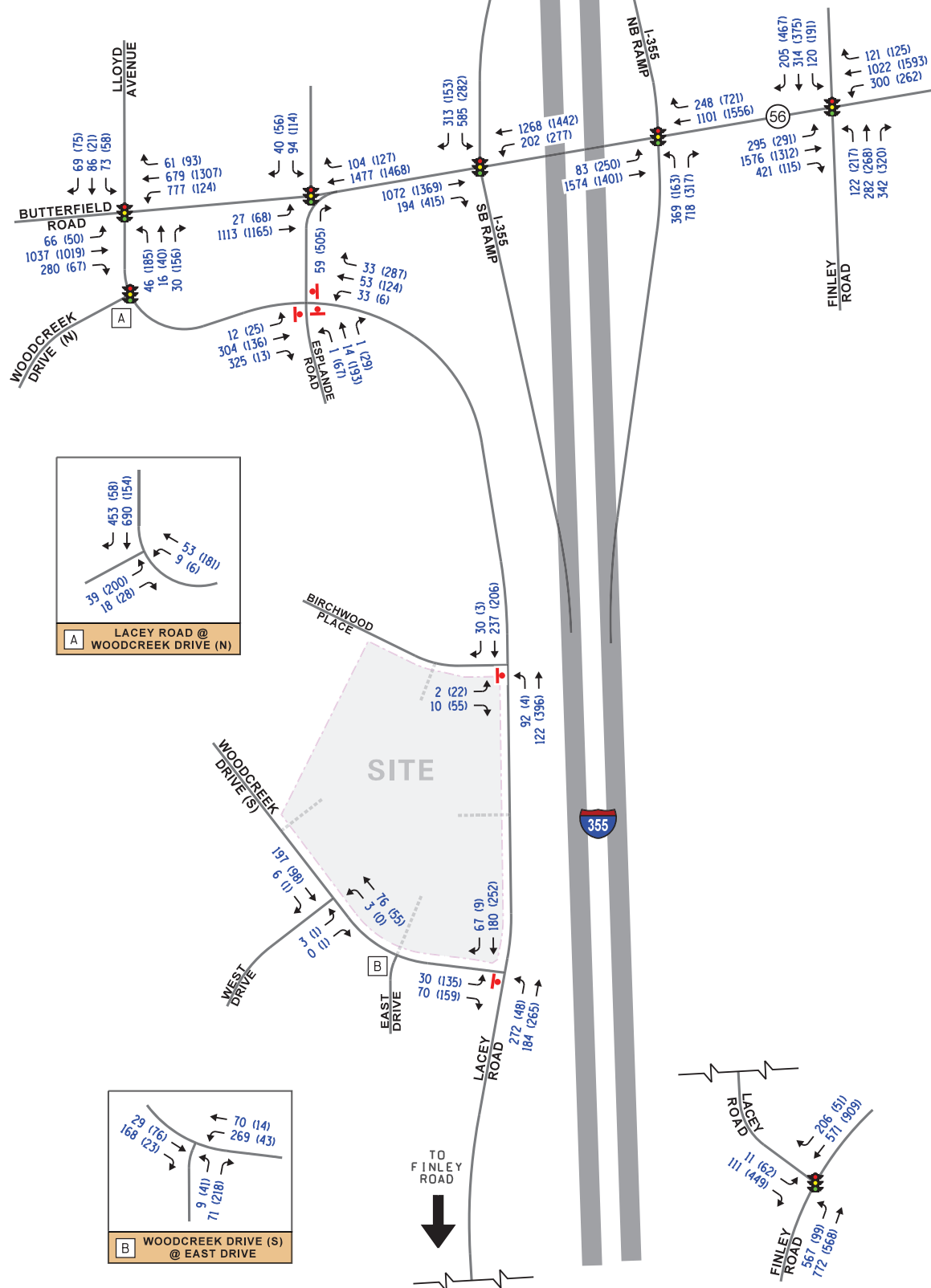
Total Projected Traffic Volumes

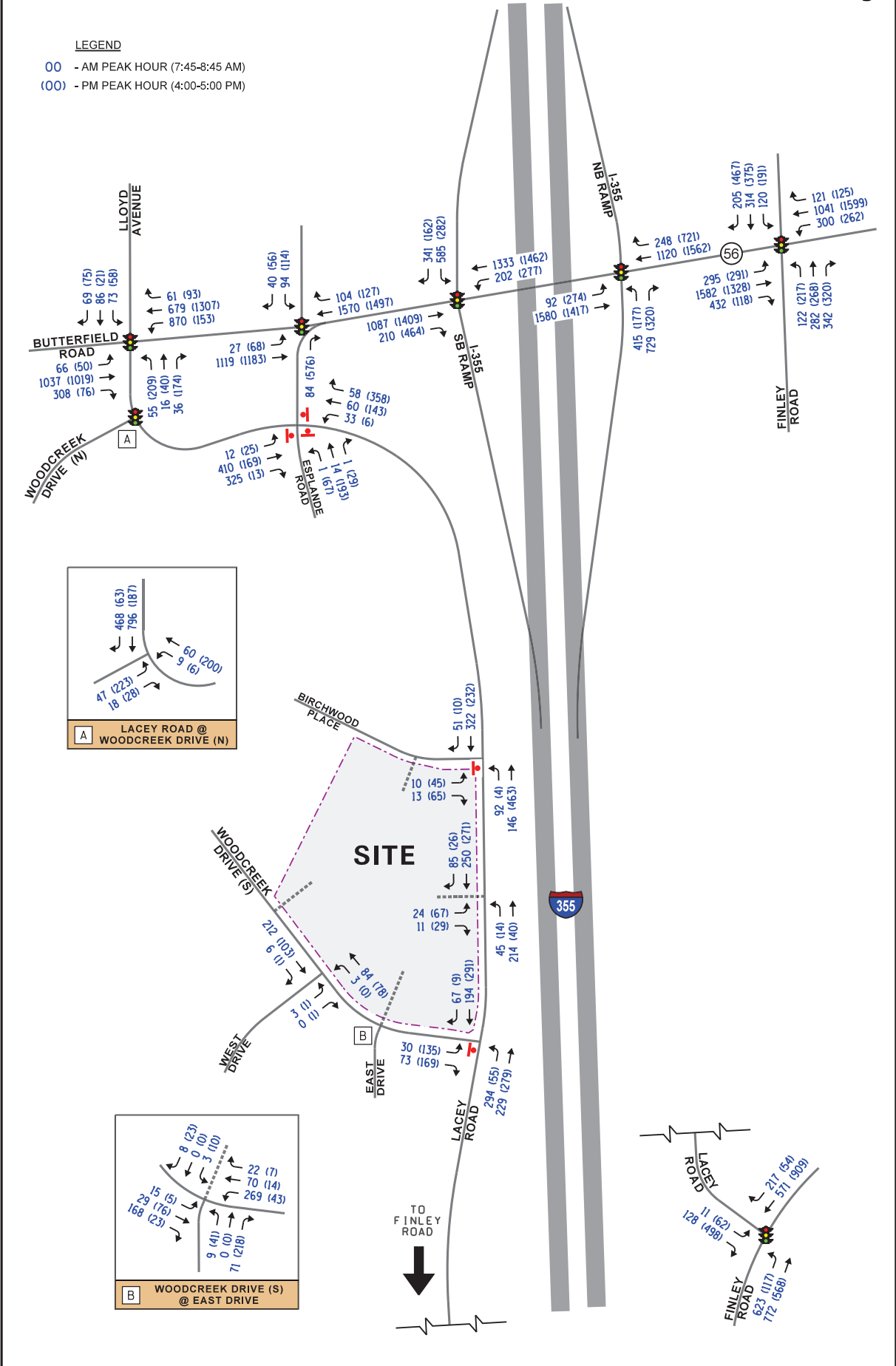
The development-generated traffic (Figure 8) was added to the Year 2032 no-build traffic volumes (Figure 9) to determine the Year 2029 total projected traffic volumes, shown in **Figure 10**.



LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
 (00) - PM PEAK HOUR (4:00-5:00 PM)





5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, Year 2032 no-build, and Year 2032 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersections was accomplished using actual and field-measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 8** through **16**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 8

CAPACITY ANALYSIS RESULTS – SIGNALIZED – BUTTERFIELD ROAD WITH WOODCREEK DRIVE/LLOYD AVENUE

Existing Conditions	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall	
		L	T	R	L	T	R	L	T	R	L	T	R		
	Weekday Morning	E 64.8	C 27.4	A 2.9	E 71.1	B 13.1		D 44.5	C 27.0	A 2.5	E 57.4	E 58.0		D 35.5	
		C - 24.2			D - 42.8			C - 29.9			E - 57.8				
	Weekday Evening	E 70.1	B 14	A 0.0	F 82.2	A 5.7		D 40.4	C 21	B 11.9	E 79.2	C 28.4		B 16.9	
		B - 15.7			B - 11.9			C - 28.1			D - 47.6				
	No-Build Conditions	Weekday Morning	E 65.0	C 28.2	A 2.9	E 72.9	B 12.7		E 58.6	C 25.9	A 2.0	E 57.4	E 59.1		D 36.3
			C - 24.8			D - 43.5			D - 36.4			E - 58.5			
		Weekday Evening	E 70.3	B 14.3	A 0.0	F 82.5	A 6.1		D 41.1	C 21.5	B 11.7	F 80.1	C 28.4		B 17.3
			B - 16			B - 12.3			C - 28.6			D - 47.8			
Projected Conditions	Weekday Morning	E 65.0	C 28.2	A 2.8	F 113.0	B 11.7		E 66.3	C 22.3	A 1.3	E 65.5	E 59.6		D 47.6	
		C - 24.4			E – 66.4			D – 40.1			E - 61.5				
	Weekday Morning ¹	E 65.0	C 27.1	A 2.8	F 96.7	B 10.1		E 72.3	D 46.1	A 2.8	E 70.4	E 71.6		D 43.6	
		C – 23.5			E – 56.9			D – 49.6			E – 71.2				
	Weekday Evening	E 70.3	B 15.1	A 0.3	F 85.8	A 6.2		D 43.6	B 19.8	B 11.6	F 80.1	C 28.4		B 18.5	
		B - 16.6			B - 14			C - 29.5			D - 47.8				
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn 1 – With Optimized Timings											

Table 9

CAPACITY ANALYSIS RESULTS – SIGNALIZED – BUTTERFIELD ROAD WITH ESPLANADE ROAD/HOME DEPOT ACCESS

	Peak Hour	Eastbound		Westbound		Northbound	Southbound		Overall
		L	T	T	R	R	L	R	
Existing Conditions	Weekday Morning	F 95.9	A 0.7	A 6.7	A 0.2	A 0.6	E 58.0	A 5.3	A 6.6
		A - 3		A - 6.2			D - 42.3		
	Weekday Evening	F 101.6	A 4.3	A 7.2	A 0.8	D 40.9	E 63.5	B 10.4	B 14.7
		A - 9.9		A - 6.7			D - 46		
No-Build Conditions	Weekday Morning	F 95.4	A 0.8	A 6.5	A 0.2	A 0.6	E 58.0	A 5.3	A 6.4
		A - 3		A - 6			D - 42.3		
	Weekday Evening	F 101.4	A 4.4	A 7.2	A 0.7	D 45.2	E 63.5	B 10.3	B 15.2
		A - 9.7		A - 6.7			D - 46		
Projected Conditions	Weekday Morning	F 94.9	A 0.8	A 6.2	A 0.1	A 1.7	E 58.0	A 5.3	A 6.3
		A – 3.0		A - 5.8			D - 42.3		
	Weekday Evening	F 100.2	A 4.7	A 7.6	A 0.6	E 72.5	E 63.5	B 10.3	C 20.3
		A - 9.9		A - 7.1			D - 45.9		
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn					

Table 10

CAPACITY ANALYSIS RESULTS – SIGNALIZED – BUTTERFIELD ROAD WITH I-355 SOUTHBOUND RAMPS

Existing Conditions	Peak Hour	Eastbound		Westbound		Southbound		Overall
		T	R	L	T	L	R	
	Weekday Morning	A 7.2	A 1.1	E 59.6	B 10.6	D 44.6	D 38.5	B 19.7
		A - 6.3		B - 17.3		D - 42.5		
	Weekday Evening	B 10.0	A 2.7	E 63.2	A 2.6	E 57.5	C 33.5	B 14.6
A - 8.3		B - 12.4		D - 49				
No-Build Conditions	Weekday Morning	A 7.4	A 1.1	E 60.5	B 11.9	D 43.9	D 38.4	C 20.1
		A - 6.4		B - 18.6		D – 42.0		
	Weekday Evening	B 10.4	A 2.9	E 62.8	A 2.5	E 56.8	C 33.7	B 14.6
		A - 8.7		B - 12.2		D - 48.6		
Projected Conditions	Weekday Morning	A 7.9	A 1.1	E 60.4	B 13.1	D 42.7	D 41.1	C 20.6
		A - 6.8		B - 19.3		D – 42.1		
	Weekday Evening	B 11.0	A 3.0	E 62.0	A 2.3	E 56.1	D 35.3	B 14.6
		A – 9.0		B - 11.8		D - 48.5		
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn				

Table 11

CAPACITY ANALYSIS RESULTS – SIGNALIZED – BUTTERFIELD ROAD WITH I-355 NORTHBOUND RAMPS

	Peak Hour	Eastbound		Westbound		Northbound		Overall
		T	T	T	R	L	R	
Existing Conditions	Weekday Morning	E 60.1	B 12.3	B 17.2	A 7.0	C 34.0	D 43.1	C 21.6
		B - 14.6		B - 15.3		D – 40.0		
	Weekday Evening	F 80.5	A 2.6	A 5.1	A 2.2	E 57.1	D 39.9	B 12.5
		B - 14.4		A - 4.2		D - 45.7		
No-Build Conditions	Weekday Morning	E 59.8	B 12.9	B 18.1	A 7.3	C 33.7	D 43.8	C 22.2
		B - 15.2		B - 16.1		D - 40.4		
	Weekday Evening	F 80.8	A 2.8	A 5.4	A 2.6	E 55.7	D 42.8	B 12.9
		B - 14.6		A - 4.5		D - 47.2		
Projected Conditions	Weekday Morning	E 58.3	B 13.4	B 19.0	A 7.6	C 34.0	D 43.7	C 22.8
		B – 15.9		B - 16.6		D - 40.2		
	Weekday Evening	F 81.8	A 2.8	A 5.7	A 2.7	E 55.8	D 43.6	B 13.6
		B - 15.6		A - 4.7		D - 47.9		
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn				

Table 12

CAPACITY ANALYSIS RESULTS – SIGNALIZED – LACEY ROAD WITH WOODCREEK DRIVE (NORTH)

	Peak Hour	Eastbound		Northbound		Southbound		Overall
		L	R	L	T	T	R	
Existing Conditions	Weekday Morning	E 55.3	C 23.1	A 1.7	A 2.0	A 1.3	A 0.1	A 3.0
		D - 45.1		A - 1.9		A - 0.8		
	Weekday Evening	E 62.0	B 17.0	A 3.2	A 3.4	A 2.0	A 0.0	C 22.7
		E - 56.4		A - 3.4		A - 1.4		
No-Build Conditions	Weekday Morning	E 55.3	C 23.1	A 1.7	A 2.0	A 1.5	A 0.1	A 3.0
		D - 45.1		A – 2.0		A - 0.9		
	Weekday Evening	E 62.0	B 17.0	A 3.2	A 3.4	A 2.0	A 0.0	C 22.0
		E - 56.4		A - 3.4		A - 1.4		
Projected Conditions	Weekday Morning	E 55.5	C 22.8	A 1.8	A 2.1	A 3.7	A 0.6	A 4.5
		D - 46.4		A – 2.0		A - 2.5		
	Weekday Evening	E 61.6	B 16.4	A 3.3	A 3.8	A 2.0	A 0.0	C 21.7
		E - 56.5		A - 3.7		A - 1.5		
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn				

Table 13

CAPACITY ANALYSIS RESULTS – SIGNALIZED – FINLEY ROAD WITH LACEY ROAD

	Peak Hour	Northbound		Southbound		Eastbound		Overall
		L	T	T	R	L	R	
Existing Conditions	Weekday Morning	D 47.1	A 2.7	B 15.3	A 4.3	D 48.3	B 12.2	B 18.0
		C - 21.5		B - 12.4		B - 15.6		
	Weekday Evening	E 57.2	A 3.1	A 8.3	A 0.6	E 55.9	A 9.5	B 10.6
		B - 11.1		A - 7.9		B - 15.2		
No-Build Conditions	Weekday Morning	D 46.8	A 2.8	B 15.8	A 4.9	D 48.2	B 12.1	B 18.1
		C - 21.4		B - 12.9		B - 15.4		
	Weekday Evening	E 57.3	A 3.1	A 8.5	A 0.6	E 56	A 9.5	B 10.7
		B - 11.2		A - 8.1		B - 15.1		
Projected Conditions	Weekday Morning	D 45.8	A 2.8	B 17.1	A 6.5	D 48.1	B 11.8	B 18.9
		C – 22.0		B - 14.2		B – 14.7		
	Weekday Evening	E 57.4	A 3.2	A 9.1	A 0.6	D 54.9	A 9.3	B 11.3
		B - 12.5		A - 8.6		B - 14.3		
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn				

Table 14

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lacey Road with Esplanade Drive¹				
• Overall	B	10.4	B	11.9
• Eastbound Approach	B	10.9	A	9.9
• Westbound Approach	A	8.1	B	12.7
• Northbound Approach	A	8.8	B	12.1
Lacey Road with Birchwood Place²				
• Eastbound Left Turn	B	12.1	B	10.8
• Eastbound Right Turn	A	9.3	A	8.9
• Northbound Left Turn	A	8.2	A	7.5
Lacey Road with Woodcreek Drive (South)²				
• Eastbound Left Turn	C	17.3	B	12.7
• Eastbound Right Turn	A	9.6	A	9.6
• Northbound Left Turn	A	8.7	A	7.7
Woodcreek Drive with West Existing Office Access Drive²				
• Westbound Left Turn	A	7.8	--	--
• Northbound Approach	B	10.8	A	9.1
Woodcreek Drive with East Existing Office Access Drive²				
• Westbound Left Turn	A	8.6	A	7.5
• Northbound Approach	B	10.8	A	9.9
LOS = Level of Service		1 – All-way stop control		
Delay is measured in seconds.		2 – Two-way stop control		

Table 15

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lacey Road with Esplanade Drive¹				
• Overall	B	10.9	B	12.2
• Eastbound Approach	B	11.5	A	10.0
• Westbound Approach	A	8.2	B	13.0
• Northbound Approach	A	8.9	B	12.4
Lacey Road with Birchwood Place²				
• Eastbound Left Turn	B	11.8	B	11.6
• Eastbound Right Turn	A	9.1	A	9.3
• Northbound Left Turn	A	8.1	A	7.7
Lacey Road with Woodcreek Drive (South)²				
• Eastbound Left Turn	C	16.9	B	14.0
• Eastbound Right Turn	A	9.4	B	10.1
• Northbound Left Turn	A	8.6	A	8.0
Woodcreek Drive with West Existing Office Access Drive²				
• Westbound Left Turn	A	7.8	--	--
• Northbound Approach	B	10.8	A	9.1
Woodcreek Drive with East Existing Office Access Drive²				
• Westbound Left Turn	A	8.6	A	7.5
• Northbound Approach	B	10.8	A	9.9
LOS = Level of Service Delay is measured in seconds.				
1 – All-way stop control 2 – Two-way stop control				

Table 16

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lacey Road with Esplanade Drive¹				
• Overall	B	12.1	C	15.2
• Eastbound Approach	B	12.9	A	10.7
• Westbound Approach	A	8.4	C	18.1
• Northbound Approach	A	9.2	B	13.4
Lacey Road with Birchwood Place²				
• Eastbound Left Turn	B	12.8	B	12.0
• Eastbound Right Turn	A	9.5	A	9.3
• Northbound Left Turn	A	8.4	A	7.8
Lacey Road with Proposed Site Access Drive²				
• Eastbound Left Turn	B	13.0	B	14.0
• Eastbound Right Turn	A	9.3	A	9.3
• Northbound Left Turn	A	8.1	A	7.9
Lacey Road with Woodcreek Drive (South)²				
• Eastbound Left Turn	C	18.3	B	14.5
• Eastbound Right Turn	A	9.5	B	10.3
• Northbound Left Turn	A	8.7	A	8.0
Woodcreek Drive with West Existing Office Access Drive				
• Westbound Left Turn	A	7.8	--	--
• Northbound Approach	B	11.1	A	9.2
Woodcreek Drive with East Existing Office Access Drive and the Proposed East Site Access Drive²				
• Eastbound Left Turn	A	7.4	A	7.3
• Westbound Left Turn	A	8.6	A	7.5
• Northbound Approach	B	11.3	B	10.0
• Southbound Approach	B	13.2	A	9.6
LOS = Level of Service Delay is measured in seconds.				
1 – All-way stop control 2 – Two-way stop control				

Discussion and Recommendations

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

Butterfield Road with Woodcreek Drive and Lloyd Avenue

The results of the capacity analyses indicate that the intersection currently operates as follows:

- The intersection currently operates at an overall Level of Service (LOS) D during the weekday morning peak hour and LOS B during the weekday evening peak hour.
- The eastbound and westbound left-turn movements and some northbound and southbound movements operate at LOS E or F.
 - This is the result of the long cycle length (125 to 135 seconds during the peak hours), the protected only operation of all left-turn movements, and the fact that Butterfield Road movements receive a majority of green time.
 - All left-turn movements operate with a volume to capacity (v/c) ratio of less than one and 95th percentile queues that can be accommodated within the existing turn lanes.

Under Year 2032 total projected conditions, this intersection is projected to continue to operate as follows:

- The intersection will continue to operate at LOS D during the weekday morning peak hour and LOS B during the weekday evening peak hour.
- Left-turn movements will continue to be accommodated as with existing conditions with the exception of the westbound left turn during the weekday morning which is projected to have 95th percentile queues of up to 636 feet.
 - This movement operates close to capacity under existing conditions.
 - Under projected conditions, SimTraffic simulation of the roadway network indicate that 95th percentile queues may be shorter. This is the result of the coordination of signals along Butterfield Road.
 - Regardless, it is recommended that the timings at this intersection be optimized to better accommodate the westbound left-turn movement during the weekday morning peak hour.
- Table 8 shows a possible alternative with adjusted weekday morning signal timings where green time was taken from Woodcreek Drive and Lloyd Avenue and given to the

westbound left-turn movement. With this recommendation, the intersection is projected to operate as follows:

- The westbound left-turn movement is projected to operate with a volume to capacity ratio (v/c) of less than one.
- 95th percentile queues for the westbound left-turn movement are not projected to exceed 545 feet which can be accommodated within the existing turn lanes.
- All other movements will continue to be accommodated. This alternative does not reduce the amount of green time given to the through movements on Butterfield Road.
- These findings are confirmed by SimTraffic simulation of the roadway network which indicates that westbound left-turn movements will be accommodated.

As previously discussed, IDOT is modernizing this intersection as part of their ongoing SMART corridor project along the Butterfield corridor. Optimization of signal timings by IDOT to accommodate the increased volume of left turns would be beneficial to intersection operations. Further, the new corridor improvements should generally improve coordination and traffic flow through this intersection. As such, this intersection will have sufficient reserve capacity to accommodate the traffic to be generated by the proposed hospital campus as the ongoing IDOT improvements should improve intersection capacity and should allow for the existing westbound dual left-turn lanes to accommodate queuing.

Butterfield Road with Esplanade Road

The results of the capacity analyses indicate that the intersection currently operates as follows:

- The intersection currently operates at an overall LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour.
- The eastbound left-turn movement and some northbound and southbound movements operate at LOS D, E, or F.
 - This is the result of the long cycle length (125 to 135 seconds during the peak hours), the protected only operation of all left-turn movements, the split phase operations of the north and south legs, and the fact that Butterfield Road movements receive a majority of green time.
 - All movements operate with a volume to capacity (v/c) ratio of less than one and 95th percentile queues that can be accommodated within the existing turn lanes.
 - The northbound approach is right-turn only with two right-turn lanes. The geometry of this approach and coordination of Butterfield Road signals allows for a high volume of right-turn on red movements from the northbound approach which is

accurate to field observations. As a result, the northbound approach operates more efficiently than shown.

Under Year 2032 total projected conditions, this intersection is projected to continue to operate as follows:

- The intersection is projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour.
- Left-turn movements will continue to be accommodated within existing turn lanes.
- The northbound right-turn movement is projected to operate at LOS E during the weekday evening peak hour.
 - As with existing conditions, this movement receives limited green time but has a significant amount of right-turn on red traffic.
 - SimTraffic Simulation indicates that a large volume of traffic will continue to be able to turn right on red.
 - Northbound queues are not projected to extend to Lacey Road.

As such, this intersection will have sufficient reserve capacity to accommodate the traffic to be generated by the proposed hospital campus and will be further improved as part of IDOT's ongoing SMART corridor project.

Butterfield Road with the I-355 Interchange

The results of the capacity analyses indicate that the interchange currently operates as follows:

- Both intersections currently operate at an overall LOS C or better during the weekday morning and weekday evening peak hours and are projected to continue to do so under projected conditions.
- Some eastbound and westbound left-turn movements and some northbound and southbound movements operate at LOS E or F.
 - This is the result of the long cycle length (125 to 135 seconds during the peak hours), the protected only operation of all left-turn movements, and the fact that Butterfield Road movements receive a majority of green time.
 - All movements operate with a volume to capacity (v/c) ratio of less than one and 95th percentile queues that can be accommodated within the existing turn lanes and are projected to continue to do so under projected conditions.

- Along with the other signals in the Butterfield Corridor, these signals benefit from coordination with the adjacent intersections. SimTraffic simulation shows that these intersections will continue to work efficiently as part of the system in the future.

As such, this intersection will have sufficient reserve capacity to accommodate the traffic to be generated by the proposed hospital campus and will be further improved as part of IDOT's ongoing SMART corridor project.

Lacey Road with Woodcreek Drive (North)

The results of the capacity analyses indicate that the intersection operates as follows:

- The intersection currently operates at an overall LOS A during the weekday morning peak hour and LOS C during the weekday evening peak hour. Under total projected conditions, the intersection is projected to operate at the same LOS during both peak hours.
- The eastbound movements operate at up to LOS E this is the result of the close proximity of this signal to Butterfield Road and the coordination between the signals. All movements operate with a volume to capacity (v/c) ratio of less than one and 95th percentile queues that can be accommodated within the existing turn lanes and are projected to continue to do so.
- The coordination of this signal with the intersection of Butterfield Road with Woodcreek Drive results in limited to no queues between the signals. This operation is confirmed by SimTraffic simulation for the existing and projected conditions.

As such, this intersection will have sufficient reserve capacity to accommodate the traffic to be generated by the proposed hospital campus and no roadway improvements or traffic control modifications are required.

Lacey Road with Finley Road

The results of the capacity analyses indicate that the intersection operates as follows:

- The intersection currently operates at an overall LOS B during the weekday morning and weekday evening peak hours. Under total projected conditions, the intersection is projected to operate at LOS B during both peak hours.
- The northbound left turn operates at up to LOS E. This is the result of the long cycle length (110 to 120 seconds during the peak hours), and the protected only operation of the movement. However, the movements operate with a volume to capacity (v/c) ratio of less than one and 95th percentile queues that can be accommodated within the existing turn lane.

As such, this intersection will have sufficient reserve capacity to accommodate the traffic to be generated by the proposed hospital campus and no roadway improvements or traffic control modifications are required.

Lacey Road with Esplanade Road

The results of the capacity analyses indicate that overall, this intersection currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. Under Year 2032 no-build and total projected conditions, this intersection is projected to operate at LOS B during both peak hours. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements or traffic control modifications are required.

Lacey Road with Birchwood Place

Birchwood Place serves multiple uses north and west of the site. As proposed, a new site access drive will be provided on the south side of Birchwood Place approximately 360 feet west of Lacy Road.

The results of the capacity analysis indicate that this intersection operates as follows:

- Outbound movements from Birchwood Place currently operate at LOS B or better during the weekday morning and weekday evening peak hours and are projected to continue to with the addition of site traffic.
- The northbound left-turn movement operates at LOS A during both peak hours and is projected to continue to do so. Northbound left turn 95th percentile queues can continue to be accommodated within the existing turn lane.

As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed hospital campus and no roadway improvements or traffic control modifications are required.

Lacey Road with the Proposed Site Access Drive

As proposed, a full-movement access drive will be provided on Lacey Road located approximately 600 feet north of Woodcreek Drive. The access drive will provide two inbound lanes and two outbound lanes with outbound movements under stop sign control. A northbound left-turn lane serving this access drive will be provided on Lacey Road within the existing median. This turn lane can be provided without roadway widening, and should provide 145 feet of storage and a 175-foot taper.

Under Year 2032 total projected conditions, this intersection is projected to operate as follows:

- Outbound movements from the access drive are projected to operate at LOS B or better during the weekday morning and weekday evening peak hours.
- The northbound left-turn movement is projected to operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles which could be contained within the proposed turn lane.

- When the projected traffic volumes at this access drive are compared to the right-turn lane guidelines in Chapter 36 of IDOT's BDE Manual, a southbound right-turn lane will not be warranted on Lacey Road serving the access drive.

A traffic signal warrant analysis was performed for this intersection based on the Federal Highway Administration's *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), 2009. For the purposes of this study, Signal Warrant 3 (Peak Hour) was used. **Table 17** contains the peak hour traffic volumes at this intersection. **Figure 11** shows the peak hour volumes plotted on the Warrant 3 traffic volume graph. As can be seen, a traffic signal is not warranted during either peak hour. It should be noted that if the peak hour volumes were compared to the MUTCD signal warrants for four-hour or eight-hour timer periods, the peak hour traffic volumes would not meet the criteria for a single hour.

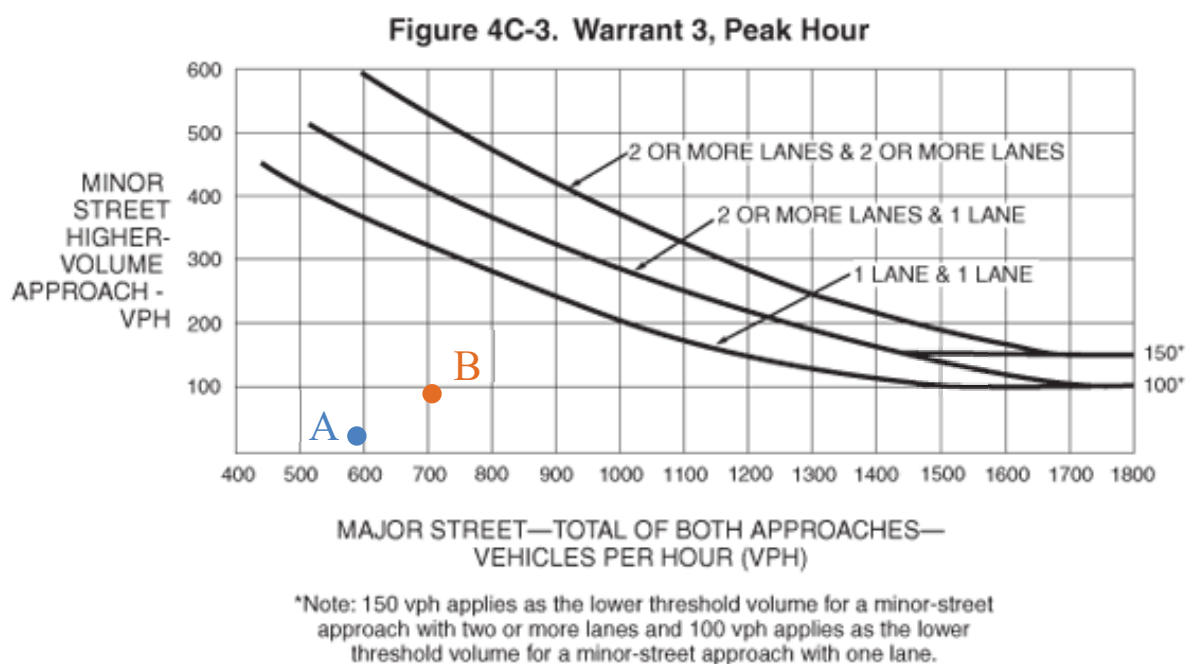
As such, the proposed access drive will be sufficient to accommodate the traffic projected to be generated by the proposed development and will ensure efficient and flexible access is provided.

Table 17

WARRANT VOLUME SUMMARY – LACEY ROAD WITH THE SITE ACCESS DRIVE

Condition	Peak Hour	Figure 10 Reference	Minor Approach ¹	Major Approach (Two-Way) ⁴	Signal Warrant Met? ⁵
Projected Volumes	Weekday Morning	A	35	594	No
	Weekday Evening	B	96	711	No

1 – The Access Drive is the minor approach
 2 – Lacey Road is the major approach
 3 – MUTCD Signal Warrant 3 (Peak Hour), two or more lanes on major approach, two lanes on minor approach.



MUTCD Signal Warrant 3 (Peak Hour)

Figure 11

Lurie Children's Hospital
Downers Grove, Illinois

Lacey Road with Woodcreek Drive (South)

The results of the capacity analysis indicate that this intersection operates as follows:

- Turning movements from the Woodcreek Drive currently operate at LOS B or better during the weekday morning and weekday evening peak hours and are projected to continue to under projected conditions.
- The northbound left-turn movement operates at LOS A during both peak hours and is projected to continue to do so. Northbound left turn 95th percentile queues can continue to be accommodated within the existing turn lane.

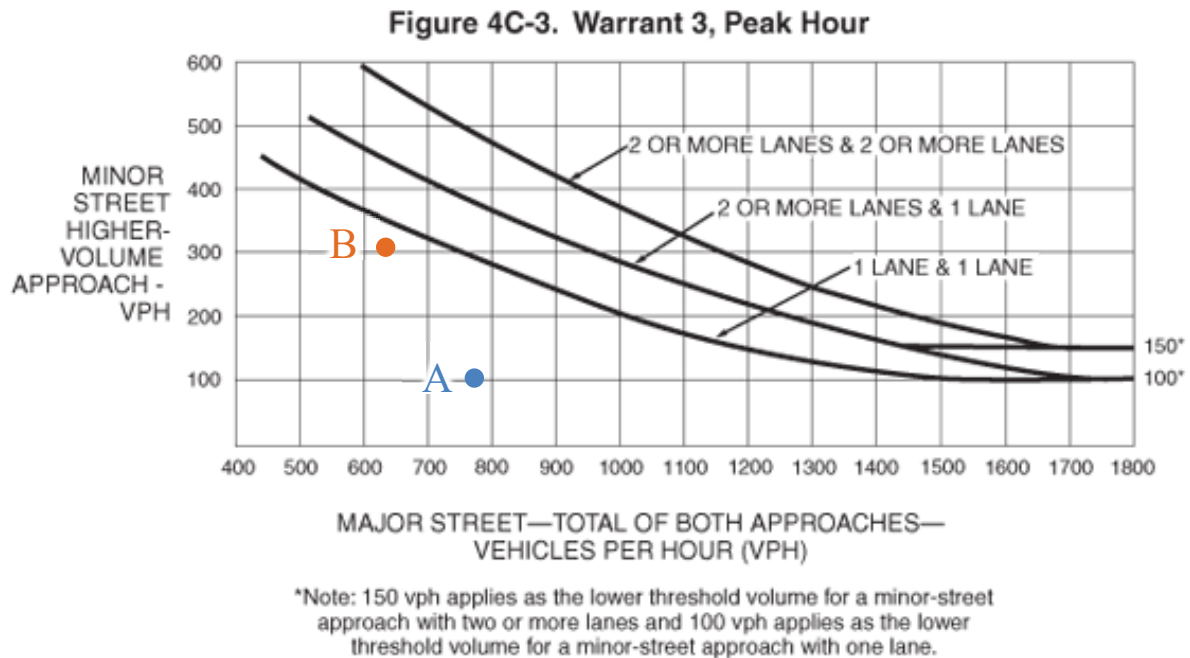
A traffic signal warrant analysis was performed for this intersection based on the Federal Highway Administration's *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), 2009. For the purposes of this study, Signal Warrant 3 (Peak Hour) was used. **Table 18** contains the peak hour traffic volumes at this intersection. **Figure 12** shows the peak hour volumes plotted on the Warrant 3 traffic volume graph. As can be seen, a traffic signal is not warranted during either peak hour.

As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed hospital campus and no roadway improvements or traffic control modifications are required.

Table 18

WARRANT VOLUME SUMMARY – LACEY ROAD WITH WOODCREEK DRIVE (SOUTH)

Condition	Peak Hour	Figure 11 Reference	Minor Approach ¹	Major Approach (Two-Way) ⁴	Signal Warrant Met? ⁵
Projected Volumes	Weekday Morning	A	103	784	No
	Weekday Evening	B	304	634	No
1 – The Access Drive is the minor approach 2 – Lacey Road is the major approach 3 - MUTCD Signal Warrant 3 (Peak Hour), two or more lanes on major approach, two lanes on minor approach.					

**MUTCD Signal Warrant 3 (Peak Hour)****Figure 12**

Woodcreek Drive with the Site Access Drives

As proposed, two full-movement access drives will be provided on Woodcreek Drive located approximately 400 and 950 feet west of Lacey Road. The access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control. The east drive will serve passenger vehicles and the west drive will serve only trucks. Inbound left turn movements will be provided on Woodcreek Drive serving both site access drives.

Under Year 2032 total projected conditions, outbound movements from the east access drive are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Further, inbound left-turn movements are projected to operate at LOS A during both peak hours. The west access drive will carry a very low volume of traffic as it will only serve delivery trucks. As such, the proposed access drives will be sufficient to accommodate the traffic projected to be generated by the proposed development and will ensure efficient and flexible access is provided.

Emergency Vehicles

The proposed hospital will have ambulance traffic generated by the ER. The following should be noted:

- The development will generate a limited volume of ambulance traffic.
- The width of both Lacey Road and Woodcreek Drive will allow ambulances to easily bypass stopped vehicles.
- Emergency traffic will have a limited impact on the operations of the intersections within the Esplanade at Locust Point business park.

- Area signalized intersections have emergency preemption equipment allowing for faster traversal for emergency vehicles.
- Area signalized intersections are coordinated which should be beneficial in restoring typical traffic patterns after an emergency preemption event. The planned IDOT SMART corridor system should further increase the adaptability of the traffic signals on Butterfield Road.

Parking Evaluation

The proposed development will have 501 parking spaces in two surface parking lots. The proposed parking supply was evaluated based on ITE rate and based on information provided by the operator. It was determined that the proposed parking supply will adequately accommodate the parking demand of the proposed development.

ITE Parking Demand Rates

Based on peak parking demand rates from the ITE Parking Generation Manual, 6th Edition the peak parking demand was estimated as follows:

- ITE LUC 610 (Hospital)
 - Average Peak Parking Demand: 3.89 spaces/bed,
 - 48 Beds, 187 spaces needed
- ITE LUC 720 (Medical-Dental Office Building, Hospital Campus)
 - Average Peak Parking Demand: 3.58 spaces/1,000 square feet.
 - 63,162 square feet., 226 spaces needed
- Total estimated peak parking demand: 413 (88 space surplus)

Hospital Information

Table 19 summarizes the estimated hourly peak parking demand of the entire hospital campus based on information provided by the operator. As can be seen, the estimated peak parking demand will be 380 spaces occurring at 3:00 P.M. This results in a surplus of 121 spaces.

Evaluation

Based on the above, it was determined that the proposed parking supply will adequately accommodate the parking demand of the proposed development. It should be noted that the total parking count has been intentionally designed to accommodate the operational requirements and patient/family needs associated with a pediatric hospital and the ambulatory clinic which based on operator experience requires a parking ratio of five spaces per 1,000 square-feet of building area.

In addition to providing and exceeding the appropriate number of accessible parking spaces, the parking count recognizes that pediatric patients are often accompanied by multiple family members or caregivers who may travel separately. As a result, the total parking supply of 501 spaces is intended to ensure sufficient on-site capacity is always available to accommodate patients, families, visitors, and staff during peak demand periods.

Table 19

HOURLY PARKING DEMAND – OPERATOR INFORMATION

Hour	Weekday Morning			Weekday Evening		
	Staff	Patient/ Visitor	Total	Staff	Patient/ Visitor	Total
12:00	84	68	152	257	90	347
1:00	82	62	144	257	95	352
2:00	82	58	140	257	115	372
3:00	84	56	140	271	109	380
4:00	74	54	128	247	96	343
5:00	74	53	127	246	90	336
6:00	63	53	116	111	82	193
7:00	248	69	317	99	79	178
8:00	249	93	342	86	79	165
9:00	257	106	363	84	79	163
10:00	257	118	375	84	76	160
11:00	257	111	368	84	73	157

6. Conclusion

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

- As proposed, the site will be developed with an approximately 298,669 square-foot hospital campus with a 235,507 square-foot hospital and a 63,162 square-foot ambulatory clinic
- The site is well located in regards to the regional and local roadway network which provides flexible connectivity to the Tollway system as well as major arterial roadways.
- The peak hour of trip generation for the proposed hospital will correspond to staff shift changes which will occur outside the peak hour of the roadway system.
- The area roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development.
 - Planned improvements to the Butterfield Road corridor by IDOT will improve operations along the roadway.
 - The signal timings at the intersection of Butterfield Road with Woodcreek Drive and Lloyd Avenue would benefit from optimization, which will likely occur as part of IDOT's improvements.
- Access to the hospital campus will be provided via a full-movement access drive on Lacey Road, a full-movement access drive on Birchwood Place, and two full-movement access drives on Woodcreek Drive.
 - The proposed access system will accommodate projected hospital campus traffic volumes.
 - A northbound left-turn lane will be provided on Lacey Road serving the proposed access drive. A southbound right-turn lane will not be warranted. The left turn lane can be provided within the existing median without roadway widening.
 - Eastbound left-turn lanes will be provided on Woodcreek Drive at both proposed access drives.
 - Truck loading and passenger vehicle access will be separated.
- A traffic signal will not be warranted at the intersection of Lacey Road with Woodcreek Drive (South) or Lacey Road with the proposed access drive.
- The proposed internal access road system will efficiently accommodate hospital campus operations.
- The proposed parking supply of 501 spaces will be adequate in accommodating the peak parking demand of the proposed development.

Appendix

Traffic Count Summary Sheets

Site Plan

ITE Trip Generation Sheets

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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

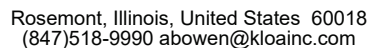
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: ButterField Rd and Entrance Rd
TMC
Site Code:
Start Date: 02/05/2026
Page No: 1

Turning Movement Data

Start Time	ButterField Rd Eastbound						ButterField Rd Westbound						Highway Entrance Northbound						Highway Entrance Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	98	22	0	120	0	9	89	0	0	98	0	0	0	0	0	0	0	27	0	14	0	41	259
6:15 AM	0	0	125	34	0	159	0	22	111	0	0	133	0	0	0	0	0	0	0	45	0	24	0	69	361
6:30 AM	0	0	182	42	0	224	0	16	117	0	0	133	0	0	0	0	0	0	0	19	0	36	0	55	412
6:45 AM	0	0	187	36	0	223	0	17	185	0	0	202	0	0	0	0	0	0	0	97	0	49	0	146	571
Hourly Total	0	0	592	134	0	726	0	64	502	0	0	566	0	0	0	0	0	0	0	188	0	123	0	311	1603
7:00 AM	0	0	194	48	0	242	0	28	122	0	0	150	0	0	0	0	0	0	0	80	0	30	0	110	502
7:15 AM	0	0	253	42	0	295	0	31	209	0	0	240	0	0	0	0	0	0	0	111	0	53	0	164	699
7:30 AM	0	0	268	61	0	329	0	32	244	0	0	276	0	0	0	0	0	0	0	123	1	52	0	176	781
7:45 AM	0	0	311	39	0	350	0	50	233	0	0	283	0	0	0	0	0	0	0	158	0	72	0	230	863
Hourly Total	0	0	1026	190	0	1216	0	141	808	0	0	949	0	0	0	0	0	0	0	472	1	207	0	680	2845
8:00 AM	0	0	250	61	0	311	1	56	288	0	0	345	0	0	0	0	0	0	0	135	1	87	0	223	879
8:15 AM	0	0	238	50	0	288	0	39	278	0	0	317	0	0	0	0	0	0	0	124	0	72	0	196	801
8:30 AM	0	0	237	37	0	274	0	49	262	0	0	311	0	0	0	0	0	0	0	147	0	71	0	218	803
8:45 AM	0	0	192	43	0	235	0	27	242	0	0	269	0	0	0	0	0	0	0	117	1	49	0	167	671
Hourly Total	0	0	917	191	0	1108	1	171	1070	0	0	1242	0	0	0	0	0	0	0	523	2	279	0	804	3154
9:00 AM	0	0	204	41	0	245	1	38	212	0	0	251	0	0	0	0	0	0	0	93	0	51	0	144	640
9:15 AM	0	0	177	40	0	217	0	39	212	0	0	251	0	0	0	0	0	0	0	93	0	52	0	145	613
9:30 AM	0	0	189	41	0	230	0	50	186	0	0	236	0	0	0	0	0	0	0	78	0	33	0	111	577
9:45 AM	0	0	192	40	0	232	0	39	166	0	0	205	0	0	0	0	0	0	0	87	0	32	0	119	556
Hourly Total	0	0	762	162	0	924	1	166	776	0	0	943	0	0	0	0	0	0	0	351	0	168	0	519	2386
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	242	71	0	313	0	71	222	0	0	293	0	0	0	0	0	0	0	39	0	25	0	64	670
2:15 PM	0	0	207	71	2	278	0	60	222	0	1	282	0	0	0	0	0	0	0	46	0	18	1	64	624
2:30 PM	0	0	231	77	0	308	0	60	210	0	0	270	0	0	0	0	0	0	0	52	0	24	0	76	654
2:45 PM	0	0	259	59	0	318	0	65	229	0	0	294	0	0	0	0	0	0	0	43	2	28	0	73	685
Hourly Total	0	0	939	278	2	1217	0	256	883	0	1	1139	0	0	0	0	0	0	0	180	2	95	1	277	2633
3:00 PM	0	0	224	85	0	309	1	98	235	0	0	334	0	0	0	0	0	0	0	66	0	18	0	84	727
3:15 PM	0	0	275	79	0	354	0	72	266	0	0	338	0	0	0	0	0	0	0	58	0	23	0	81	773
3:30 PM	0	0	309	104	0	413	1	72	235	0	0	308	0	0	0	0	0	0	0	79	0	33	0	112	833
3:45 PM	0	0	288	76	0	364	1	80	285	0	0	366	0	0	0	0	0	0	0	81	0	46	0	127	857
Hourly Total	0	0	1096	344	0	1440	3	322	1021	0	0	1346	0	0	0	0	0	0	0	284	0	120	0	404	3190
4:00 PM	0	0	322	116	0	438	0	68	332	0	0	400	0	0	0	0	0	0	0	54	0	36	0	90	928
4:15 PM	0	0	281	101	0	382	0	80	326	0	0	406	0	0	0	0	0	0	0	75	0	34	0	109	897
4:30 PM	0	0	329	104	0	433	0	66	301	0	0	367	0	0	0	0	0	0	0	81	0	38	0	119	919
4:45 PM	0	0	305	79	0	384	0	53	317	0	0	370	0	0	0	0	0	0	0	62	0	40	0	102	856

Hourly Total	0	0	1237	400	0	1637	0	267	1276	0	0	1543	0	0	0	0	0	0	0	272	0	148	0	420	3600
5:00 PM	0	0	347	115	0	462	0	65	322	0	0	387	0	0	0	0	0	0	0	70	0	30	0	100	949
5:15 PM	0	0	310	96	0	406	0	63	390	0	0	453	0	0	0	0	0	0	0	66	0	45	0	111	970
5:30 PM	0	0	317	74	0	391	0	53	312	0	0	365	0	0	0	0	0	0	0	58	0	47	0	105	861
5:45 PM	0	0	264	59	0	323	0	49	254	0	0	303	0	0	0	0	0	0	0	67	0	43	0	110	736
Hourly Total	0	0	1238	344	0	1582	0	230	1278	0	0	1508	0	0	0	0	0	0	0	261	0	165	0	426	3516
Grand Total	0	0	7807	2043	2	9850	5	1617	7614	0	1	9236	0	0	0	0	0	0	0	2531	5	1305	1	3841	22927
Approach %	0.0	0.0	79.3	20.7	-	-	0.1	17.5	82.4	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	65.9	0.1	34.0	-	-	-
Total %	0.0	0.0	34.1	8.9	-	43.0	0.0	7.1	33.2	0.0	-	40.3	0.0	0.0	0.0	0.0	-	0.0	0.0	11.0	0.0	5.7	-	16.8	-
Lights	0	0	7678	1998	-	9676	5	1547	7476	0	-	9028	0	0	0	0	-	0	0	2447	4	1244	-	3695	22399
% Lights	-	-	98.3	97.8	-	98.2	100.0	95.7	98.2	-	-	97.7	-	-	-	-	-	-	-	96.7	80.0	95.3	-	96.2	97.7
Buses	0	0	19	3	-	22	0	7	21	0	-	28	0	0	0	0	-	0	0	4	0	7	-	11	61
% Buses	-	-	0.2	0.1	-	0.2	0.0	0.4	0.3	-	-	0.3	-	-	-	-	-	-	-	0.2	0.0	0.5	-	0.3	0.3
Single-Unit Trucks	0	0	77	32	-	109	0	45	76	0	-	121	0	0	0	0	-	0	0	63	0	47	-	110	340
% Single-Unit Trucks	-	-	1.0	1.6	-	1.1	0.0	2.8	1.0	-	-	1.3	-	-	-	-	-	-	-	2.5	0.0	3.6	-	2.9	1.5
Articulated Trucks	0	0	33	10	-	43	0	18	41	0	-	59	0	0	0	0	-	0	0	17	1	7	-	25	127
% Articulated Trucks	-	-	0.4	0.5	-	0.4	0.0	1.1	0.5	-	-	0.6	-	-	-	-	-	-	-	0.7	20.0	0.5	-	0.7	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Count Name: ButterField Rd and Entrance Rd
TMC
Site Code:
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Turning Movement Peak Hour Data (7:45 AM)

[illegible]



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

Count Name: ButterField Rd and Entrance Rd
TMC
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Turning Movement Peak Hour Data (4:00 PM)

[illegible]



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9575 W. Higgins Rd., Suite 400

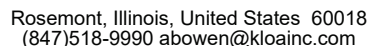
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Butterfield Rd and Highway Exist
TMC
Site Code:
Start Date: 02/05/2026
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Turning Movement Data

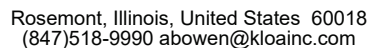
Start Time	Butterfield Rd Eastbound						Butterfield Rd Westbound						Highway Exist Northbound						Highway Exist Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	7	124	0	0	131	0	0	78	25	0	103	0	20	0	58	0	78	0	0	0	0	0	0	312
6:15 AM	0	14	142	0	0	156	0	0	112	30	0	142	0	22	0	79	0	101	0	0	0	0	0	0	399
6:30 AM	0	16	222	0	0	238	0	0	108	40	0	148	0	38	0	90	0	128	0	0	0	0	0	0	514
6:45 AM	1	21	244	0	0	266	0	0	146	49	0	195	0	46	0	140	0	186	0	0	0	0	0	0	647
Hourly Total	1	58	732	0	0	791	0	0	444	144	0	588	0	126	0	367	0	493	0	0	0	0	0	0	1872
7:00 AM	0	24	181	0	0	205	0	0	127	57	0	184	0	34	0	116	0	150	0	0	0	0	0	0	539
7:15 AM	0	44	221	0	0	265	0	0	201	83	0	284	0	59	0	140	0	199	0	0	0	0	0	0	748
7:30 AM	0	35	254	0	0	289	0	0	232	78	0	310	0	58	0	151	0	209	0	0	0	0	0	0	808
7:45 AM	0	15	297	0	0	312	0	0	270	67	0	337	0	76	0	221	0	297	0	0	0	0	0	0	946
Hourly Total	0	118	953	0	0	1071	0	0	830	285	0	1115	0	227	0	628	0	855	0	0	0	0	0	0	3041
8:00 AM	1	23	295	0	0	319	0	0	244	62	0	306	0	106	0	167	0	273	0	0	0	0	0	0	898
8:15 AM	0	17	269	0	0	286	0	0	250	57	0	307	0	75	0	156	0	231	0	0	0	0	0	0	824
8:30 AM	0	24	288	0	0	312	0	0	226	53	0	279	0	99	0	148	0	247	0	0	0	0	0	0	838
8:45 AM	1	16	232	0	0	249	0	0	184	50	0	234	0	76	0	165	0	241	0	0	0	0	0	0	724
Hourly Total	2	80	1084	0	0	1166	0	0	904	222	0	1126	0	356	0	636	0	992	0	0	0	0	0	0	3284
9:00 AM	0	12	291	0	0	303	1	0	208	58	0	267	0	55	0	146	0	201	0	0	2	0	0	2	773
9:15 AM	0	18	250	0	0	268	0	0	199	43	0	242	0	55	0	104	0	159	0	0	0	0	0	0	669
9:30 AM	1	24	223	0	0	248	0	0	195	61	0	256	0	44	0	87	0	131	0	0	1	0	0	1	636
9:45 AM	0	22	250	0	0	272	0	0	171	58	0	229	0	40	0	94	0	134	0	0	0	0	0	0	635
Hourly Total	1	76	1014	0	0	1091	1	0	773	220	0	994	0	194	0	431	0	625	0	0	3	0	0	3	2713
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	2	27	253	0	0	282	0	0	278	95	0	373	0	26	0	38	0	64	0	0	0	0	0	0	719
2:15 PM	0	26	227	0	0	253	1	0	266	111	0	378	0	32	0	54	0	86	0	0	0	0	0	0	717
2:30 PM	0	31	253	0	0	284	0	0	262	113	0	375	0	27	0	42	0	69	0	0	0	0	0	0	728
2:45 PM	0	39	245	0	0	284	0	0	277	88	0	365	0	37	0	47	0	84	0	0	0	0	0	0	733
Hourly Total	2	123	978	0	0	1103	1	0	1083	407	0	1491	0	122	0	181	0	303	0	0	0	0	0	0	2897
3:00 PM	0	42	262	0	0	304	0	0	314	132	0	446	0	40	0	52	0	92	0	0	0	0	0	0	842
3:15 PM	0	23	281	0	0	304	0	0	280	133	0	413	0	45	0	77	0	122	0	0	0	0	0	0	839
3:30 PM	0	58	349	0	0	407	0	0	273	155	0	428	0	26	0	60	0	86	0	0	0	0	0	0	921
3:45 PM	0	48	331	0	0	379	0	0	283	153	0	436	0	39	0	86	0	125	0	0	0	0	1	0	940
Hourly Total	0	171	1223	0	0	1394	0	0	1150	573	0	1723	0	150	0	275	0	425	0	0	0	0	1	0	3542
4:00 PM	1	51	333	0	0	385	1	0	360	177	0	538	0	39	0	61	0	100	0	0	0	0	0	0	1023
4:15 PM	0	58	299	0	0	357	0	0	373	172	0	545	0	33	0	80	0	113	0	0	0	0	0	0	1015
4:30 PM	1	73	351	0	0	425	0	0	348	184	0	532	0	46	0	80	0	126	0	0	0	0	0	0	1083
4:45 PM	0	57	320	0	0	377	0	0	338	162	0	500	0	39	0	85	0	124	0	0	0	0	0	0	1001

[illegible]



Count Name: Butterfield Rd and Highway Exist
TMC
Site Code:
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[illegible]



Count Name: Butterfield Rd and Highway Exist
TMC
Site Code:
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[illegible]



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9575 W. Higgins Rd., Suite 400

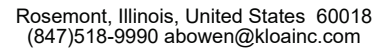
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name:
Butterfield+Road+and+Lacey+Road TMC
Site Code:
Start Date: 02/05/2026
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Turning Movement Data

Start Time	Butterfield Rd Eastbound						Butterfield Rd Westbound						Lacey Rd Northbound						Lloyd rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	1	119	12	0	132	0	27	67	4	0	98	0	0	0	1	0	1	0	6	2	8	0	16	247
6:15 AM	0	2	118	9	0	129	0	39	79	5	0	123	0	3	0	4	0	7	0	18	2	6	0	26	285
6:30 AM	0	1	177	23	0	201	0	56	97	5	0	158	0	2	0	3	0	5	0	19	1	9	0	29	393
6:45 AM	0	3	176	24	0	203	0	80	126	7	0	213	0	7	1	1	0	9	0	16	5	10	0	31	456
Hourly Total	0	7	590	68	0	665	0	202	369	21	0	592	0	12	1	9	0	22	0	59	10	33	0	102	1381
7:00 AM	0	3	145	34	0	182	0	69	105	8	0	182	0	6	1	3	0	10	0	15	6	17	0	38	412
7:15 AM	0	5	256	32	0	293	0	94	130	13	1	237	0	8	2	3	0	13	0	20	12	10	0	42	585
7:30 AM	0	9	276	63	0	348	0	125	204	18	0	347	0	14	0	3	0	17	0	22	15	30	0	67	779
7:45 AM	0	21	264	63	0	348	1	167	187	9	0	364	0	14	1	6	0	21	0	15	14	24	0	53	786
Hourly Total	0	38	941	192	0	1171	1	455	626	48	1	1130	0	42	4	15	0	61	0	72	47	81	0	200	2562
8:00 AM	0	21	229	77	0	327	0	208	133	13	0	354	0	10	5	6	0	21	0	18	25	6	0	49	751
8:15 AM	0	10	186	73	0	269	0	197	155	19	0	371	0	11	4	8	0	23	0	18	24	16	0	58	721
8:30 AM	0	12	213	57	0	282	0	176	180	18	0	374	0	9	5	9	0	23	0	19	20	21	0	60	739
8:45 AM	1	10	205	63	0	279	0	127	139	17	0	283	0	10	8	3	0	21	0	10	17	19	0	46	629
Hourly Total	1	53	833	270	0	1157	0	708	607	67	0	1382	0	40	22	26	0	88	0	65	86	62	0	213	2840
9:00 AM	0	11	200	33	0	244	0	80	155	14	0	249	0	10	1	9	0	20	0	12	9	7	0	28	541
9:15 AM	0	8	185	32	0	225	0	84	178	8	0	270	0	9	3	7	0	19	0	7	6	11	0	24	538
9:30 AM	0	5	141	25	0	171	0	55	141	6	0	202	0	10	0	12	0	22	0	11	5	8	0	24	419
9:45 AM	0	4	197	18	0	219	0	50	150	13	0	213	0	10	2	11	0	23	0	13	5	8	0	26	481
Hourly Total	0	28	723	108	0	859	0	269	624	41	0	934	0	39	6	39	0	84	0	43	25	34	0	102	1979
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	7	237	11	0	255	3	35	209	16	0	263	0	14	3	17	0	34	0	10	8	8	0	26	578
2:15 PM	1	4	174	16	0	195	2	28	182	10	0	222	0	16	4	19	0	39	0	11	5	10	0	26	482
2:30 PM	0	5	194	7	1	206	1	32	208	13	0	254	0	17	6	21	1	44	0	8	4	15	0	27	531
2:45 PM	0	12	210	14	0	236	0	28	219	18	0	265	0	24	8	25	0	57	0	11	5	16	0	32	590
Hourly Total	1	28	815	48	1	892	6	123	818	57	0	1004	0	71	21	82	1	174	0	40	22	49	0	111	2181
3:00 PM	0	9	190	14	0	213	0	26	218	21	0	265	0	22	8	36	0	66	0	13	8	16	0	37	581
3:15 PM	0	14	211	11	0	236	1	26	247	28	0	302	0	25	2	29	0	56	0	13	1	13	0	27	621
3:30 PM	0	11	279	9	0	299	0	32	225	19	0	276	0	34	5	27	0	66	0	24	6	14	0	44	685
3:45 PM	0	12	261	12	0	285	1	70	273	21	0	365	0	28	7	16	0	51	0	14	4	14	0	32	733
Hourly Total	0	46	941	46	0	1033	2	154	963	89	0	1208	0	109	22	108	0	239	0	64	19	57	0	140	2620
4:00 PM	0	11	274	18	0	303	0	26	318	24	0	368	0	41	11	41	0	93	0	13	7	13	0	33	797
4:15 PM	0	12	238	13	0	263	0	39	258	22	0	319	0	45	7	24	0	76	0	15	3	15	0	33	691
4:30 PM	0	7	223	16	0	246	0	32	328	23	0	383	0	46	14	61	0	121	0	17	6	19	0	42	792
4:45 PM	0	18	248	18	1	284	0	23	298	21	0	342	0	41	6	20	0	67	0	11	4	25	0	40	733

Hourly Total	0	48	983	65	1	1096	0	120	1202	90	0	1412	0	173	38	146	0	357	0	56	20	72	0	148	3013
5:00 PM	0	4	206	13	0	223	0	24	310	23	0	357	0	50	12	59	0	121	0	15	3	15	0	33	734
5:15 PM	0	17	278	16	0	311	0	17	300	22	0	339	0	33	4	29	0	66	0	16	8	12	0	36	752
5:30 PM	0	10	247	13	0	270	0	35	321	18	0	374	0	31	9	26	0	66	0	11	4	16	0	31	741
5:45 PM	0	10	211	19	0	240	0	21	257	20	0	298	0	18	5	18	0	41	0	9	7	11	0	27	606
Hourly Total	0	41	942	61	0	1044	0	97	1188	83	0	1368	0	132	30	132	0	294	0	51	22	54	0	127	2833
Grand Total	2	289	6768	858	2	7917	9	2128	6397	496	1	9030	0	618	144	557	1	1319	0	450	251	442	0	1143	19409
Approach %	0.0	3.7	85.5	10.8	-	-	0.1	23.6	70.8	5.5	-	-	0.0	46.9	10.9	42.2	-	-	0.0	39.4	22.0	38.7	-	-	-
Total %	0.0	1.5	34.9	4.4	-	40.8	0.0	11.0	33.0	2.6	-	46.5	0.0	3.2	0.7	2.9	-	6.8	0.0	2.3	1.3	2.3	-	5.9	-
Lights	2	284	6652	852	-	7790	7	2102	6255	489	-	8853	0	613	144	545	-	1302	0	444	249	433	-	1126	19071
% Lights	100.0	98.3	98.3	99.3	-	98.4	77.8	98.8	97.8	98.6	-	98.0	-	99.2	100.0	97.8	-	98.7	-	98.7	99.2	98.0	-	98.5	98.3
Buses	0	3	23	0	-	26	0	3	27	2	-	32	0	0	0	0	-	0	0	4	0	5	-	9	67
% Buses	0.0	1.0	0.3	0.0	-	0.3	0.0	0.1	0.4	0.4	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.9	0.0	1.1	-	0.8	0.3
Single-Unit Trucks	0	2	53	4	-	59	1	20	74	4	-	99	0	5	0	11	-	16	0	2	2	3	-	7	181
% Single-Unit Trucks	0.0	0.7	0.8	0.5	-	0.7	11.1	0.9	1.2	0.8	-	1.1	-	0.8	0.0	2.0	-	1.2	-	0.4	0.8	0.7	-	0.6	0.9
Articulated Trucks	0	0	40	2	-	42	1	3	41	1	-	46	0	0	0	1	-	1	0	0	0	1	-	1	90
% Articulated Trucks	0.0	0.0	0.6	0.2	-	0.5	11.1	0.1	0.6	0.2	-	0.5	-	0.0	0.0	0.2	-	0.1	-	0.0	0.0	0.2	-	0.1	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Count Name:
Butterfield+Road+and+Lacey+Road TMC
Site Code:
Start Date: 02/05/2026
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

[illegible]



Count Name:
Butterfield+Road+and+Lacey+Road TMC
Site Code:
Start Date: 02/05/2026
Page No: 4

[illegible]



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

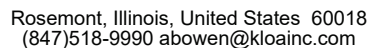
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: butterfield+with+esplanade TMC
Site Code:
Start Date: 02/05/2026
Page No: 1

Turning Movement Data

Start Time	Butterfield rd Eastbound						Butterfield rd Westbound						Esplanade Rd Northbound						Easton Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	120	0	0	120	0	0	93	6	0	99	0	0	0	1	0	1	0	3	0	4	0	7	227
6:15 AM	0	3	139	0	0	142	0	0	124	11	0	135	0	0	0	3	0	3	0	9	0	1	0	10	290
6:30 AM	0	2	187	0	0	189	0	0	150	10	0	160	0	0	0	6	0	6	0	20	0	11	0	31	386
6:45 AM	0	3	190	0	0	193	0	0	205	10	0	215	0	0	0	7	0	7	0	17	0	1	0	18	433
Hourly Total	0	8	636	0	0	644	0	0	572	37	0	609	0	0	0	17	0	17	0	49	0	17	0	66	1336
7:00 AM	0	6	212	0	0	218	0	0	154	10	0	164	0	0	0	11	0	11	0	17	0	6	0	23	416
7:15 AM	0	8	263	0	0	271	0	0	251	18	0	269	0	0	0	14	0	14	0	23	0	10	0	33	587
7:30 AM	0	6	300	0	0	306	0	0	323	17	0	340	0	0	0	15	0	15	0	22	0	11	0	33	694
7:45 AM	0	7	310	0	0	317	0	0	375	26	0	401	0	0	0	11	0	11	0	27	0	5	0	32	761
Hourly Total	0	27	1085	0	0	1112	0	0	1103	71	0	1174	0	0	0	51	0	51	0	89	0	32	0	121	2458
8:00 AM	0	9	268	0	0	277	0	0	334	25	0	359	0	0	0	15	0	15	0	24	0	8	0	32	683
8:15 AM	0	3	245	0	0	248	0	0	317	20	0	337	0	0	0	15	0	15	0	19	0	16	0	35	635
8:30 AM	1	7	243	0	0	251	0	0	310	33	0	343	0	0	0	16	0	16	0	24	0	11	0	35	645
8:45 AM	0	10	191	0	0	201	0	0	269	23	0	292	0	0	0	9	0	9	0	24	0	6	0	30	532
Hourly Total	1	29	947	0	0	977	0	0	1230	101	0	1331	0	0	0	55	0	55	0	91	0	41	0	132	2495
9:00 AM	0	17	222	0	0	239	0	0	249	23	0	272	0	0	0	16	0	16	0	23	0	9	0	32	559
9:15 AM	0	11	168	0	0	179	0	0	234	25	0	259	0	0	0	17	0	17	0	30	0	15	0	45	500
9:30 AM	1	12	177	2	0	192	0	0	192	19	0	211	0	0	0	22	6	22	0	32	0	7	0	39	464
9:45 AM	0	13	184	0	0	197	0	0	179	21	0	200	0	0	0	25	4	25	0	24	0	12	0	36	458
Hourly Total	1	53	751	2	0	807	0	0	854	88	0	942	0	0	0	80	10	80	0	109	0	43	0	152	1981
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	9	245	0	0	254	1	0	226	38	0	265	0	0	1	48	0	49	0	32	0	20	0	52	620
2:15 PM	0	14	199	0	0	213	1	0	213	34	0	248	0	0	0	62	0	62	0	29	0	15	0	44	567
2:30 PM	0	14	212	0	0	226	0	0	214	34	0	248	0	0	0	70	0	70	0	38	0	23	0	61	605
2:45 PM	0	19	215	0	0	234	1	0	235	32	0	268	0	0	0	60	0	60	0	37	0	21	0	58	620
Hourly Total	0	56	871	0	0	927	3	0	888	138	0	1029	0	0	1	240	0	241	0	136	0	79	0	215	2412
3:00 PM	0	18	228	0	0	246	1	0	253	28	0	282	0	0	0	65	0	65	0	27	0	17	0	44	637
3:15 PM	0	21	266	0	0	287	0	0	252	30	0	282	0	0	0	72	0	72	0	23	0	19	0	42	683
3:30 PM	0	18	277	0	0	295	0	0	257	34	0	291	0	0	0	117	0	117	0	30	0	20	0	50	753
3:45 PM	0	20	279	0	0	299	0	0	321	33	1	354	0	0	0	86	0	86	0	26	0	16	0	42	781
Hourly Total	0	77	1050	0	0	1127	1	0	1083	125	1	1209	0	0	0	340	0	340	0	106	0	72	0	178	2854
4:00 PM	0	16	302	0	0	318	0	0	341	30	0	371	0	0	0	122	0	122	0	26	0	19	0	45	856
4:15 PM	0	15	263	0	0	278	0	0	306	38	0	344	0	0	0	113	0	113	0	21	0	11	0	32	767
4:30 PM	0	12	324	0	0	336	0	0	345	30	0	375	0	0	0	128	1	128	0	38	0	15	0	53	892
4:45 PM	0	25	237	0	0	262	0	0	322	29	0	351	0	0	0	119	0	119	0	29	0	11	0	40	772

Hourly Total	0	68	1126	0	0	1194	0	0	1314	127	0	1441	0	0	0	482	1	482	0	114	0	56	0	170	3287
5:00 PM	0	17	285	0	0	302	0	0	336	28	0	364	0	0	0	125	0	125	0	37	0	14	0	51	842
5:15 PM	0	13	316	0	0	329	0	0	332	42	0	374	0	0	0	91	0	91	0	26	0	14	0	40	834
5:30 PM	1	15	281	0	0	297	2	0	334	34	0	370	0	0	1	62	0	63	0	29	0	18	0	47	777
5:45 PM	0	11	226	0	0	237	2	0	302	27	0	331	0	0	0	60	0	60	0	33	0	16	0	49	677
Hourly Total	1	56	1108	0	0	1165	4	0	1304	131	0	1439	0	0	1	338	0	339	0	125	0	62	0	187	3130
Grand Total	3	374	7574	2	0	7953	8	0	8348	818	1	9174	0	0	2	1603	11	1605	0	819	0	402	0	1221	19953
Approach %	0.0	4.7	95.2	0.0	-	-	0.1	0.0	91.0	8.9	-	-	0.0	0.0	0.1	99.9	-	-	0.0	67.1	0.0	32.9	-	-	-
Total %	0.0	1.9	38.0	0.0	-	39.9	0.0	0.0	41.8	4.1	-	46.0	0.0	0.0	0.0	8.0	-	8.0	0.0	4.1	0.0	2.0	-	6.1	-
Lights	3	368	7455	0	-	7826	8	0	8191	792	-	8991	0	0	2	1592	-	1594	0	803	0	392	-	1195	19606
% Lights	100.0	98.4	98.4	0.0	-	98.4	100.0	-	98.1	96.8	-	98.0	-	-	100.0	99.3	-	99.3	-	98.0	-	97.5	-	97.9	98.3
Buses	0	2	25	0	-	27	0	0	26	7	-	33	0	0	0	0	-	0	0	1	0	7	-	8	68
% Buses	0.0	0.5	0.3	0.0	-	0.3	0.0	-	0.3	0.9	-	0.4	-	-	0.0	0.0	-	0.0	-	0.1	-	1.7	-	0.7	0.3
Single-Unit Trucks	0	4	66	1	-	71	0	0	90	16	-	106	0	0	0	10	-	10	0	11	0	3	-	14	201
% Single-Unit Trucks	0.0	1.1	0.9	50.0	-	0.9	0.0	-	1.1	2.0	-	1.2	-	-	0.0	0.6	-	0.6	-	1.3	-	0.7	-	1.1	1.0
Articulated Trucks	0	0	28	1	-	29	0	0	41	3	-	44	0	0	0	1	-	1	0	4	0	0	-	4	78
% Articulated Trucks	0.0	0.0	0.4	50.0	-	0.4	0.0	-	0.5	0.4	-	0.5	-	-	0.0	0.1	-	0.1	-	0.5	-	0.0	-	0.3	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	11	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Count Name: butterfield+with+esplanade TMC
Site Code:
Start Date: 02/05/2026
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

[illegible]



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

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

Count Name: butterfield+with+esplanade TMC
Site Code:
Start Date: 02/05/2026
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Butterfield rd Eastbound						Butterfield rd Westbound						Esplanade Rd Northbound						Easton Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	16	302	0	0	318	0	0	341	30	0	371	0	0	0	122	0	122	0	26	0	19	0	45	856
4:15 PM	0	15	263	0	0	278	0	0	306	38	0	344	0	0	0	113	0	113	0	21	0	11	0	32	767
4:30 PM	0	12	324	0	0	336	0	0	345	30	0	375	0	0	0	128	1	128	0	38	0	15	0	53	892
4:45 PM	0	25	237	0	0	262	0	0	322	29	0	351	0	0	0	119	0	119	0	29	0	11	0	40	772
Total	0	68	1126	0	0	1194	0	0	1314	127	0	1441	0	0	0	482	1	482	0	114	0	56	0	170	3287
Approach %	0.0	5.7	94.3	0.0	-	-	0.0	0.0	91.2	8.8	-	-	0.0	0.0	0.0	100.0	-	-	0.0	67.1	0.0	32.9	-	-	-
Total %	0.0	2.1	34.3	0.0	-	36.3	0.0	0.0	40.0	3.9	-	43.8	0.0	0.0	0.0	14.7	-	14.7	0.0	3.5	0.0	1.7	-	5.2	-
PHF	0.000	0.680	0.869	0.000	-	0.888	0.000	0.000	0.952	0.836	-	0.961	0.000	0.000	0.000	0.941	-	0.941	0.000	0.750	0.000	0.737	-	0.802	0.921
Lights	0	68	1112	0	-	1180	0	0	1305	125	-	1430	0	0	0	481	-	481	0	108	0	56	-	164	3255
% Lights	-	100.0	98.8	-	-	98.8	-	-	99.3	98.4	-	99.2	-	-	-	99.8	-	99.8	-	94.7	-	100.0	-	96.5	99.0
Buses	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	-	0.0	0.1	-	-	0.1	-	-	0.2	0.0	-	0.1	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	10	0	-	10	0	0	5	2	-	7	0	0	0	1	-	1	0	6	0	0	-	6	24
% Single-Unit Trucks	-	0.0	0.9	-	-	0.8	-	-	0.4	1.6	-	0.5	-	-	-	0.2	-	0.2	-	5.3	-	0.0	-	3.5	0.7
Articulated Trucks	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.3	-	-	0.3	-	-	0.2	0.0	-	0.1	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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

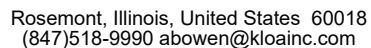
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: finley rd and butterfield Rd
Site Code:
Start Date: 02/11/2026
Page No: 1

Turning Movement Data

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						finley rd Northbound						finley rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:07 AM	0	33	113	40	0	186	0	25	70	15	0	110	0	15	22	29	0	66	0	11	28	30	0	69	431
6:22 AM	0	42	177	33	0	252	0	29	101	20	1	150	0	30	40	47	0	117	0	7	38	27	0	72	591
6:37 AM	0	67	213	63	0	343	0	71	168	35	0	274	0	32	54	70	0	156	0	19	63	30	0	112	885
6:52 AM	0	90	239	52	0	381	0	48	204	42	0	294	0	38	60	67	0	165	0	24	64	34	0	122	962
Hourly Total	0	232	742	188	0	1162	0	173	543	112	1	828	0	115	176	213	0	504	0	61	193	121	0	375	2869
7:07 AM	0	59	232	47	0	338	0	56	128	26	0	210	0	20	57	34	0	111	0	13	55	45	0	113	772
7:22 AM	0	49	215	87	0	351	0	57	142	33	0	232	0	28	60	56	0	144	0	31	66	47	0	144	871
7:37 AM	0	50	271	103	0	424	1	70	156	24	0	251	0	44	87	102	0	233	0	22	69	64	0	155	1063
7:52 AM	0	75	316	87	0	478	0	88	142	29	0	259	0	30	66	85	0	181	0	29	82	57	0	168	1086
Hourly Total	0	233	1034	324	0	1591	1	271	568	112	0	952	0	122	270	277	0	669	0	95	272	213	0	580	3792
8:07 AM	2	72	315	117	0	506	0	62	208	33	0	303	0	26	73	80	0	179	0	25	73	44	0	142	1130
8:22 AM	3	74	278	104	0	459	0	67	199	25	0	291	0	31	70	72	0	173	0	30	73	52	0	155	1078
8:37 AM	0	58	319	98	1	475	0	72	210	30	0	312	0	31	63	93	0	187	0	32	75	45	0	152	1126
8:52 AM	2	77	260	120	0	459	0	64	179	28	0	271	0	24	69	76	0	169	0	26	73	41	0	140	1039
Hourly Total	7	281	1172	439	1	1899	0	265	796	116	0	1177	0	112	275	321	0	708	0	113	294	182	0	589	4373
9:07 AM	0	80	262	87	0	429	0	60	178	22	0	260	0	25	62	64	0	151	0	27	59	44	0	130	970
9:22 AM	1	75	216	53	0	345	0	52	167	24	0	243	0	28	45	84	0	157	0	35	43	53	0	131	876
9:37 AM	0	71	201	49	0	321	0	54	178	29	0	261	0	20	61	65	0	146	0	25	46	43	0	114	842
9:52 AM	1	34	98	27	1	160	0	35	63	15	0	113	0	14	20	39	1	73	0	27	28	25	0	80	426
Hourly Total	2	260	777	216	1	1255	0	201	586	90	0	877	0	87	188	252	1	527	0	114	176	165	0	455	3114
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:52 PM	0	12	108	7	0	127	0	24	114	22	0	160	0	13	23	35	0	71	0	13	29	34	0	76	434
Hourly Total	0	12	108	7	0	127	0	24	114	22	0	160	0	13	23	35	0	71	0	13	29	34	0	76	434
2:07 PM	0	38	190	34	0	262	1	62	241	38	0	342	0	37	75	66	0	178	1	59	73	81	0	214	996
2:22 PM	0	42	209	46	3	297	0	62	228	47	0	337	0	35	67	78	0	180	0	50	58	90	0	198	1012
2:37 PM	0	63	206	31	0	300	0	65	287	36	0	388	0	34	73	75	0	182	0	52	71	88	0	211	1081
2:52 PM	0	56	189	48	0	293	0	77	261	43	0	381	0	33	59	70	0	162	0	44	89	97	0	230	1066
Hourly Total	0	199	794	159	3	1152	1	266	1017	164	0	1448	0	139	274	289	0	702	1	205	291	356	0	853	4155
3:07 PM	0	69	211	34	0	314	0	69	317	36	0	422	0	39	99	62	0	200	0	28	85	66	0	179	1115
3:22 PM	0	67	238	41	0	346	1	60	280	41	0	382	0	45	59	81	0	185	0	51	93	77	0	221	1134
3:37 PM	0	62	223	46	1	331	0	60	328	39	0	427	0	45	76	97	0	218	0	43	84	96	0	223	1199
3:52 PM	0	62	237	40	0	339	0	70	352	26	0	448	0	27	56	66	0	149	0	47	71	109	0	227	1163
Hourly Total	0	260	909	161	1	1330	1	259	1277	142	0	1679	0	156	290	306	0	752	0	169	333	348	0	850	4611
4:07 PM	0	75	236	24	0	335	0	65	364	42	0	471	0	61	52	101	0	214	0	57	110	153	0	320	1340
4:22 PM	0	71	255	16	0	342	0	65	369	29	0	463	0	44	59	65	0	168	0	41	81	90	0	212	1185

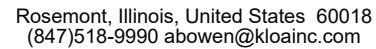
4:37 PM	0	70	256	26	0	352	0	49	424	28	0	501	0	54	73	72	0	199	0	35	80	109	0	224	1276
4:52 PM	0	65	232	45	0	342	0	74	382	22	0	478	3	47	74	71	0	195	0	51	91	98	0	240	1255
Hourly Total	0	281	979	111	0	1371	0	253	1539	121	0	1913	3	206	258	309	0	776	0	184	362	450	0	996	5056
5:07 PM	0	79	261	56	0	396	0	74	422	41	0	537	0	73	98	88	0	259	0	52	102	97	0	251	1443
5:22 PM	1	72	272	57	0	402	3	80	422	53	0	558	2	46	72	79	0	199	1	43	75	96	0	215	1374
5:37 PM	0	86	185	47	2	318	1	72	324	47	0	444	2	58	67	74	0	201	0	41	86	103	0	230	1193
5:52 PM	0	38	115	31	0	184	0	25	186	22	0	233	0	18	27	30	0	75	0	22	27	44	0	93	585
Hourly Total	1	275	833	191	2	1300	4	251	1354	163	0	1772	4	195	264	271	0	734	1	158	290	340	0	789	4595
Grand Total	10	2033	7348	1796	8	11187	7	1963	7794	1042	1	10806	7	1145	2018	2273	1	5443	2	1112	2240	2209	0	5563	32999
Approach %	0.1	18.2	65.7	16.1	-	-	0.1	18.2	72.1	9.6	-	-	0.1	21.0	37.1	41.8	-	-	0.0	20.0	40.3	39.7	-	-	-
Total %	0.0	6.2	22.3	5.4	-	33.9	0.0	5.9	23.6	3.2	-	32.7	0.0	3.5	6.1	6.9	-	16.5	0.0	3.4	6.8	6.7	-	16.9	-
Lights	10	1973	7254	1746	-	10983	7	1943	7671	1020	-	10641	7	1122	1989	2213	-	5331	2	1100	2203	2126	-	5431	32386
% Lights	100.0	97.0	98.7	97.2	-	98.2	100.0	99.0	98.4	97.9	-	98.5	100.0	98.0	98.6	97.4	-	97.9	100.0	98.9	98.3	96.2	-	97.6	98.1
Buses	0	7	2	0	-	9	0	1	13	2	-	16	0	2	1	15	-	18	0	0	2	19	-	21	64
% Buses	0.0	0.3	0.0	0.0	-	0.1	0.0	0.1	0.2	0.2	-	0.1	0.0	0.2	0.0	0.7	-	0.3	0.0	0.0	0.1	0.9	-	0.4	0.2
Single-Unit Trucks	0	33	50	30	-	113	0	15	75	16	-	106	0	15	23	39	-	77	0	7	25	44	-	76	372
% Single-Unit Trucks	0.0	1.6	0.7	1.7	-	1.0	0.0	0.8	1.0	1.5	-	1.0	0.0	1.3	1.1	1.7	-	1.4	0.0	0.6	1.1	2.0	-	1.4	1.1
Articulated Trucks	0	20	42	20	-	82	0	4	35	4	-	43	0	6	5	6	-	17	0	5	10	20	-	35	177
% Articulated Trucks	0.0	1.0	0.6	1.1	-	0.7	0.0	0.2	0.4	0.4	-	0.4	0.0	0.5	0.2	0.3	-	0.3	0.0	0.4	0.4	0.9	-	0.6	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Count Name: finley rd and butterfield Rd
Site Code:
Start Date: 02/11/2026
Page No: 3

Turning Movement Peak Hour Data (7:52 AM)

[illegible]



Count Name: finley rd and butterfield Rd
Site Code:
Start Date: 02/11/2026
Page No: 4

Turning Movement Peak Hour Data (4:07 PM)

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						finley rd Northbound						finley rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:07 PM	0	75	236	24	0	335	0	65	364	42	0	471	0	61	52	101	0	214	0	57	110	153	0	320	1340
4:22 PM	0	71	255	16	0	342	0	65	369	29	0	463	0	44	59	65	0	168	0	41	81	90	0	212	1185
4:37 PM	0	70	256	26	0	352	0	49	424	28	0	501	0	54	73	72	0	199	0	35	80	109	0	224	1276
4:52 PM	0	65	232	45	0	342	0	74	382	22	0	478	3	47	74	71	0	195	0	51	91	98	0	240	1255
Total	0	281	979	111	0	1371	0	253	1539	121	0	1913	3	206	258	309	0	776	0	184	362	450	0	996	5056
Approach %	0.0	20.5	71.4	8.1	-	-	0.0	13.2	80.4	6.3	-	-	0.4	26.5	33.2	39.8	-	-	0.0	18.5	36.3	45.2	-	-	-
Total %	0.0	5.6	19.4	2.2	-	27.1	0.0	5.0	30.4	2.4	-	37.8	0.1	4.1	5.1	6.1	-	15.3	0.0	3.6	7.2	8.9	-	19.7	-
PHF	0.000	1.249	1.275	0.822	-	1.298	0.000	1.140	1.210	0.960	-	1.273	0.333	1.126	1.162	1.020	-	1.209	0.000	1.076	1.097	0.980	-	1.038	1.258
Lights	0	272	971	109	-	1352	0	250	1525	120	-	1895	3	201	254	303	-	761	0	183	360	439	-	982	4990
% Lights	-	96.8	99.2	98.2	-	98.6	-	98.8	99.1	99.2	-	99.1	100.0	97.6	98.4	98.1	-	98.1	-	99.5	99.4	97.6	-	98.6	98.7
Buses	0	0	1	0	-	1	0	0	5	0	-	5	0	0	0	2	-	2	0	0	0	2	-	2	10
% Buses	-	0.0	0.1	0.0	-	0.1	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	0.6	-	0.3	-	0.0	0.0	0.4	-	0.2	0.2
Single-Unit Trucks	0	3	2	1	-	6	0	2	5	0	-	7	0	4	4	3	-	11	0	0	2	4	-	6	30
% Single-Unit Trucks	-	1.1	0.2	0.9	-	0.4	-	0.8	0.3	0.0	-	0.4	0.0	1.9	1.6	1.0	-	1.4	-	0.0	0.6	0.9	-	0.6	0.6
Articulated Trucks	0	6	5	1	-	12	0	1	4	1	-	6	0	1	0	1	-	2	0	1	0	5	-	6	26
% Articulated Trucks	-	2.1	0.5	0.9	-	0.9	-	0.4	0.3	0.8	-	0.3	0.0	0.5	0.0	0.3	-	0.3	-	0.5	0.0	1.1	-	0.6	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

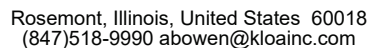
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Finley+Road+and+Lacey+Road
TMC
Site Code:
Start Date: 02/05/2026
Page No: 1

Turning Movement Data

Start Time	Lacey Rd Eastbound					Finley Rd Northbound					Finley Rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	2	5	0	7	0	19	87	0	106	0	44	7	0	51	164
6:15 AM	0	1	5	0	6	0	34	81	0	115	0	58	7	0	65	186
6:30 AM	0	8	7	0	15	0	16	93	0	109	0	71	13	0	84	208
6:45 AM	0	2	6	0	8	0	61	119	0	180	0	91	16	0	107	295
Hourly Total	0	13	23	0	36	0	130	380	0	510	0	264	43	0	307	853
7:00 AM	0	2	18	0	20	0	76	137	0	213	0	79	18	0	97	330
7:15 AM	0	2	21	0	23	0	76	195	0	271	0	101	16	0	117	411
7:30 AM	0	1	22	0	23	0	113	177	0	290	0	115	29	0	144	457
7:45 AM	0	1	30	0	31	0	140	210	0	350	0	150	50	0	200	581
Hourly Total	0	6	91	0	97	0	405	719	0	1124	0	445	113	0	558	1779
8:00 AM	0	3	23	0	26	0	135	175	0	310	0	148	60	0	208	544
8:15 AM	0	3	21	0	24	0	157	194	0	351	0	122	42	0	164	539
8:30 AM	0	4	33	0	37	0	115	165	0	280	0	131	47	0	178	495
8:45 AM	0	11	24	0	35	0	118	156	0	274	0	144	44	0	188	497
Hourly Total	0	21	101	0	122	0	525	690	0	1215	0	545	193	0	738	2075
9:00 AM	0	11	29	0	40	0	76	165	0	241	0	116	32	0	148	429
9:15 AM	0	6	18	0	24	0	60	141	0	201	0	90	40	0	130	355
9:30 AM	0	3	14	0	17	0	43	140	0	183	0	111	23	0	134	334
9:45 AM	0	3	23	0	26	0	41	114	0	155	0	99	11	0	110	291
Hourly Total	0	23	84	0	107	0	220	560	0	780	0	416	106	0	522	1409
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	6	36	0	42	0	23	107	0	130	0	133	5	0	138	310
2:15 PM	0	7	43	0	50	0	26	103	0	129	0	144	7	0	151	330
2:30 PM	0	12	48	0	60	0	17	102	0	119	0	172	4	0	176	355
2:45 PM	0	6	49	0	55	0	15	104	0	119	1	162	8	0	171	345
Hourly Total	0	31	176	0	207	0	81	416	0	497	1	611	24	0	636	1340
3:00 PM	0	4	73	0	77	0	15	115	0	130	0	163	5	0	168	375
3:15 PM	1	11	65	0	77	0	21	120	0	141	1	185	5	0	191	409
3:30 PM	0	14	65	0	79	0	20	142	0	162	0	201	8	0	209	450
3:45 PM	0	8	67	0	75	0	21	148	0	169	1	190	8	0	199	443
Hourly Total	1	37	270	0	308	0	77	525	0	602	2	739	26	0	767	1677
4:00 PM	0	16	118	0	134	0	27	135	0	162	0	210	10	0	220	516
4:15 PM	0	13	98	0	111	0	26	147	0	173	0	229	8	0	237	521
4:30 PM	0	21	118	0	139	0	21	126	0	147	0	215	19	0	234	520
4:45 PM	0	10	99	0	109	0	21	140	0	161	0	223	12	0	235	505
Hourly Total	0	60	433	0	493	0	95	548	0	643	0	877	49	0	926	2062

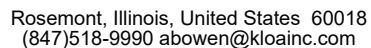
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Count Name: Finley+Road+and+Lacey+Road
TMC
Site Code:
Start Date: 02/05/2026
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

[illegible]



Count Name: Finley+Road+and+Lacey+Road
TMC
Site Code:
Start Date: 02/05/2026
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

[illegible]



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9575 W. Higgins Rd., Suite 400

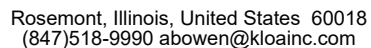
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Lacey+Rd+with+Access+Rd TMC
Site Code:
Start Date: 02/10/2026
Page No: 1

Turning Movement Data

Start Time	Birchwood Dr Eastbound					Lacey Rd Northbound					Lacey Rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	2	4	0	6	0	11	1	0	12	18
6:15 AM	0	1	0	0	1	0	1	5	0	6	0	7	1	0	8	15
6:30 AM	0	0	0	0	0	0	8	12	0	20	0	20	3	0	23	43
6:45 AM	0	2	2	0	4	0	7	19	0	26	0	28	3	0	31	61
Hourly Total	0	3	2	0	5	0	18	40	0	58	0	66	8	0	74	137
7:00 AM	0	0	1	0	1	0	13	14	0	27	0	22	2	0	24	52
7:15 AM	0	2	3	0	5	0	12	21	0	33	0	32	2	0	34	72
7:30 AM	0	0	0	0	0	0	17	31	0	48	0	42	3	0	45	93
7:45 AM	0	1	2	0	3	0	19	29	0	48	0	68	5	0	73	124
Hourly Total	0	3	6	0	9	0	61	95	0	156	0	164	12	0	176	341
8:00 AM	0	0	3	0	3	0	25	26	0	51	0	80	7	0	87	141
8:15 AM	0	1	3	0	4	0	24	31	0	55	0	54	6	0	60	119
8:30 AM	0	0	2	0	2	0	24	28	0	52	0	70	12	0	82	136
8:45 AM	0	3	3	0	6	0	20	32	0	52	0	70	5	0	75	133
Hourly Total	0	4	11	0	15	0	93	117	0	210	0	274	30	0	304	529
9:00 AM	0	0	4	0	4	0	15	19	0	34	0	40	2	0	42	80
9:15 AM	0	2	0	1	2	0	9	26	0	35	0	33	5	0	38	75
9:30 AM	0	1	2	0	3	0	4	27	0	31	0	26	2	0	28	62
9:45 AM	0	1	0	0	1	1	5	19	0	25	0	20	7	0	27	53
Hourly Total	0	4	6	1	10	1	33	91	0	125	0	119	16	0	135	270
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	7	0	4	7	0	1	36	0	37	1	19	0	0	20	64
2:15 PM	0	3	1	0	4	0	1	39	0	40	0	13	1	0	14	58
2:30 PM	0	3	3	2	6	0	3	29	0	32	0	15	1	0	16	54
2:45 PM	0	4	9	0	13	0	2	40	0	42	1	19	2	0	22	77
Hourly Total	0	17	13	6	30	0	7	144	0	151	2	66	4	0	72	253
3:00 PM	0	4	5	0	9	0	4	56	0	60	0	22	1	0	23	92
3:15 PM	0	3	6	0	9	0	1	50	0	51	0	17	0	0	17	77
3:30 PM	0	0	7	1	7	2	1	84	0	87	0	23	0	0	23	117
3:45 PM	0	3	8	1	11	1	0	76	0	77	0	29	2	0	31	119
Hourly Total	0	10	26	2	36	3	6	266	0	275	0	91	3	0	94	405
4:00 PM	0	7	14	0	21	0	1	87	0	88	0	16	0	0	16	125
4:15 PM	0	5	12	0	17	1	0	100	0	101	0	23	1	0	24	142
4:30 PM	0	5	18	0	23	0	1	102	0	103	0	35	0	0	35	161
4:45 PM	0	5	11	0	16	0	1	68	0	69	2	23	2	0	27	112
Hourly Total	0	22	55	0	77	1	3	357	0	361	2	97	3	0	102	540

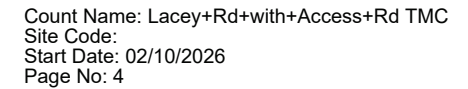
[illegible]



Count Name: Lacey+Rd+with+Access+Rd TMC
Site Code:
Start Date: 02/10/2026
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

[illegible]

[illegible]



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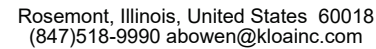
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Lacey+Rd+with+Woodcreek+Dr
TMC
Site Code:
Start Date: 02/05/2026
Page No: 1

Turning Movement Data

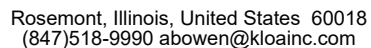
Start Time	Woodcreek Dr Eastbound					Lacey Rd Northbound					Lacey Rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	0	1	0	1	0	5	3	0	8	0	8	0	0	8	17
6:15 AM	0	0	2	0	2	0	13	8	0	21	0	6	1	0	7	30
6:30 AM	0	2	2	0	4	0	12	10	0	22	0	19	1	0	20	46
6:45 AM	0	0	1	0	1	0	16	27	0	43	0	18	2	0	20	64
Hourly Total	0	2	6	0	8	0	46	48	0	94	0	51	4	0	55	157
7:00 AM	0	2	5	0	7	0	25	21	0	46	0	20	2	0	22	75
7:15 AM	0	4	7	0	11	0	33	23	0	56	0	29	4	0	33	100
7:30 AM	0	8	8	0	16	0	52	35	0	87	0	32	11	0	43	146
7:45 AM	0	5	13	0	18	0	77	45	0	122	0	45	18	0	63	203
Hourly Total	0	19	33	0	52	0	187	124	0	311	0	126	35	0	161	524
8:00 AM	1	9	14	0	24	0	87	33	0	120	0	45	22	0	67	211
8:15 AM	0	7	20	0	27	0	71	53	0	124	0	41	21	0	62	213
8:30 AM	0	8	21	0	29	0	37	47	0	84	0	41	6	0	47	160
8:45 AM	0	3	6	0	9	0	32	45	0	77	0	46	5	0	51	137
Hourly Total	1	27	61	0	89	0	227	178	0	405	0	173	54	0	227	721
9:00 AM	0	1	9	0	10	0	17	30	0	47	0	38	3	0	41	98
9:15 AM	0	4	5	0	9	0	10	23	0	33	0	27	4	0	31	73
9:30 AM	0	10	3	0	13	0	7	24	0	31	0	25	9	0	34	78
9:45 AM	0	9	9	0	18	0	8	19	0	27	0	22	2	0	24	69
Hourly Total	0	24	26	0	50	0	42	96	0	138	0	112	18	0	130	318
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	7	8	0	15	0	7	32	0	39	0	19	2	0	21	75
2:15 PM	0	13	12	0	25	0	6	29	0	35	0	18	0	0	18	78
2:30 PM	0	16	19	0	35	0	5	39	0	44	0	15	1	0	16	95
2:45 PM	0	18	14	0	32	0	6	27	0	33	0	17	1	0	18	83
Hourly Total	0	54	53	0	107	0	24	127	0	151	0	69	4	0	73	331
3:00 PM	0	17	30	0	47	0	2	33	0	35	0	23	0	0	23	105
3:15 PM	0	34	28	0	62	0	11	28	0	39	0	17	2	0	19	120
3:30 PM	0	29	32	0	61	0	4	36	0	40	0	19	0	0	19	120
3:45 PM	0	15	22	0	37	0	9	33	0	42	0	27	5	0	32	111
Hourly Total	0	95	112	0	207	0	26	130	0	156	0	86	7	0	93	456
4:00 PM	0	31	43	0	74	0	16	60	0	76	0	44	3	0	47	197
4:15 PM	0	30	44	0	74	0	12	42	0	54	0	35	3	0	38	166
4:30 PM	0	37	36	0	73	0	13	50	0	63	0	41	3	0	44	180
4:45 PM	0	37	36	0	73	0	6	58	0	64	0	38	0	0	38	175
Hourly Total	0	135	159	0	294	0	47	210	0	257	0	158	9	0	167	718

[illegible]



Turning Movement Peak Hour Data (7:45 AM)

Start Time	Woodcreek Dr Eastbound					Lacey Rd Northbound					Lacey Rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:45 AM	0	5	13	0	18	0	77	45	0	122	0	45	18	0	63	203
8:00 AM	1	9	14	0	24	0	87	33	0	120	0	45	22	0	67	211
8:15 AM	0	7	20	0	27	0	71	53	0	124	0	41	21	0	62	213
8:30 AM	0	8	21	0	29	0	37	47	0	84	0	41	6	0	47	160
Total	1	29	68	0	98	0	272	178	0	450	0	172	67	0	239	787
Approach %	1.0	29.6	69.4	-	-	0.0	60.4	39.6	-	-	0.0	72.0	28.0	-	-	-
Total %	0.1	3.7	8.6	-	12.5	0.0	34.6	22.6	-	57.2	0.0	21.9	8.5	-	30.4	-
PHF	0.250	0.806	0.810	-	0.845	0.000	0.782	0.840	-	0.907	0.000	0.956	0.761	-	0.892	0.924
Lights	1	29	66	-	96	0	272	178	-	450	0	172	67	-	239	785
% Lights	100.0	100.0	97.1	-	98.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	99.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	-	2	0	0	0	-	0	0	0	0	-	0	2
% Single-Unit Trucks	0.0	0.0	2.9	-	2.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Count Name: Lacey+Rd+with+Woodcreek+Dr
TMC
Site Code:
Start Date: 02/05/2026
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

[illegible]



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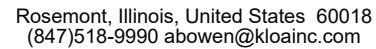
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name:
Lacey+Road+and+Woodcreek+Drive TMC
Site Code:
Start Date: 02/05/2026
Page No: 1

Turning Movement Data

Start Time	Eastbound Approach					Lacey Rd Northbound					Lacey Rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	1	0	0	1	0	0	1	0	1	0	28	13	0	41	43
6:15 AM	0	4	2	0	6	0	0	4	0	4	0	26	28	0	54	64
6:30 AM	0	3	1	0	4	0	0	1	0	1	0	50	27	0	77	82
6:45 AM	0	3	3	0	6	0	2	7	0	9	0	72	49	0	121	136
Hourly Total	0	11	6	0	17	0	2	13	0	15	0	176	117	0	293	325
7:00 AM	0	9	7	0	16	0	1	4	0	5	0	67	36	0	103	124
7:15 AM	0	5	2	0	7	0	3	6	0	9	0	85	69	0	154	170
7:30 AM	0	7	4	0	11	0	1	16	0	17	0	120	72	0	192	220
7:45 AM	0	8	3	0	11	0	3	6	0	9	0	147	101	0	248	268
Hourly Total	0	29	16	0	45	0	8	32	0	40	0	419	278	0	697	782
8:00 AM	0	12	3	0	15	0	0	10	0	10	0	165	133	0	298	323
8:15 AM	0	9	8	0	17	0	3	17	0	20	0	155	123	0	278	315
8:30 AM	0	10	4	0	14	0	3	15	0	18	0	158	79	0	237	269
8:45 AM	0	4	2	0	6	0	4	14	0	18	0	144	58	0	202	226
Hourly Total	0	35	17	0	52	0	10	56	0	66	0	622	393	0	1015	1133
9:00 AM	0	8	4	0	12	0	3	11	0	14	0	83	40	0	123	149
9:15 AM	0	12	6	0	18	0	1	5	0	6	0	81	35	0	116	140
9:30 AM	0	10	2	0	12	0	2	12	0	14	1	58	31	0	90	116
9:45 AM	0	12	7	0	19	0	1	9	0	10	0	33	29	0	62	91
Hourly Total	0	42	19	0	61	0	7	37	0	44	1	255	135	0	391	496
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	20	4	0	24	0	0	11	0	11	2	25	22	0	49	84
2:15 PM	0	20	12	0	32	0	2	18	0	20	0	30	18	0	48	100
2:30 PM	0	25	4	0	29	0	1	24	0	25	0	24	15	0	39	93
2:45 PM	0	29	6	0	35	0	0	24	0	24	0	30	18	0	48	107
Hourly Total	0	94	26	0	120	0	3	77	0	80	2	109	73	0	184	384
3:00 PM	0	42	14	0	56	0	0	26	0	26	1	25	18	0	44	126
3:15 PM	0	31	5	0	36	0	0	24	0	24	0	23	14	0	37	97
3:30 PM	0	33	9	0	42	0	1	37	0	38	0	29	10	0	39	119
3:45 PM	0	24	7	0	31	0	3	26	0	29	0	38	19	0	57	117
Hourly Total	0	130	35	0	165	0	4	113	0	117	1	115	61	0	177	459
4:00 PM	0	50	6	0	56	0	3	46	0	49	0	41	10	0	51	156
4:15 PM	0	39	6	0	45	0	0	31	0	31	0	37	15	0	52	128
4:30 PM	0	73	10	0	83	0	1	50	1	51	0	36	16	0	52	186
4:45 PM	0	38	6	0	44	0	2	40	0	42	0	29	17	0	46	132
Hourly Total	0	200	28	0	228	0	6	167	1	173	0	143	58	0	201	602

5:00 PM	0	66	11	0	77	0	2	51	0	53	0	27	12	0	39	169
5:15 PM	0	29	8	0	37	0	0	35	0	35	0	30	20	0	50	122
5:30 PM	0	30	6	0	36	0	2	40	0	42	0	35	12	0	47	125
5:45 PM	0	18	8	0	26	0	0	24	0	24	0	38	10	0	48	98
Hourly Total	0	143	33	0	176	0	4	150	0	154	0	130	54	0	184	514
Grand Total	0	684	180	0	864	0	44	645	1	689	4	1969	1169	0	3142	4695
Approach %	0.0	79.2	20.8	-	-	0.0	6.4	93.6	-	-	0.1	62.7	37.2	-	-	-
Total %	0.0	14.6	3.8	-	18.4	0.0	0.9	13.7	-	14.7	0.1	41.9	24.9	-	66.9	-
Lights	0	672	175	-	847	0	43	640	-	683	4	1957	1144	-	3105	4635
% Lights	-	98.2	97.2	-	98.0	-	97.7	99.2	-	99.1	100.0	99.4	97.9	-	98.8	98.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	2	-	2	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.2	-	0.1	0.0
Single-Unit Trucks	0	11	5	-	16	0	1	5	-	6	0	8	21	-	29	51
% Single-Unit Trucks	-	1.6	2.8	-	1.9	-	2.3	0.8	-	0.9	0.0	0.4	1.8	-	0.9	1.1
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	4	2	-	6	7
% Articulated Trucks	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	0.0	0.2	0.2	-	0.2	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



Turning Movement Peak Hour Data (7:45 AM)

[illegible]



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

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

Count Name:
Lacey+Road+and+Woodcreek+Drive TMC
Site Code:
Start Date: 02/05/2026
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Eastbound Approach					Lacey Rd Northbound					Lacey Rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:00 PM	0	50	6	0	56	0	3	46	0	49	0	41	10	0	51	156
4:15 PM	0	39	6	0	45	0	0	31	0	31	0	37	15	0	52	128
4:30 PM	0	73	10	0	83	0	1	50	1	51	0	36	16	0	52	186
4:45 PM	0	38	6	0	44	0	2	40	0	42	0	29	17	0	46	132
Total	0	200	28	0	228	0	6	167	1	173	0	143	58	0	201	602
Approach %	0.0	87.7	12.3	-	-	0.0	3.5	96.5	-	-	0.0	71.1	28.9	-	-	-
Total %	0.0	33.2	4.7	-	37.9	0.0	1.0	27.7	-	28.7	0.0	23.8	9.6	-	33.4	-
PHF	0.000	0.685	0.700	-	0.687	0.000	0.500	0.835	-	0.848	0.000	0.872	0.853	-	0.966	0.809
Lights	0	198	27	-	225	0	6	166	-	172	0	142	56	-	198	595
% Lights	-	99.0	96.4	-	98.7	-	100.0	99.4	-	99.4	-	99.3	96.6	-	98.5	98.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	2	1	-	3	0	0	1	-	1	0	1	2	-	3	7
% Single-Unit Trucks	-	1.0	3.6	-	1.3	-	0.0	0.6	-	0.6	-	0.7	3.4	-	1.5	1.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



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9575 W. Higgins Rd., Suite 400

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Count Name: Woodcreek Dr and Access Dr
TMC
Site Code:
Start Date: 02/05/2026
Page No: 1

Turning Movement Data

Start Time	Woodcreek Dr Eastbound					Woodcreek Dr Westbound					access drive Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:00 AM	0	1	1	0	2	0	1	4	0	5	0	0	0	0	0	7
6:15 AM	0	1	4	0	5	0	1	12	0	13	0	0	1	0	1	19
6:30 AM	0	2	0	0	2	0	6	6	0	12	0	0	2	0	2	16
6:45 AM	0	0	7	0	7	0	8	11	0	19	0	0	0	0	0	26
Hourly Total	0	4	12	0	16	0	16	33	0	49	0	0	3	0	3	68
7:00 AM	0	3	9	0	12	0	21	7	0	28	0	0	4	1	4	44
7:15 AM	0	7	11	0	18	0	22	14	0	36	0	0	4	2	4	58
7:30 AM	0	3	43	0	46	0	46	15	0	61	0	2	12	2	14	121
7:45 AM	0	5	51	0	56	0	72	17	0	89	0	2	15	2	17	162
Hourly Total	0	18	114	0	132	0	161	53	0	214	0	4	35	7	39	385
8:00 AM	1	6	58	0	65	0	89	18	0	107	0	3	18	1	21	193
8:15 AM	0	9	45	0	54	0	73	19	0	92	0	1	17	1	18	164
8:30 AM	0	7	14	0	21	0	35	8	0	43	0	3	21	1	24	88
8:45 AM	0	3	12	0	15	1	23	13	0	37	0	1	6	0	7	59
Hourly Total	1	25	129	0	155	1	220	58	0	279	0	8	62	3	70	504
9:00 AM	0	2	9	0	11	0	13	6	0	19	0	2	9	0	11	41
9:15 AM	0	2	8	0	10	0	15	3	0	18	0	4	8	0	12	40
9:30 AM	0	2	5	0	7	0	10	7	0	17	0	2	9	0	11	35
9:45 AM	0	2	2	0	4	0	5	2	0	7	0	1	15	0	16	27
Hourly Total	0	8	24	0	32	0	43	18	0	61	0	9	41	0	50	143
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	3	4	0	7	0	5	4	0	9	0	2	13	2	15	31
2:15 PM	0	4	3	0	7	0	6	0	0	6	0	4	21	0	25	38
2:30 PM	0	5	3	0	8	0	6	0	0	6	0	2	29	0	31	45
2:45 PM	0	6	5	0	11	0	5	2	0	7	0	8	27	0	35	53
Hourly Total	0	18	15	0	33	0	22	6	0	28	0	16	90	2	106	167
3:00 PM	0	19	4	0	23	0	1	1	0	2	0	1	26	0	27	52
3:15 PM	0	12	13	0	25	0	9	3	0	12	0	4	51	0	55	92
3:30 PM	0	11	6	0	17	0	1	4	0	5	0	8	47	3	55	77
3:45 PM	0	8	8	0	16	0	8	3	0	11	0	10	30	0	40	67
Hourly Total	0	50	31	0	81	0	19	11	0	30	0	23	154	3	177	288
4:00 PM	0	24	2	0	26	0	13	7	0	20	0	9	48	0	57	103
4:15 PM	0	15	7	0	22	0	11	4	0	15	0	11	58	0	69	106
4:30 PM	0	16	5	0	21	0	14	2	0	16	0	17	59	1	76	113
4:45 PM	0	21	9	0	30	0	5	1	0	6	0	4	53	0	57	93
Hourly Total	0	76	23	0	99	0	43	14	0	57	0	41	218	1	259	415

5:00 PM	0	14	6	0	20	0	19	1	0	20	0	10	47	2	57	97
5:15 PM	0	13	6	0	19	0	17	2	0	19	0	2	36	0	38	76
5:30 PM	0	7	5	0	12	0	12	0	0	12	0	2	28	0	30	54
5:45 PM	0	3	3	0	6	0	2	1	0	3	0	2	21	1	23	32
Hourly Total	0	37	20	0	57	0	50	4	0	54	0	16	132	3	148	259
Grand Total	1	236	368	0	605	1	574	197	0	772	0	117	735	19	852	2229
Approach %	0.2	39.0	60.8	-	-	0.1	74.4	25.5	-	-	0.0	13.7	86.3	-	-	-
Total %	0.0	10.6	16.5	-	27.1	0.0	25.8	8.8	-	34.6	0.0	5.2	33.0	-	38.2	-
Lights	1	227	367	-	595	1	573	189	-	763	0	117	734	-	851	2209
% Lights	100.0	96.2	99.7	-	98.3	100.0	99.8	95.9	-	98.8	-	100.0	99.9	-	99.9	99.1
Buses	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	0.0	0.4	0.0	-	0.2	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	8	1	-	9	0	1	8	-	9	0	0	1	-	1	19
% Single-Unit Trucks	0.0	3.4	0.3	-	1.5	0.0	0.2	4.1	-	1.2	-	0.0	0.1	-	0.1	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

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

Count Name: Woodcreek Dr and Access Dr
TMC
Site Code:
Start Date: 02/05/2026
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Woodcreek Dr Eastbound					Woodcreek Dr Westbound					access drive Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	5	51	0	56	0	72	17	0	89	0	2	15	2	17	162
8:00 AM	1	6	58	0	65	0	89	18	0	107	0	3	18	1	21	193
8:15 AM	0	9	45	0	54	0	73	19	0	92	0	1	17	1	18	164
8:30 AM	0	7	14	0	21	0	35	8	0	43	0	3	21	1	24	88
Total	1	27	168	0	196	0	269	62	0	331	0	9	71	5	80	607
Approach %	0.5	13.8	85.7	-	-	0.0	81.3	18.7	-	-	0.0	11.3	88.8	-	-	-
Total %	0.2	4.4	27.7	-	32.3	0.0	44.3	10.2	-	54.5	0.0	1.5	11.7	-	13.2	-
PHF	0.250	0.750	0.724	-	0.754	0.000	0.756	0.816	-	0.773	0.000	0.750	0.845	-	0.833	0.786
Lights	1	25	168	-	194	0	269	62	-	331	0	9	71	-	80	605
% Lights	100.0	92.6	100.0	-	99.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	99.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Single-Unit Trucks	0.0	7.4	0.0	-	1.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Woodcreek Dr and Access Dr
TMC
Site Code:
Start Date: 02/05/2026
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Woodcreek Dr Eastbound					Woodcreek Dr Westbound					access drive Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:00 PM	0	24	2	0	26	0	13	7	0	20	0	9	48	0	57	103
4:15 PM	0	15	7	0	22	0	11	4	0	15	0	11	58	0	69	106
4:30 PM	0	16	5	0	21	0	14	2	0	16	0	17	59	1	76	113
4:45 PM	0	21	9	0	30	0	5	1	0	6	0	4	53	0	57	93
Total	0	76	23	0	99	0	43	14	0	57	0	41	218	1	259	415
Approach %	0.0	76.8	23.2	-	-	0.0	75.4	24.6	-	-	0.0	15.8	84.2	-	-	-
Total %	0.0	18.3	5.5	-	23.9	0.0	10.4	3.4	-	13.7	0.0	9.9	52.5	-	62.4	-
PHF	0.000	0.792	0.639	-	0.825	0.000	0.768	0.500	-	0.713	0.000	0.603	0.924	-	0.852	0.918
Lights	0	75	23	-	98	0	43	13	-	56	0	41	218	-	259	413
% Lights	-	98.7	100.0	-	99.0	-	100.0	92.9	-	98.2	-	100.0	100.0	-	100.0	99.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	1.3	0.0	-	1.0	-	0.0	7.1	-	1.8	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

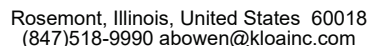
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Woodcreek Dr and Western
Access Dr TMC
Site Code:
Start Date: 02/05/2026
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Turning Movement Data

Start Time	Eastbound Approach					Woodcreek Dr Northbound					Woodcreek Dr Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	7	0	7	0	2	0	0	2	9
6:15 AM	0	0	0	0	0	0	0	9	0	9	0	5	0	0	5	14
6:30 AM	0	0	0	0	0	0	1	5	0	6	0	2	0	0	2	8
6:45 AM	0	0	0	0	0	0	0	11	0	11	0	12	0	0	12	23
Hourly Total	0	0	0	0	0	0	1	32	0	33	0	21	0	0	21	54
7:00 AM	0	0	0	0	0	2	0	5	0	7	0	11	0	0	11	18
7:15 AM	0	0	0	0	0	1	0	13	0	14	0	21	1	0	22	36
7:30 AM	0	0	0	0	0	1	0	16	0	17	0	43	0	0	43	60
7:45 AM	0	0	0	1	0	0	0	20	0	20	0	58	2	0	60	80
Hourly Total	0	0	0	1	0	4	0	54	0	58	0	133	3	0	136	194
8:00 AM	0	3	0	7	3	0	2	17	0	19	0	71	1	0	72	94
8:15 AM	0	0	0	6	0	0	0	20	0	20	0	52	2	0	54	74
8:30 AM	0	0	0	0	0	0	1	11	0	12	0	16	1	0	17	29
8:45 AM	0	0	0	0	0	0	0	13	0	13	0	13	0	0	13	26
Hourly Total	0	3	0	13	3	0	3	61	0	64	0	152	4	0	156	223
9:00 AM	0	0	0	0	0	0	1	9	0	10	0	10	3	0	13	23
9:15 AM	0	0	0	0	0	0	0	5	0	5	0	10	0	0	10	15
9:30 AM	0	0	0	0	0	0	0	9	0	9	0	7	0	0	7	16
9:45 AM	0	1	0	0	1	0	0	4	0	4	0	5	1	0	6	11
Hourly Total	0	1	0	0	1	0	1	27	0	28	0	32	4	0	36	65
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	2	0	0	0	6	0	6	0	8	0	0	8	14
2:15 PM	0	0	0	0	0	0	0	5	0	5	0	9	0	0	9	14
2:30 PM	0	2	0	0	2	0	0	3	0	3	0	8	1	0	9	14
2:45 PM	0	2	0	0	2	0	0	10	0	10	0	9	0	0	9	21
Hourly Total	0	4	0	2	4	0	0	24	0	24	0	34	1	0	35	63
3:00 PM	0	0	2	2	2	0	0	1	0	1	0	26	0	0	26	29
3:15 PM	0	1	3	2	4	0	0	9	0	9	0	18	0	0	18	31
3:30 PM	0	0	0	3	0	0	1	11	0	12	0	17	0	0	17	29
3:45 PM	0	0	3	0	3	0	0	14	0	14	0	13	0	0	13	30
Hourly Total	0	1	8	7	9	0	1	35	0	36	0	74	0	0	74	119
4:00 PM	0	1	0	0	1	0	0	16	0	16	0	22	0	0	22	39
4:15 PM	0	0	0	0	0	0	0	14	0	14	0	21	1	0	22	36
4:30 PM	0	0	0	0	0	0	0	18	0	18	1	19	0	0	20	38
4:45 PM	0	0	1	0	1	0	0	4	0	4	0	26	0	0	26	31
Hourly Total	0	1	1	0	2	0	0	52	0	52	1	88	1	0	90	144

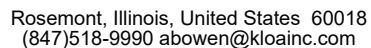
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Count Name: Woodcreek Dr and Western
Access Dr TMC
Site Code:
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Turning Movement Peak Hour Data (7:45 AM)

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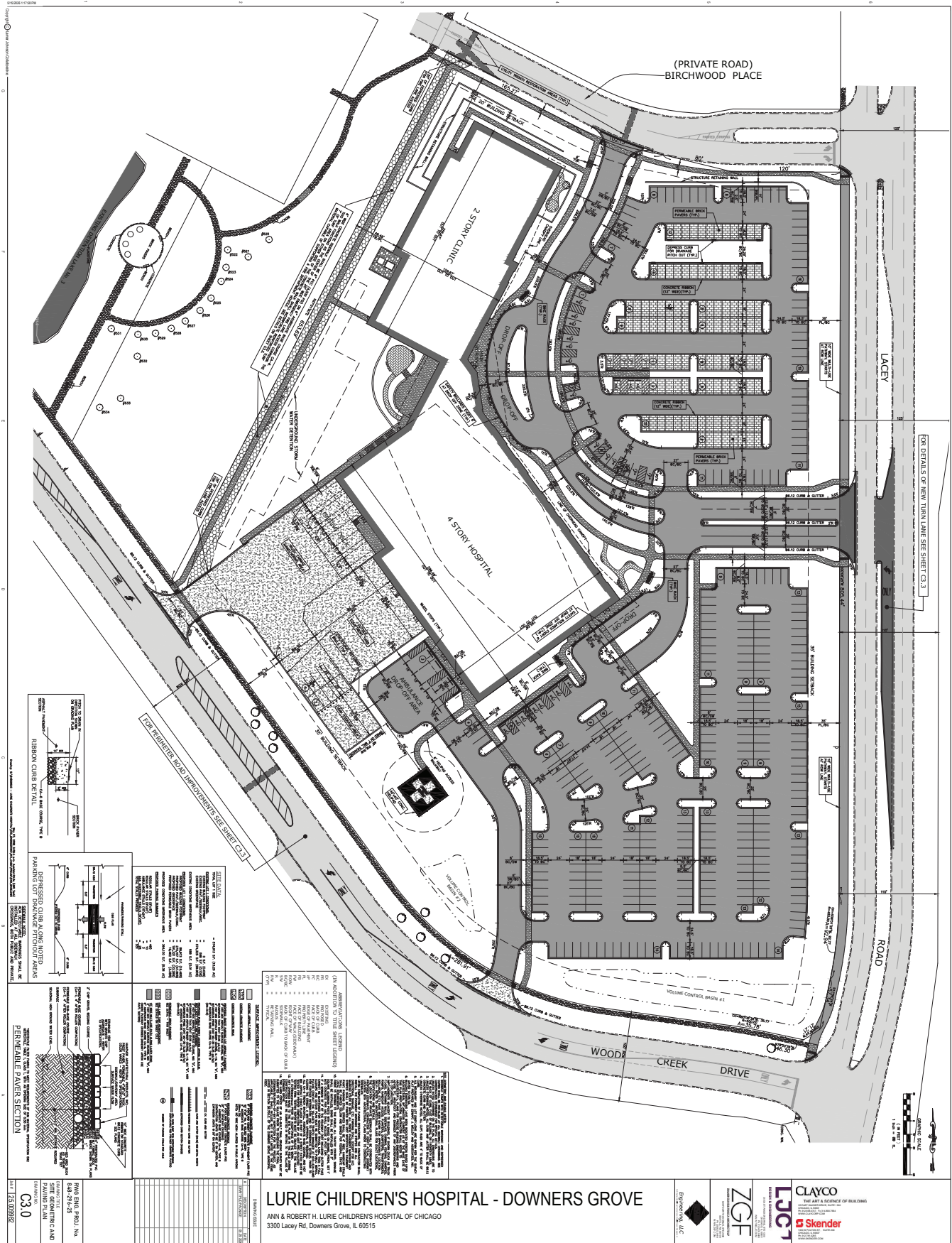


Count Name: Woodcreek Dr and Western
Access Dr TMC
Site Code:
Start Date: 02/05/2026
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

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Site Plan



ITE Trip Generation Sheets

Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 20

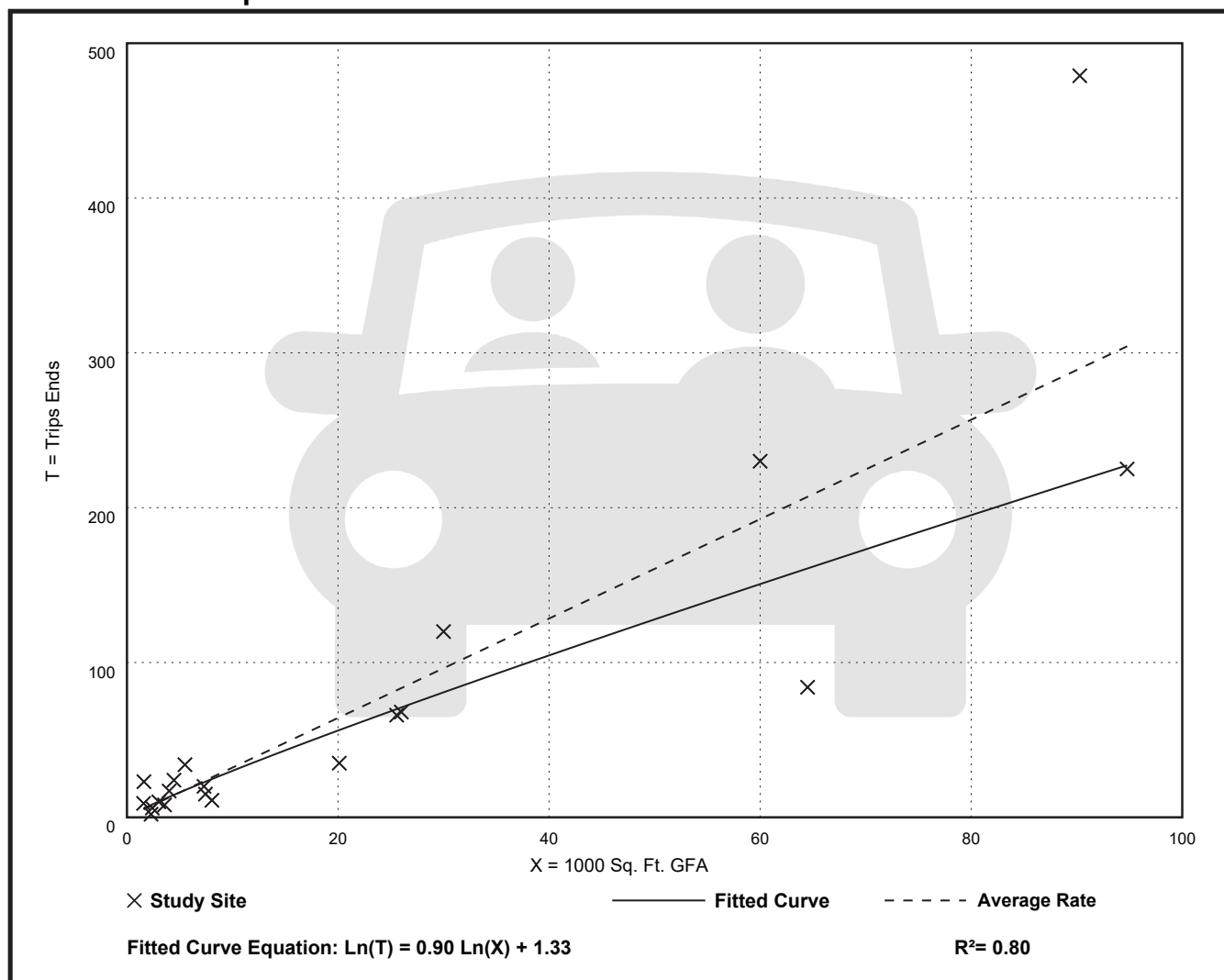
Avg. 1000 Sq. Ft. GFA: 23

Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.21	0.87 - 14.30	1.61

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 26

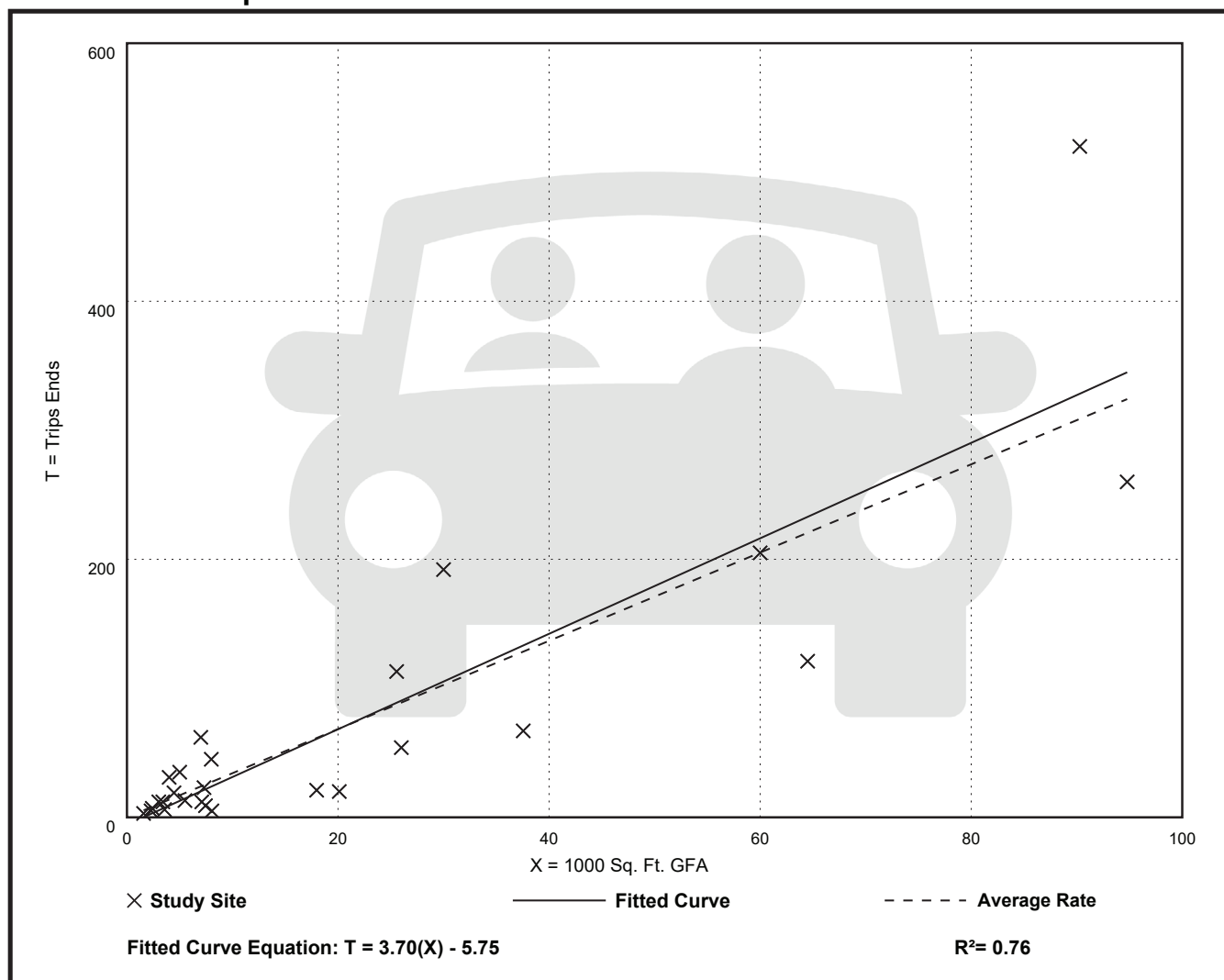
Avg. 1000 Sq. Ft. GFA: 21

Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.42	0.62 - 8.86	1.89

Data Plot and Equation



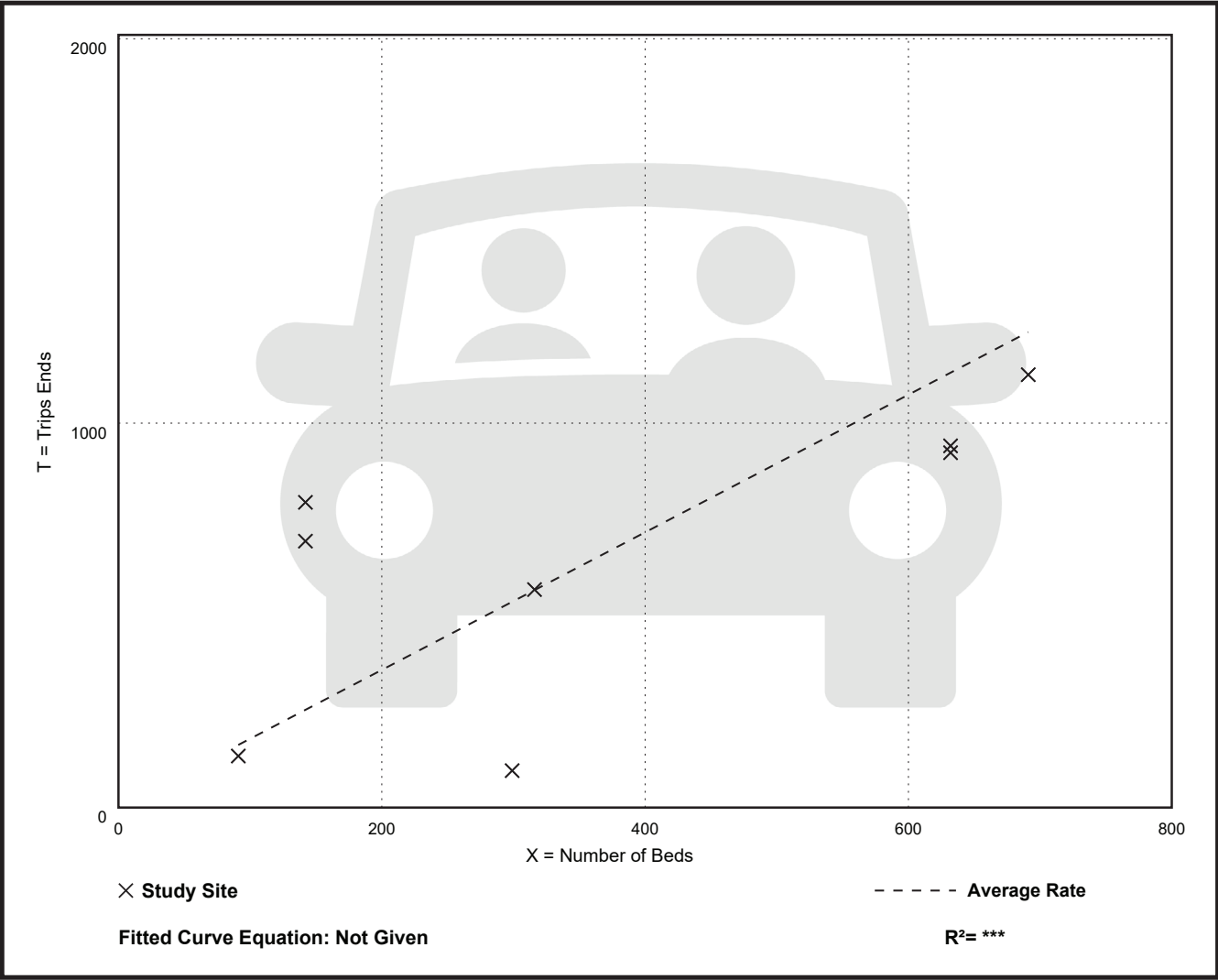
Hospital (610)

Vehicle Trip Ends vs: Beds
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: 8
Avg. Num. of Beds: 368
Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.79	0.32 - 5.59	1.28

Data Plot and Equation



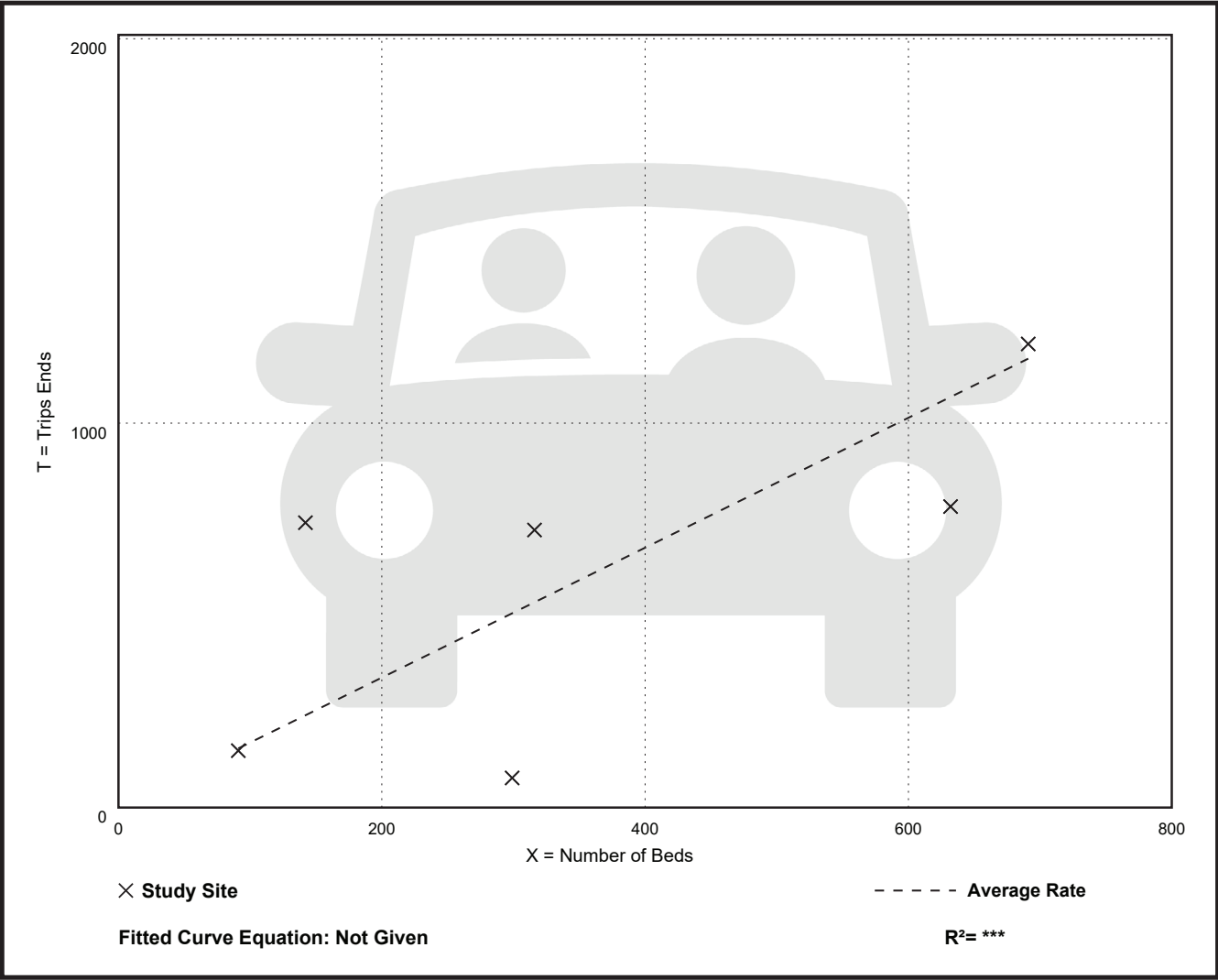
Hospital (610)

Vehicle Trip Ends vs: Beds
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: 6
Avg. Num. of Beds: 362
Directional Distribution: 33% entering, 67% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.69	0.26 - 5.22	1.20

Data Plot and Equation



CMAP 2050 Projections Letter



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

January 28, 2026

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

Subject: Lacey Road - Finley Road - Butterfield Road
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated January 27, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Lacey Rd at Finley Rd	3,950	4,700
Finley Rd west of Lacey Rd	17,400	20,200
Finley Rd east of Lacey Rd	14,800	17,200
Butterfield Rd at Lacey Rd	33,000	39,300
Lacey Rd at Birchwood Pl	3,950	4,700

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

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

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

cc: Rios (IDOT)
2026_TrafficForecasts\DownersGrove\du-07-26\du-07-26.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80
Unsignalized Intersections		
Level of Service		Average Total Delay (sec/veh)
A		0 - 10
B		$> 10 - 15$
C		$> 15 - 25$
D		$> 25 - 35$
E		$> 35 - 50$
F		> 50
Source: <i>Highway Capacity Manual</i> , 7 th Edition.		

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	 	 	  		 					
Traffic Volume (vph)	64	1000	270	749	655	59	44	15	29	70	83	67
Future Volume (vph)	64	1000	270	749	655	59	44	15	29	70	83	67
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	265		465	0		0	118		0	120		0
Storage Lanes	1		2	2		0	1		1	1		0
Taper Length (ft)	85			25			45			85		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.988			0.946	0.850		0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	2842	3502	4869	0	3502	1666	1434	1752	1732	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5301	2842	3502	4869	0	3502	1666	1434	1752	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			284		16			9	183		27	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2017			601			290			452	
Travel Time (s)		30.6			9.1			6.6			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	0%	5%	8%	0%	0%	7%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									28%			
Lane Group Flow (vph)	67	1053	284	788	751	0	46	25	22	74	158	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	7.5	21.0	21.0	7.5	21.0		11.0	14.0	14.0	7.5	14.0	
Total Split (s)	22.5	57.5	57.5	30.0	65.0		14.0	17.5	17.5	20.0	23.5	
Total Split (%)	18.0%	46.0%	46.0%	24.0%	52.0%		11.2%	14.0%	14.0%	16.0%	18.8%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effect Green (s)	10.1	52.4	52.4	31.5	75.9		7.1	11.2	11.2	14.0	15.1	
Actuated g/C Ratio	0.08	0.42	0.42	0.25	0.61		0.06	0.09	0.09	0.11	0.12	

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.47	0.47	0.21	0.89	0.25		0.23	0.16	0.07	0.38	0.68	
Control Delay (s/veh)	64.8	27.4	2.9	71.1	13.1		44.5	27.0	2.5	57.4	58.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	64.8	27.4	2.9	71.1	13.1		44.5	27.0	2.5	57.4	58.0	
LOS	E	C	A	E	B		D	C	A	E	E	
Approach Delay (s/veh)		24.2			42.8			29.9			57.8	
Approach LOS		C			D			C			E	
Queue Length 50th (ft)	54	231	0	352	112		18	14	0	60	103	
Queue Length 95th (ft)	100	274	29	#514	103		27	42	0	109	175	
Internal Link Dist (ft)		1937			521			210			372	
Turn Bay Length (ft)	265		465				118			120		
Base Capacity (vph)	254	2221	1355	881	2962		266	171	305	246	269	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.26	0.47	0.21	0.89	0.25		0.17	0.15	0.07	0.30	0.59	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 35.5

Intersection LOS: D

Intersection Capacity Utilization 69.0%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Woodcreek Drive/Lloyd Avenue & Butterfield Road



Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   				 	 		
Traffic Volume (vph)	27	1072	0	0	1423	104	0	0	57	94	0	40
Future Volume (vph)	27	1072	0	0	1423	104	0	0	57	94	0	40
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	60		175	0		0	0		100
Storage Lanes	1		0	2		1	0		2	2		1
Taper Length (ft)	210			300			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5301	0	0	7941	1538	0	0	2842	3433	0	1538
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5301	0	0	7941	1538	0	0	*2900	3433	0	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			*312			65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		601			603			352			378	
Travel Time (s)		9.1			9.1			8.0			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	5%	0%	0%	0%	2%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1204	0	0	1599	117	0	0	64	106	0	45
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6			8	7		
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0				8.0	8.0		
Minimum Split (s)	7.5	21.0			21.0				14.0	14.0		
Total Split (s)	15.0	92.5			77.5				16.0	16.5		
Total Split (%)	12.0%	74.0%			62.0%				12.8%	13.2%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag				Lead	Lag		
Lead-Lag Optimize?	Yes				Yes				Yes	Yes		
Recall Mode	None	C-Min			C-Min				None	None		
Act Effct Green (s)	7.6	88.8			80.9	113.5			8.0	10.2		24.2
Actuated g/C Ratio	0.06	0.71			0.65	0.91			0.06	0.08		0.19

23-003 Downers Grove
Existing Morning Peak

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.28	0.32			0.31	0.08			0.13	0.38		0.13
Control Delay (s/veh)	95.9	0.7			6.7	0.2			0.6	58.0		5.3
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay (s/veh)	95.9	0.7			6.7	0.2			0.6	58.0		5.3
LOS	F	A			A	A			A	E		A
Approach Delay (s/veh)		3.0			6.2			0.6			42.3	
Approach LOS		A			A			A			D	
Queue Length 50th (ft)	26	7			163	0			0	43		0
Queue Length 95th (ft)	m55	11			72	0			0	71		19
Internal Link Dist (ft)		521			523			272			298	
Turn Bay Length (ft)	230					175						100
Base Capacity (vph)	151	3765			5138	1343			519	302		312
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.20	0.32			0.31	0.09			0.12	0.35		0.14

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay (s/veh): 6.6

Intersection LOS: A

Intersection Capacity Utilization 43.0%

ICU Level of Service A

Analysis Period (min) 15

* User Entered Value

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

Splits and Phases: 2: Esplanade Road/Access Drive & Butterfield Road



Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘↘	↑↑↑					↘↘		↗
Traffic Volume (vph)	0	1036	187	195	1225	0	0	0	0	564	0	302
Future Volume (vph)	0	1036	187	195	1225	0	0	0	0	564	0	302
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		155	0		0	0		0	180		0
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	300			25			25			215		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1553	3183	5301	0	0	0	0	3433	0	1538
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1553	3183	5301	0	0	0	0	3433	0	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			38									79
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		603			617			673			836	
Travel Time (s)		9.1			9.3			15.3			19.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	4%	10%	3%	0%	0%	0%	0%	2%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1091	197	205	1289	0	0	0	0	594	0	318
Turn Type		NA	custom	Prot	NA					Prot		Perm
Protected Phases		2		1	6					7		
Permitted Phases			2 7									7
Detector Phase		2	2 7	1	6					7		7
Switch Phase												
Minimum Initial (s)		15.0		3.0	15.0					8.0		8.0
Minimum Split (s)		21.0		9.0	21.0					14.0		14.0
Total Split (s)		58.7		16.3	75.0					50.0		50.0
Total Split (%)		47.0%		13.0%	60.0%					40.0%		40.0%
Yellow Time (s)		4.5		4.5	4.5					4.5		4.5
All-Red Time (s)		1.5		1.5	1.5					1.5		1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0					6.0		6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		C-Min		None	C-Min					None		None
Act Effect Green (s)		62.2	100.6	12.4	80.6					32.4		32.4
Actuated g/C Ratio		0.50	0.80	0.10	0.64					0.26		0.26

Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.29	0.16	0.65	0.38					0.67		0.70
Control Delay (s/veh)		7.2	1.1	59.6	10.6					44.6		38.5
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay (s/veh)		7.2	1.1	59.6	10.6					44.6		38.5
LOS		A	A	E	B					D		D
Approach Delay (s/veh)		6.3			17.3						42.5	
Approach LOS		A			B						D	
Queue Length 50th (ft)		44	0	80	76					229		186
Queue Length 95th (ft)		54	0	#151	238					254		260
Internal Link Dist (ft)		523			537			593			756	
Turn Bay Length (ft)			155							180		
Base Capacity (vph)		3753	1397	317	3417					1208		592
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.29	0.14	0.65	0.38					0.49		0.54

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 18.8 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 19.7

Intersection LOS: B

Intersection Capacity Utilization 62.1%

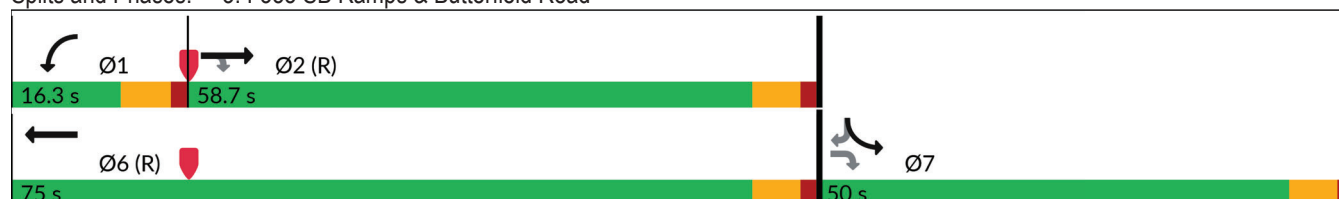
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: I-355 SB Ramps & Butterfield Road



Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   		 		 			
Traffic Volume (vph)	80	1520	0	0	1064	239	356	0	692	0	0	0
Future Volume (vph)	80	1520	0	0	1064	239	356	0	692	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	370		0	0		0
Storage Lanes	2		0	2		1	2		2	0		0
Taper Length (ft)	25			300			180			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3303	5406	0	0	7399	1524	3335	0	2787	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3303	5406	0	0	7399	1524	3335	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						257			74			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		617			559			683			840	
Travel Time (s)		9.3			8.5			15.5			19.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	1%	0%	0%	4%	6%	5%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	1634	0	0	1144	257	383	0	744	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		3					
Permitted Phases						6			3			
Detector Phase	5	2			6	6	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	15.0	8.0		8.0			
Minimum Split (s)	8.5	22.0			22.0	22.0	14.0		14.0			
Total Split (s)	23.7	75.0			51.3	51.3	50.0		50.0			
Total Split (%)	19.0%	60.0%			41.0%	41.0%	40.0%		40.0%			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Act Effct Green (s)	8.6	74.3			60.1	60.1	38.7		38.7			
Actuated g/C Ratio	0.07	0.59			0.48	0.48	0.31		0.31			

Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.38	0.51			0.32	0.30	0.37		0.81			
Control Delay (s/veh)	60.1	12.1			17.2	7.0	34.0		43.1			
Queue Delay	0.0	0.2			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	60.1	12.3			17.2	7.0	34.0		43.1			
LOS	E	B			B	A	C		D			
Approach Delay (s/veh)		14.6			15.3			40.0				
Approach LOS		B			B			D				
Queue Length 50th (ft)	34	280			165	77	127		287			
Queue Length 95th (ft)	45	419			216	134	164		355			
Internal Link Dist (ft)		537			479			603			760	
Turn Bay Length (ft)							370					
Base Capacity (vph)	480	3212			3559	866	1173		1028			
Starvation Cap Reductn	0	567			0	0	0		0			
Spillback Cap Reductn	0	15			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.18	0.62			0.32	0.30	0.33		0.72			

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 54 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 21.6

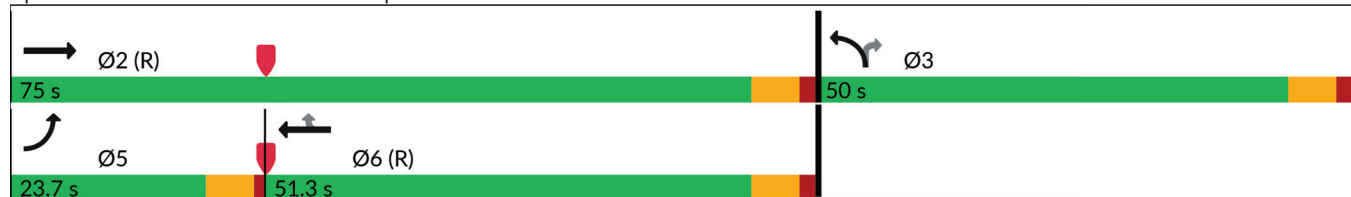
Intersection LOS: C

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: I-355 NB Ramps & Butterfield Road



Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	 
Traffic Volume (vph)	39	18	9	49	649	453
Future Volume (vph)	39	18	9	49	649	453
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	160	0	125			115
Storage Lanes	2	1	1			0
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3335	1615	1805	3800	3800	2814
Flt Permitted	0.950		0.364			
Satd. Flow (perm)	3335	1615	692	3800	3800	2814
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				498
Link Speed (mph)	30			35	35	
Link Distance (ft)	556			645	290	
Travel Time (s)	12.6			12.6	5.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	20	10	54	713	498
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	14.0	6.5	21.0	21.0	14.0
Total Split (s)	34.0	34.0	12.0	91.0	79.0	34.0
Total Split (%)	27.2%	27.2%	9.6%	72.8%	63.2%	27.2%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effect Green (s)	9.3	9.3	106.2	103.7	101.9	121.9
Actuated g/C Ratio	0.07	0.07	0.85	0.83	0.82	0.98

Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.17	0.14	0.02	0.02	0.23	0.18
Control Delay (s/veh)	55.3	23.1	1.7	2.0	0.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0
Total Delay (s/veh)	55.3	23.1	1.7	2.0	1.3	0.1
LOS	E	C	A	A	A	A
Approach Delay (s/veh)	45.1			1.9	0.8	
Approach LOS	D			A	A	
Queue Length 50th (ft)	18	0	1	3	12	0
Queue Length 95th (ft)	37	25	4	6	m25	m0
Internal Link Dist (ft)	476			565	210	
Turn Bay Length (ft)	160		125			115
Base Capacity (vph)	747	377	663	3153	3097	2814
Starvation Cap Reductn	0	0	0	0	1814	514
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.05	0.02	0.02	0.56	0.22

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.23

Intersection Signal Delay (s/veh): 3.0

Intersection LOS: A

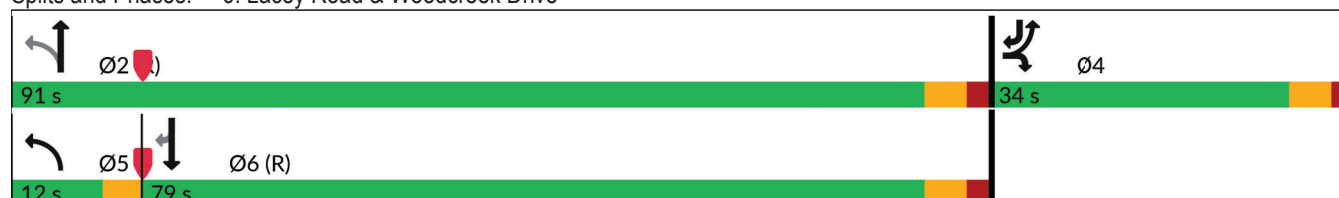
Intersection Capacity Utilization 33.7%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 6: Lacey Road & Woodcreek Drive



Lanes, Volumes, Timings
11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations	 	 	 			 
Traffic Volume (vph)	547	744	551	199	11	107
Future Volume (vph)	547	744	551	199	11	107
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	305			400	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	230				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3467	3762	3689	1599	1656	2733
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3467	3762	3689	1599	1656	2733
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				107		115
Link Speed (mph)		45	45		35	
Link Distance (ft)		681	1175		1160	
Travel Time (s)		10.3	17.8		22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	3%	1%	9%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	588	800	592	214	12	115
Turn Type	Prot	NA	NA	pm+ov	Prot	Prot
Protected Phases	5	2	6	7	7	7
Permitted Phases				6		
Detector Phase	5	2	6	7	7	7
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	10.0	21.0	21.0	14.0	14.0	14.0
Total Split (s)	42.9	81.4	38.5	28.6	28.6	28.6
Total Split (%)	39.0%	74.0%	35.0%	26.0%	26.0%	26.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effect Green (s)	24.3	89.5	59.2	73.7	8.5	8.5
Actuated g/C Ratio	0.22	0.81	0.54	0.67	0.08	0.08

23-003 Downers Grove
Existing Morning Peak

Synchro 12 Report
Page 11

Lanes, Volumes, Timings
11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.77	0.26	0.30	0.19	0.09	0.36
Control Delay (s/veh)	47.1	2.7	15.3	4.3	48.3	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.1	2.7	15.3	4.3	48.3	12.2
LOS	D	A	B	A	D	B
Approach Delay (s/veh)		21.5	12.4		15.6	
Approach LOS		C	B		B	
Queue Length 50th (ft)	204	52	116	24	9	0
Queue Length 95th (ft)	247	78	183	62	29	30
Internal Link Dist (ft)		601	1095		1080	
Turn Bay Length (ft)	305			400		205
Base Capacity (vph)	1163	3060	1985	1298	340	652
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.26	0.30	0.16	0.04	0.18

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 18.0

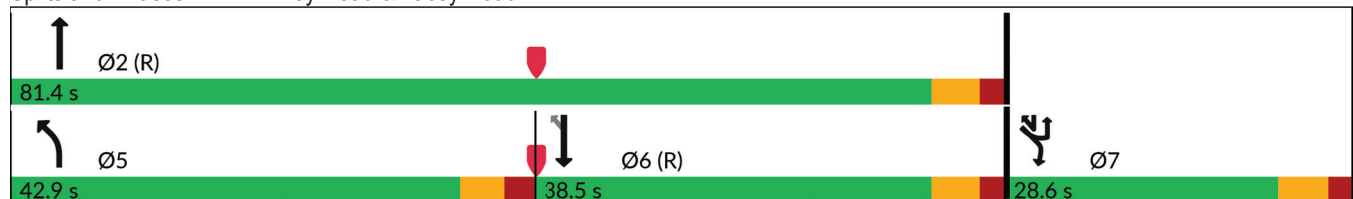
Intersection LOS: B

Intersection Capacity Utilization 51.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Finley Road & Lacey Road



HCM 7th AWSC

7: Esplanade Road & Lacey Road

03/19/2026

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WB	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔↔				↔↔		↔	↔			
Traffic Vol, veh/h	12	263	325	0	33	49	31	1	14	1	0	0
Future Vol, veh/h	12	263	325	0	33	49	31	1	14	1	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	277	342	0	35	52	33	1	15	1	0	0
Number of Lanes	0	2	0	0	0	2	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	10.9	8.1	8.8
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	8%	0%	57%	0%
Vol Thru, %	0%	93%	92%	29%	43%	44%
Vol Right, %	0%	7%	0%	71%	0%	56%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	15	144	457	58	56
LT Vol	1	0	12	0	33	0
Through Vol	0	14	132	132	25	25
RT Vol	0	1	0	325	0	31
Lane Flow Rate	1	16	151	481	61	58
Geometry Grp	5	5	5	5	5	5
Degree of Util (U)	0.002	0.026	0.194	0.546	0.089	0.075
Departure Headway (Hd)	6.526	5.975	4.63	4.089	5.31	4.629
Convergence, U/N	les	les	les	les	les	les
Cap	551	602	770	875	678	778
Service Time	4.232	3.681	2.39	1.849	3.012	2.331
HCM Lane V/C Ratio	0.002	0.027	0.196	0.55	0.09	0.075
HCM Control Delay, s/veh	9.2	8.8	8.5	11.7	8.5	7.7
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0	0.1	0.7	3.4	0.3	0.2

HCM 7th AWSC

7: Esplanade Road & Lacey Road

03/19/2026

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement **SBR**

Lane Configurations

Traffic Vol, veh/h 0

Future Vol, veh/h 0

Peak Hour Factor 0.95

Heavy Vehicles, % 0

Mvmt Flow 0

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay, s/veh

HCM LOS

HCM 7th TWSC

8: Lacey Road & Birchwood Place

03/19/2026

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	10	92	116	272	30
Future Vol, veh/h	2	10	92	116	272	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	45	0	80	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	2	11	100	126	296	33
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	575	164	328	0	-	0
Stage 1	312	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	453	858	1235	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	417	858	1235	-	-	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.72	3.61		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1235	-	512	858	-	-
HCM Lane V/C Ratio	0.081	-	0.004	0.013	-	-
HCM Ctrl Dly (s/v)	8.2	-	12.1	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0	0	-	-

HCM 7th TWSC

10: Lacey Road & Woodcreek Drive

03/19/2026

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	70	272	178	215	67
Future Vol, veh/h	30	70	272	178	215	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	115	0	180	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	0
Mvmt Flow	33	76	296	193	234	73

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	958	153	307
Stage 1	270	-	-
Stage 2	688	-	-
Critical Hdwy	6.8	6.96	4.1
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.33	2.2
Pot Cap-1 Maneuver	259	862	1266
Stage 1	757	-	-
Stage 2	466	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	198	862	1266
Mov Cap-2 Maneuver	325	-	-
Stage 1	580	-	-
Stage 2	466	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.9	5.26	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1266	-	325	862	-	-
HCM Lane V/C Ratio	0.234	-	0.1	0.088	-	-
HCM Ctrl Dly (s/v)	8.7	-	17.3	9.6	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.9	-	0.3	0.3	-	-

HCM 7th TWSC

12: West USMC Access/Woodcreek Drive

03/19/2026

Intersection						
Int Delay, s/veh	0.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	197	6	3	76	3	0
Future Vol, veh/h	197	6	3	76	3	0
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	74	74	74	74	74	74
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	266	8	4	103	4	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	274	0	381	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1300	-	625	773
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1300	-	623	773
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	916	-
Approach	SE	NW		NE		
HCM Ctrl Dly, s/v	0	0.3		10.82		
HCM LOS	B					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	623	68	-	-	-	
HCM Lane V/C Ratio	0.007	0.003	-	-	-	
HCM Ctrl Dly (s/v)	10.8	7.8	0	-	-	
HCM Lane LOS	B	A	A	-	-	
HCM 95th %tile Q(veh)	0	0	-	-	-	

HCM 7th TWSC

13: East USMC Access & West USMC Access/Woodcreek Drive

03/19/2026

Intersection

Int Delay, s/veh 5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	168	269	70	9	71
Future Vol, veh/h	29	168	269	70	9	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	37	213	341	89	11	90

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	249
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1328
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1328
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	6.86	10.77
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	228	910	-	-	1328	-
HCM Lane V/C Ratio	0.05	0.099	-	-	0.256	-
HCM Ctrl Dly (s/v)	21.6	9.4	-	-	8.6	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	1	-

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	 	 	  		 				 	
Traffic Volume (vph)	48	983	65	120	1260	90	178	39	150	56	20	72
Future Volume (vph)	48	983	65	120	1260	90	178	39	150	56	20	72
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	265		465	0		0	118		0	120		0
Storage Lanes	1		2	2		0	1		1	1		0
Taper Length (ft)	85			25			45			85		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.990			0.910	0.850		0.882	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	5406	2787	3467	5135	0	3467	1633	1519	1805	1663	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	5406	2787	3467	5135	0	3467	1633	1519	1805	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133		10			49	133		76	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2017			601			290			452	
Travel Time (s)		30.6			9.1			6.6			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	1%	2%	1%	0%	0%	1%	0%	1%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									39%			
Lane Group Flow (vph)	51	1035	68	126	1421	0	187	103	96	59	97	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	7.5	21.0	21.0	7.5	21.0		7.5	14.0	14.0	7.5	14.0	
Total Split (s)	32.4	78.3	78.3	13.5	59.4		25.6	29.7	29.7	13.5	17.5	
Total Split (%)	24.0%	58.0%	58.0%	10.0%	44.0%		19.0%	22.0%	22.0%	10.0%	13.0%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effect Green (s)	9.4	81.7	81.7	10.0	84.5		12.6	16.1	16.1	8.2	9.6	
Actuated g/C Ratio	0.07	0.61	0.61	0.07	0.63		0.09	0.12	0.12	0.06	0.07	

23-003 Downers Grove
Existing Evening Peak

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.43	0.32	0.04	0.49	0.44		0.58	0.43	0.32	0.54	0.51	
Control Delay (s/veh)	70.1	14.0	0.0	82.2	5.7		40.4	21.0	11.9	79.2	28.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	70.1	14.0	0.0	82.2	5.7		40.4	21.0	11.9	79.2	28.4	
LOS	E	B	A	F	A		D	C	B	E	C	
Approach Delay (s/veh)		15.7			11.9			28.1			47.6	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	45	151	0	61	43		80	49	23	51	18	
Queue Length 95th (ft)	89	218	0	96	72		119	98	69	100	74	
Internal Link Dist (ft)		1937			521			210			372	
Turn Bay Length (ft)	265		465				118			120		
Base Capacity (vph)	358	3273	1739	265	3217		541	327	376	120	216	
Starvation Cap Reductn	0	0	0	0	75		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.32	0.04	0.48	0.45		0.35	0.31	0.26	0.49	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 116.1 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 16.9

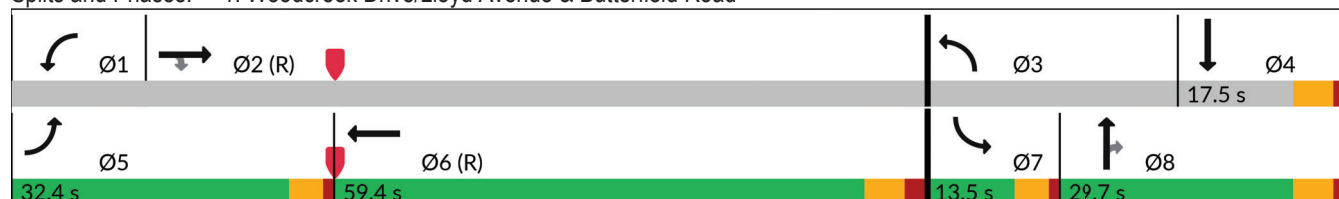
Intersection LOS: B

Intersection Capacity Utilization 55.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Woodcreek Drive/Lloyd Avenue & Butterfield Road



Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   				 	 		
Traffic Volume (vph)	68	1121	0	0	1414	127	0	0	487	114	0	56
Future Volume (vph)	68	1121	0	0	1414	127	0	0	487	114	0	56
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	60		175	0		0	0		100
Storage Lanes	1		0	2		1	0		2	2		1
Taper Length (ft)	210			300			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	*1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5406	0	0	8020	1583	0	0	3230	3335	0	1615
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5406	0	0	8020	1583	0	0	3230	3335	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						138			*330			61
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		601			603			352			378	
Travel Time (s)		9.1			9.1			8.0			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1218	0	0	1537	138	0	0	529	124	0	61
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6			8	7		
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0				8.0	8.0		
Minimum Split (s)	7.5	21.0			21.0				14.0	14.0		
Total Split (s)	16.2	95.8			79.6				18.9	20.3		
Total Split (%)	12.0%	71.0%			59.0%				14.0%	15.0%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag				Lead	Lag		
Lead-Lag Optimize?	Yes				Yes				Yes	Yes		
Recall Mode	None	C-Min			C-Min				None	None		
Act Effct Green (s)	10.2	93.5			81.0	117.7			12.2	11.3		29.5
Actuated g/C Ratio	0.08	0.69			0.60	0.87			0.09	0.08		0.22

Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.54	0.33			0.32	0.10			0.89	0.44		0.15
Control Delay (s/veh)	101.6	4.3			7.2	0.8			40.9	63.5		10.4
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay (s/veh)	101.6	4.3			7.2	0.8			40.9	63.5		10.4
LOS	F	A			A	A			D	E		B
Approach Delay (s/veh)		9.9			6.7			40.9			46.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	69	60			127	8			87	56		0
Queue Length 95th (ft)	124	71			147	2			#178	89		36
Internal Link Dist (ft)		521			523			272			298	
Turn Bay Length (ft)	230					175						100
Base Capacity (vph)	158	3742			4812	1412			607	353		429
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.47	0.33			0.32	0.10			0.87	0.35		0.14

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 104 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 14.7

Intersection LOS: B

Intersection Capacity Utilization 54.3%

ICU Level of Service A

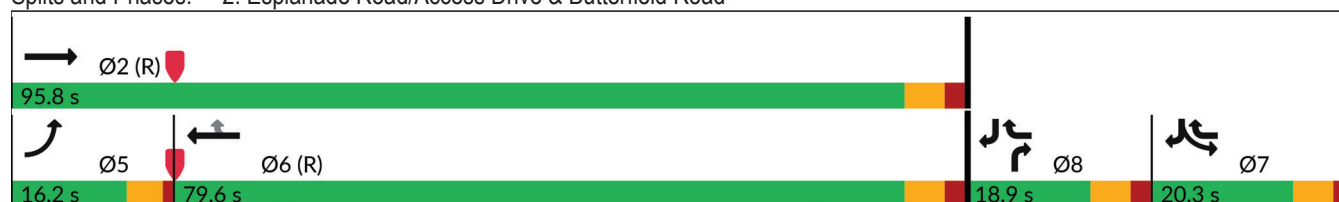
Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Esplanade Road/Access Drive & Butterfield Road



Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘↘	↑↑↑					↘↘		↗
Traffic Volume (vph)	0	1322	400	267	1393	0	0	0	0	272	0	148
Future Volume (vph)	0	1322	400	267	1393	0	0	0	0	272	0	148
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		155	0		0	0		0	180		0
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	300			25			25			215		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7619	1599	3433	5460	0	0	0	0	3467	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7619	1599	3433	5460	0	0	0	0	3467	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65									73
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		603			618			665			844	
Travel Time (s)		9.1			9.4			15.1			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	2%	0%	0%	0%	0%	0%	1%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1363	412	275	1436	0	0	0	0	280	0	153
Turn Type		NA	custom	Prot	NA					Prot		Perm
Protected Phases		2		1	6					7		
Permitted Phases			2 7									7
Detector Phase		2	2 7	1	6					7		7
Switch Phase												
Minimum Initial (s)		15.0		3.0	15.0					8.0		8.0
Minimum Split (s)		21.0		7.0	21.0					14.0		14.0
Total Split (s)		70.2		21.6	91.8					43.2		43.2
Total Split (%)		52.0%		16.0%	68.0%					32.0%		32.0%
Yellow Time (s)		4.5		3.0	4.5					4.5		4.5
All-Red Time (s)		1.5		1.0	1.5					1.5		1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.0		4.0	6.0					6.0		6.0
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		C-Min		None	C-Min					None		None
Act Effect Green (s)		81.9	107.4	17.6	103.5					19.5		19.5
Actuated g/C Ratio		0.61	0.80	0.13	0.77					0.14		0.14

Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.30	0.32	0.62	0.34					0.56		0.53
Control Delay (s/veh)		10.0	2.5	63.2	2.5					57.5		33.5
Queue Delay		0.0	0.2	0.0	0.1					0.0		0.0
Total Delay (s/veh)		10.0	2.7	63.2	2.6					57.5		33.5
LOS		B	A	E	A					E		C
Approach Delay (s/veh)		8.3			12.4						49.0	
Approach LOS		A			B						D	
Queue Length 50th (ft)		107	39	134	113					121		65
Queue Length 95th (ft)		127	m49	182	121					158		132
Internal Link Dist (ft)		523			538			585			764	
Turn Bay Length (ft)			155							180		
Base Capacity (vph)		4619	1285	447	4184					955		489
Starvation Cap Reductn		0	317	0	1115					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.30	0.43	0.62	0.47					0.29		0.31

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 99.9 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay (s/veh): 14.6

Intersection LOS: B

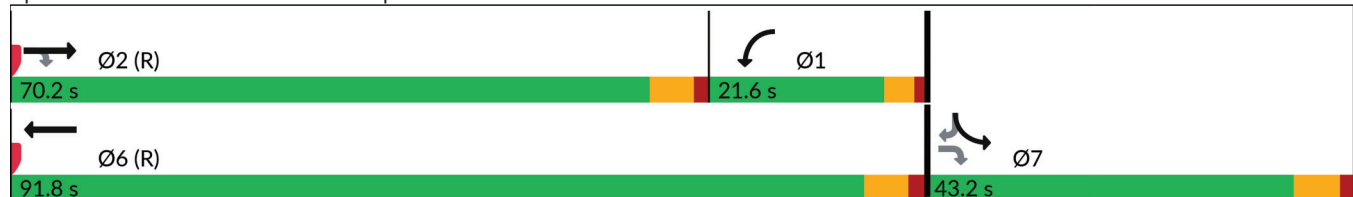
Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 3: I-355 SB Ramps & Butterfield Road



Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	1353	0	0	1503	695	157	0	306	0	0	0
Future Volume (vph)	241	1353	0	0	1503	695	157	0	306	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	370		0	0		0
Storage Lanes	2		0	2		1	2		2	0		0
Taper Length (ft)	25			300			180			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5406	0	0	7619	1583	3467	0	2707	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5406	0	0	7619	1583	3467	0	2707	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						644			146			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		618			559			683			840	
Travel Time (s)		9.4			8.5			15.5			19.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	0%	1%	2%	1%	0%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	1424	0	0	1582	732	165	0	322	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		3					
Permitted Phases						6			3			
Detector Phase	5	2			6	6	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	15.0	8.0		8.0			
Minimum Split (s)	7.5	22.0			22.0	22.0	14.0		14.0			
Total Split (s)	24.3	105.3			81.0	81.0	29.7		29.7			
Total Split (%)	18.0%	78.0%			60.0%	60.0%	22.0%		22.0%			
Yellow Time (s)	3.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Act Effct Green (s)	15.2	107.1			87.4	87.4	15.9		15.9			
Actuated g/C Ratio	0.11	0.79			0.65	0.65	0.12		0.12			

Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.33			0.32	0.58	0.41		0.72			
Control Delay (s/veh)	80.5	2.5			5.1	2.1	57.1		39.9			
Queue Delay	0.0	0.0			0.0	0.1	0.0		0.0			
Total Delay (s/veh)	80.5	2.6			5.1	2.2	57.1		39.9			
LOS	F	A			A	A	E		D			
Approach Delay (s/veh)		14.4			4.2			45.7				
Approach LOS		B			A			D				
Queue Length 50th (ft)	124	53			71	11	71		89			
Queue Length 95th (ft)	164	57			88	22	102		141			
Internal Link Dist (ft)		538			479			603			760	
Turn Bay Length (ft)							370					
Base Capacity (vph)	503	4290			4932	1252	608		595			
Starvation Cap Reductn	0	838			0	69	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.50	0.41			0.32	0.62	0.27		0.54			

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 75.6 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 12.5

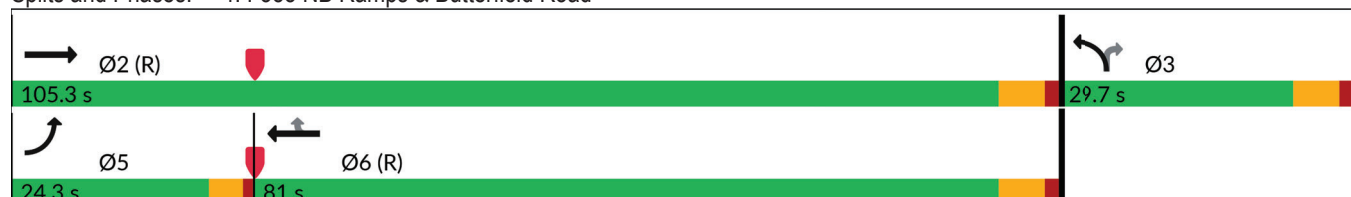
Intersection LOS: B

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: I-355 NB Ramps & Butterfield Road



Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	 
Traffic Volume (vph)	200	28	6	167	147	58
Future Volume (vph)	200	28	6	167	147	58
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	160	0	125			115
Storage Lanes	2	1	1			0
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1553	1805	3762	3762	2760
Flt Permitted	0.950		0.617			
Satd. Flow (perm)	3467	1553	1172	3762	3762	2760
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		35				72
Link Speed (mph)	30			35	35	
Link Distance (ft)	556			645	290	
Travel Time (s)	12.6			12.6	5.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	0%	1%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	35	7	206	181	72
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	14.0	6.5	21.0	21.0	14.0
Total Split (s)	60.0	60.0	14.0	75.0	61.0	60.0
Total Split (%)	44.4%	44.4%	10.4%	55.6%	45.2%	44.4%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effect Green (s)	16.2	16.2	109.3	106.8	104.9	131.9
Actuated g/C Ratio	0.12	0.12	0.81	0.79	0.78	0.98

Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.60	0.16	0.01	0.07	0.06	0.03
Control Delay (s/veh)	62.0	17.0	3.2	3.4	2.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.0	17.0	3.2	3.4	2.0	0.0
LOS	E	B	A	A	A	A
Approach Delay (s/veh)	56.4			3.4	1.4	
Approach LOS	E			A	A	
Queue Length 50th (ft)	108	0	1	17	7	0
Queue Length 95th (ft)	131	27	4	28	15	0
Internal Link Dist (ft)	476			565	210	
Turn Bay Length (ft)	160		125			115
Base Capacity (vph)	1386	642	998	2976	2924	2760
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.05	0.01	0.07	0.06	0.03

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 22.7

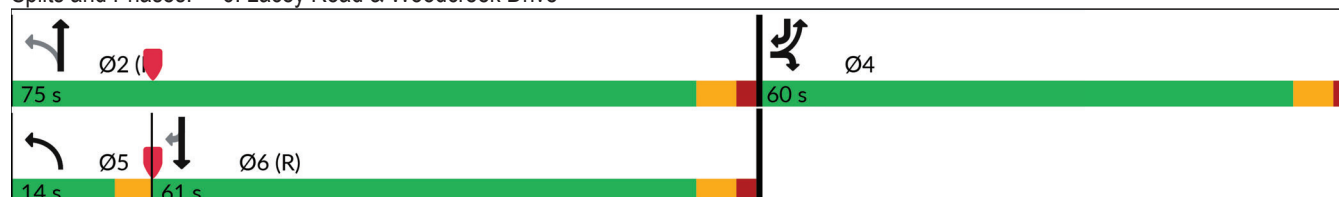
Intersection LOS: C

Intersection Capacity Utilization 29.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Lacey Road & Woodcreek Drive



Lanes, Volumes, Timings
11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	95	548	877	49	60	433
Future Volume (vph)	95	548	877	49	60	433
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	305			400	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	230				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3367	3725	3762	1417	1752	2842
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3367	3725	3762	1417	1752	2842
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				49		437
Link Speed (mph)		45	45		35	
Link Distance (ft)		681	1175		1160	
Travel Time (s)		10.3	17.8		22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	1%	14%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	554	886	49	61	437
Turn Type	Prot	NA	NA	pm+ov	Prot	Prot
Protected Phases	5	2	6	7	7	7
Permitted Phases				6		
Detector Phase	5	2	6	7	7	7
Switch Phase						
Minimum Initial (s)	3.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	7.5	21.0	21.0	14.0	14.0	14.0
Total Split (s)	21.6	86.4	64.8	33.6	33.6	33.6
Total Split (%)	18.0%	72.0%	54.0%	28.0%	28.0%	28.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effect Green (s)	8.8	96.5	83.2	100.7	11.5	11.5
Actuated g/C Ratio	0.07	0.80	0.69	0.84	0.10	0.10

23-003 Downers Grove
Existing Evening Peak

Synchro 12 Report
Page 11

Lanes, Volumes, Timings
11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.39	0.18	0.34	0.04	0.37	0.66
Control Delay (s/veh)	57.2	3.1	8.3	0.6	55.9	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.2	3.1	8.3	0.6	55.9	9.5
LOS	E	A	A	A	E	A
Approach Delay (s/veh)		11.1	7.9		15.2	
Approach LOS		B	A		B	
Queue Length 50th (ft)	38	42	131	0	46	0
Queue Length 95th (ft)	66	69	200	7	88	51
Internal Link Dist (ft)		601	1095		1080	
Turn Bay Length (ft)	305			400		205
Base Capacity (vph)	479	2995	2608	1373	402	990
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.18	0.34	0.04	0.15	0.44

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 21.6 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 10.6

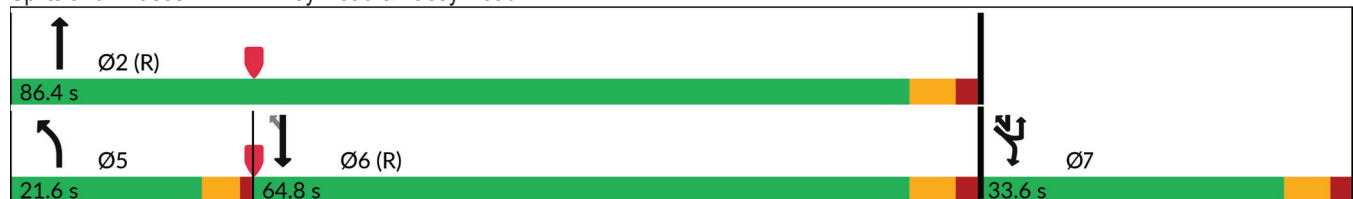
Intersection LOS: B

Intersection Capacity Utilization 48.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Finley Road & Lacey Road



HCM 7th AWSC

7: Esplanade Road & Lacey Road

03/19/2026

Intersection

Intersection Delay, s/veh 11.9

Intersection LOS B

Movement	EBL	EBT	EBR	WB	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔↔				↔↔		↔	↔			
Traffic Vol, veh/h	24	130	13	0	6	102	270	67	193	29	0	0
Future Vol, veh/h	24	130	13	0	6	102	270	67	193	29	0	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	1	0	2	17	0	0	1	0	3	0	0
Mvmt Flow	27	144	14	0	7	113	300	74	214	32	0	0
Number of Lanes	0	2	0	0	0	2	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9.9	12.7	12.1
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	27%	0%	11%	0%
Vol Thru, %	0%	87%	73%	83%	89%	16%
Vol Right, %	0%	13%	0%	17%	0%	84%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	222	89	78	57	321
LT Vol	67	0	24	0	6	0
Through Vol	0	193	65	65	51	51
RT Vol	0	29	0	13	0	270
Lane Flow Rate	74	247	99	87	63	357
Geometry Grp	5	5	5	5	5	5
Degree of Util (U)	0.136	0.408	0.169	0.142	0.108	0.513
Departure Headway (Hd)	6.566	5.953	6.14	5.902	6.12	5.178
Convergence, U/N	es	es	es	es	es	es
Cap	546	604	584	608	589	699
Service Time	4.299	3.685	3.877	3.639	3.82	2.878
HCM Lane V/C Ratio	0.136	0.409	0.17	0.143	0.107	0.511
HCM Control Delay, s/veh	10.3	12.7	10.1	9.6	9.6	13.2
HCM Lane LOS	B	B	B	A	A	B
HCM 95th-tile Q	0.5	2	0.6	0.5	0.4	3

HCM 7th AWSC

7: Esplanade Road & Lacey Road

03/19/2026

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement **SBR**

Lane Configurations

Traffic Vol, veh/h 0

Future Vol, veh/h 0

Peak Hour Factor 0.90

Heavy Vehicles, % 0

Mvmt Flow 0

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay, s/veh

HCM LOS

HCM 7th TWSC

8: Lacey Road & Birchwood Place

03/19/2026

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	55	4	357	112	3
Future Vol, veh/h	22	55	4	357	112	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	45	0	80	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	5	0	0	0	3	0
Mvmt Flow	26	65	5	425	133	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	357	68	137	0	-	0
Stage 1	135	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.9	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	607	987	1460	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	605	987	1460	-	-	-
Mov Cap-2 Maneuver	649	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.44	0.08		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1460	-	649	987	-	-
HCM Lane V/C Ratio	0.003	-	0.04	0.066	-	-
HCM Ctrl Dly (s/v)	7.5	-	10.8	8.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.2	-	-

HCM 7th TWSC

10: Lacey Road & Woodcreek Drive

03/19/2026

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	135	159	48	226	158	9
Future Vol, veh/h	135	159	48	226	158	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	115	0	180	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	1	2	0	1	0
Mvmt Flow	148	175	53	248	174	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	408	92	184
Stage 1	179	-	-
Stage 2	230	-	-
Critical Hdwy	6.8	6.92	4.14
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.31	2.22
Pot Cap-1 Maneuver	576	951	1389
Stage 1	840	-	-
Stage 2	793	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	554	951	1389
Mov Cap-2 Maneuver	618	-	-
Stage 1	808	-	-
Stage 2	793	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.02	1.35	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1389	-	618	951	-	-
HCM Lane V/C Ratio	0.038	-	0.24	0.184	-	-
HCM Ctrl Dly (s/v)	7.7	-	12.7	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	0.7	-	-

HCM 7th TWSC

12: West USMC Access/Woodcreek Drive

03/19/2026

Intersection						
Int Delay, s/veh	0.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	98	1	0	55	1	1
Future Vol, veh/h	98	1	0	55	1	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	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	107	1	0	60	1	1
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	108	0	167	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1496	-	828	952
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	828	952
Mov Cap-2 Maneuver	-	-	-	-	828	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	968	-
Approach	SE	NW		NE		
HCM Ctrl Dly, s/v	0	0		9.07		
HCM LOS	A					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	886	1496	-	-	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Ctrl Dly (s/v)	9.1	0	-	-	-	
HCM Lane LOS	A	A	-	-	-	
HCM 95th %tile Q(veh)	0	0	-	-	-	

HCM 7th TWSC

13: East USMC Access & West USMC Access/Woodcreek Drive

03/19/2026

Intersection

Int Delay, s/veh 7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	23	43	14	41	218
Future Vol, veh/h	76	23	43	14	41	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	7	0	0
Mvmt Flow	83	25	47	15	45	237

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	108
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1496
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1496
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.65	9.94
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	967	-	-	1496	-
HCM Lane V/C Ratio	0.058	0.245	-	-	0.031	-
HCM Ctrl Dly (s/v)	10	9.9	-	-	7.5	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	1	-	-	0.1	-

Capacity Analysis Summary Sheets
Year 2032 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	 	 	  		 				 	
Traffic Volume (vph)	66	1037	280	777	679	61	46	16	30	73	86	69
Future Volume (vph)	66	1037	280	777	679	61	46	16	30	73	86	69
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	265		465	0		0	118		0	120		0
Storage Lanes	1		2	2		0	1		1	1		0
Taper Length (ft)	85			25			45			85		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.988			0.948	0.850		0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	2842	3502	4869	0	3502	1671	1434	1752	1732	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5301	2842	3502	4869	0	3502	1671	1434	1752	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			295		16			9	183		27	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2017			601			290			452	
Travel Time (s)		30.6			9.1			6.6			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	0%	5%	8%	0%	0%	7%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									27%			
Lane Group Flow (vph)	69	1092	295	818	779	0	48	26	23	77	164	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	7.5	21.0	21.0	7.5	21.0		11.0	14.0	14.0	7.5	14.0	
Total Split (s)	22.5	57.5	57.5	30.0	65.0		14.0	17.5	17.5	20.0	23.5	
Total Split (%)	18.0%	46.0%	46.0%	24.0%	52.0%		11.2%	14.0%	14.0%	16.0%	18.8%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effect Green (s)	10.2	51.5	51.5	32.1	75.5		7.1	11.3	11.3	14.2	15.3	
Actuated g/C Ratio	0.08	0.41	0.41	0.26	0.60		0.06	0.09	0.09	0.11	0.12	

23-003 Downers Grove
Existing Morning Peak

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.48	0.50	0.22	0.91	0.26		0.24	0.16	0.08	0.39	0.69	
Control Delay (s/veh)	65.0	28.2	2.9	72.9	12.7		58.6	25.9	2.0	57.4	59.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	65.0	28.2	2.9	72.9	12.7		58.6	25.9	2.0	57.4	59.1	
LOS	E	C	A	E	B		E	C	A	E	E	
Approach Delay (s/veh)		24.8			43.5			36.4			58.5	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	55	241	0	~365	116		19	14	0	62	108	
Queue Length 95th (ft)	102	286	29	#541	102		42	43	0	112	182	
Internal Link Dist (ft)		1937			521			210			372	
Turn Bay Length (ft)	265		465				118			120		
Base Capacity (vph)	254	2184	1344	898	2947		266	172	306	246	270	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.27	0.50	0.22	0.91	0.26		0.18	0.15	0.08	0.31	0.61	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 36.3

Intersection LOS: D

Intersection Capacity Utilization 70.8%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Woodcreek Drive/Lloyd Avenue & Butterfield Road



Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1113	0	0	1477	104	0	0	59	94	0	40
Future Volume (vph)	27	1113	0	0	1477	104	0	0	59	94	0	40
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	60		175	0		0	0		100
Storage Lanes	1		0	2		1	0		2	2		1
Taper Length (ft)	210			300			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5301	0	0	7941	1538	0	0	2842	3433	0	1538
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5301	0	0	7941	1538	0	0	*2900	3433	0	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			*312			65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		601			603			352			378	
Travel Time (s)		9.1			9.1			8.0			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	5%	0%	0%	0%	2%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1251	0	0	1660	117	0	0	66	106	0	45
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6			8	7		
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0				8.0	8.0		
Minimum Split (s)	7.5	21.0			21.0				14.0	14.0		
Total Split (s)	15.0	92.5			77.5				16.0	16.5		
Total Split (%)	12.0%	74.0%			62.0%				12.8%	13.2%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag				Lead	Lag		
Lead-Lag Optimize?	Yes				Yes				Yes	Yes		
Recall Mode	None	C-Min			C-Min				None	None		
Act Effct Green (s)	7.6	88.8			80.9	113.5			8.0	10.2		24.2
Actuated g/C Ratio	0.06	0.71			0.65	0.91			0.06	0.08		0.19

23-003 Downers Grove
Existing Morning Peak

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.28	0.33			0.32	0.08			0.14	0.38		0.13
Control Delay (s/veh)	95.4	0.8			6.5	0.2			0.6	58.0		5.3
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay (s/veh)	95.4	0.8			6.5	0.2			0.6	58.0		5.3
LOS	F	A			A	A			A	E		A
Approach Delay (s/veh)		3.0			6.0			0.6			42.3	
Approach LOS		A			A			A			D	
Queue Length 50th (ft)	26	8			141	0			0	43		0
Queue Length 95th (ft)	m53	13			75	0			0	71		19
Internal Link Dist (ft)		521			523			272			298	
Turn Bay Length (ft)	230					175						100
Base Capacity (vph)	151	3765			5138	1343			519	302		312
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.20	0.33			0.32	0.09			0.13	0.35		0.14

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay (s/veh): 6.4

Intersection LOS: A

Intersection Capacity Utilization 43.8%

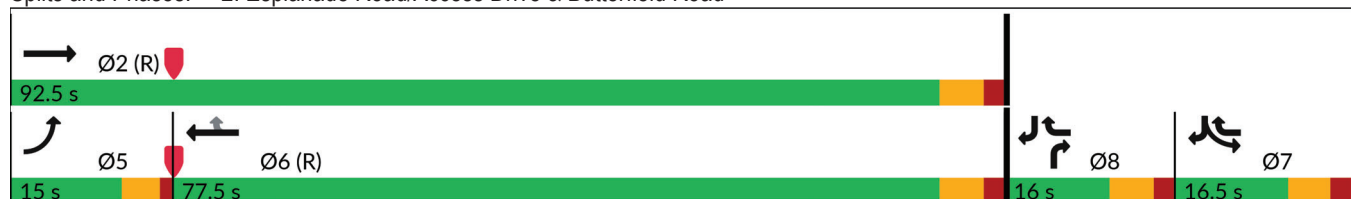
ICU Level of Service A

Analysis Period (min) 15

* User Entered Value

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

Splits and Phases: 2: Esplanade Road/Access Drive & Butterfield Road



Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↗↗	↑↑↑					↗↗		↗
Traffic Volume (vph)	0	1072	194	202	1268	0	0	0	0	585	0	313
Future Volume (vph)	0	1072	194	202	1268	0	0	0	0	585	0	313
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		155	0		0	0		0	180		0
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	300			25			25			215		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1553	3183	5301	0	0	0	0	3433	0	1538
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1553	3183	5301	0	0	0	0	3433	0	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			33									79
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		603			617			673			836	
Travel Time (s)		9.1			9.3			15.3			19.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	4%	10%	3%	0%	0%	0%	0%	2%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1128	204	213	1335	0	0	0	0	616	0	329
Turn Type		NA	custom	Prot	NA					Prot		Perm
Protected Phases		2		1	6					7		
Permitted Phases			2 7									7
Detector Phase		2	2 7	1	6					7		7
Switch Phase												
Minimum Initial (s)		15.0		3.0	15.0					8.0		8.0
Minimum Split (s)		21.0		9.0	21.0					14.0		14.0
Total Split (s)		58.7		16.3	75.0					50.0		50.0
Total Split (%)		47.0%		13.0%	60.0%					40.0%		40.0%
Yellow Time (s)		4.5		4.5	4.5					4.5		4.5
All-Red Time (s)		1.5		1.5	1.5					1.5		1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0					6.0		6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		C-Min		None	C-Min					None		None
Act Effect Green (s)		60.9	100.4	12.6	79.5					33.5		33.5
Actuated g/C Ratio		0.49	0.80	0.10	0.64					0.27		0.27

Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31	0.16	0.67	0.40					0.67		0.70
Control Delay (s/veh)		7.4	1.1	60.5	11.9					43.9		38.4
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay (s/veh)		7.4	1.1	60.5	11.9					43.9		38.4
LOS		A	A	E	B					D		D
Approach Delay (s/veh)		6.4			18.6						42.0	
Approach LOS		A			B						D	
Queue Length 50th (ft)		45	0	87	101					235		194
Queue Length 95th (ft)		55	7	#170	257					262		269
Internal Link Dist (ft)		523			537			593			756	
Turn Bay Length (ft)			155							180		
Base Capacity (vph)		3678	1381	320	3373					1208		592
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.31	0.15	0.67	0.40					0.51		0.56

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 18.8 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 20.1

Intersection LOS: C

Intersection Capacity Utilization 64.0%

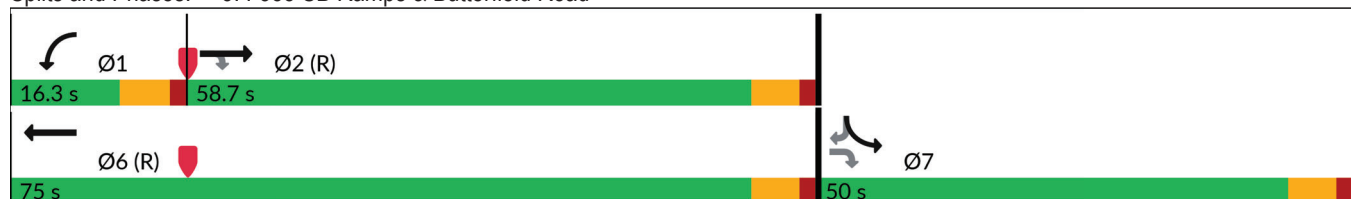
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: I-355 SB Ramps & Butterfield Road



Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   		 		 			
Traffic Volume (vph)	83	1574	0	0	1101	248	369	0	718	0	0	0
Future Volume (vph)	83	1574	0	0	1101	248	369	0	718	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	370		0	0		0
Storage Lanes	2		0	2		1	2		2	0		0
Taper Length (ft)	25			300			180			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3303	5406	0	0	7399	1524	3335	0	2787	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3303	5406	0	0	7399	1524	3335	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						267			74			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		617			559			683			840	
Travel Time (s)		9.3			8.5			15.5			19.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	1%	0%	0%	4%	6%	5%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	1692	0	0	1184	267	397	0	772	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		3					
Permitted Phases						6			3			
Detector Phase	5	2			6	6	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	15.0	8.0		8.0			
Minimum Split (s)	8.5	22.0			22.0	22.0	14.0		14.0			
Total Split (s)	23.7	75.0			51.3	51.3	50.0		50.0			
Total Split (%)	19.0%	60.0%			41.0%	41.0%	40.0%		40.0%			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Act Effct Green (s)	8.7	73.5			59.3	59.3	39.5		39.5			
Actuated g/C Ratio	0.07	0.59			0.47	0.47	0.32		0.32			

Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.39	0.53			0.34	0.31	0.38		0.83			
Control Delay (s/veh)	59.8	12.7			18.1	7.3	33.7		43.8			
Queue Delay	0.0	0.2			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	59.8	12.9			18.1	7.3	33.7		43.8			
LOS	E	B			B	A	C		D			
Approach Delay (s/veh)		15.2			16.1			40.4				
Approach LOS		B			B			D				
Queue Length 50th (ft)	34	353			175	80	130		299			
Queue Length 95th (ft)	46	438			225	137	170		373			
Internal Link Dist (ft)		537			479			603			760	
Turn Bay Length (ft)							370					
Base Capacity (vph)	480	3178			3508	863	1173		1028			
Starvation Cap Reductn	0	540			0	0	0		0			
Spillback Cap Reductn	0	33			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.19	0.64			0.34	0.31	0.34		0.75			

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 54 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 22.2

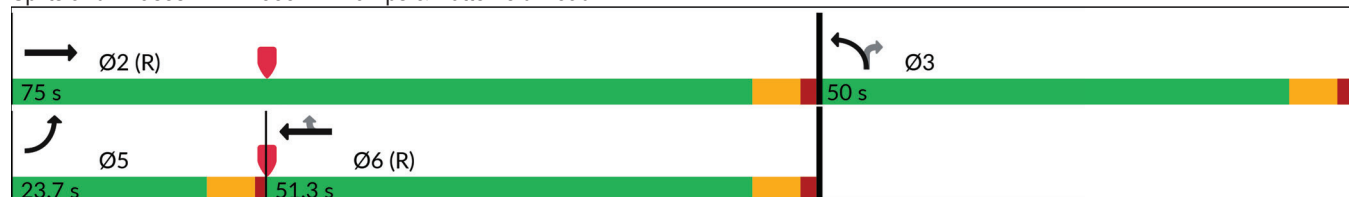
Intersection LOS: C

Intersection Capacity Utilization 64.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: I-355 NB Ramps & Butterfield Road



Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	 
Traffic Volume (vph)	39	18	9	53	690	453
Future Volume (vph)	39	18	9	53	690	453
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	160	0	125			115
Storage Lanes	2	1	1			0
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3335	1615	1805	3800	3800	2814
Flt Permitted	0.950		0.347			
Satd. Flow (perm)	3335	1615	659	3800	3800	2814
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				498
Link Speed (mph)	30			35	35	
Link Distance (ft)	556			645	290	
Travel Time (s)	12.6			12.6	5.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	20	10	58	758	498
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	14.0	6.5	21.0	21.0	14.0
Total Split (s)	34.0	34.0	12.0	91.0	79.0	34.0
Total Split (%)	27.2%	27.2%	9.6%	72.8%	63.2%	27.2%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effect Green (s)	9.3	9.3	106.2	103.7	101.9	121.9
Actuated g/C Ratio	0.07	0.07	0.85	0.83	0.82	0.98

Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.17	0.14	0.02	0.02	0.24	0.18
Control Delay (s/veh)	55.3	23.1	1.7	2.0	0.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0
Total Delay (s/veh)	55.3	23.1	1.7	2.0	1.5	0.1
LOS	E	C	A	A	A	A
Approach Delay (s/veh)	45.1			2.0	0.9	
Approach LOS	D			A	A	
Queue Length 50th (ft)	18	0	1	3	12	0
Queue Length 95th (ft)	37	25	4	7	m37	m0
Internal Link Dist (ft)	476			565	210	
Turn Bay Length (ft)	160		125			115
Base Capacity (vph)	747	377	637	3153	3097	2814
Starvation Cap Reductn	0	0	0	0	1805	538
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.05	0.02	0.02	0.59	0.22

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.24

Intersection Signal Delay (s/veh): 3.0

Intersection LOS: A

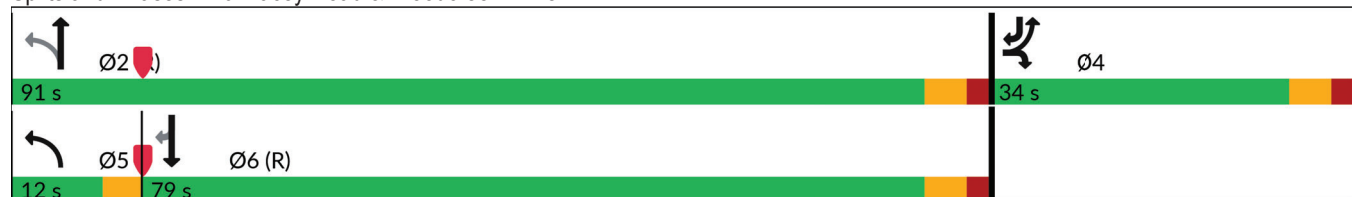
Intersection Capacity Utilization 34.8%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 6: Lacey Road & Woodcreek Drive



Lanes, Volumes, Timings
11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	567	772	571	206	11	111
Future Volume (vph)	567	772	571	206	11	111
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	305			400	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	230				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3467	3762	3689	1599	1656	2733
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3467	3762	3689	1599	1656	2733
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				98		119
Link Speed (mph)		45	45		35	
Link Distance (ft)		681	1175		1160	
Travel Time (s)		10.3	17.8		22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	3%	1%	9%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	610	830	614	222	12	119
Turn Type	Prot	NA	NA	pm+ov	Prot	Prot
Protected Phases	5	2	6	7	7	7
Permitted Phases				6		
Detector Phase	5	2	6	7	7	7
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	10.0	21.0	21.0	14.0	14.0	14.0
Total Split (s)	42.9	81.4	38.5	28.6	28.6	28.6
Total Split (%)	39.0%	74.0%	35.0%	26.0%	26.0%	26.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effect Green (s)	25.0	89.5	58.5	73.0	8.5	8.5
Actuated g/C Ratio	0.23	0.81	0.53	0.66	0.08	0.08

23-003 Downers Grove
Existing Morning Peak

Synchro 12 Report
Page 11

Lanes, Volumes, Timings
11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.78	0.27	0.31	0.20	0.09	0.37
Control Delay (s/veh)	46.8	2.8	15.8	4.9	48.2	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.8	2.8	15.8	4.9	48.2	12.1
LOS	D	A	B	A	D	B
Approach Delay (s/veh)		21.4	12.9		15.4	
Approach LOS		C	B		B	
Queue Length 50th (ft)	211	54	123	29	9	0
Queue Length 95th (ft)	254	83	193	70	29	31
Internal Link Dist (ft)		601	1095		1080	
Turn Bay Length (ft)	305			400		205
Base Capacity (vph)	1163	3059	1961	1286	340	656
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.27	0.31	0.17	0.04	0.18

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 18.1

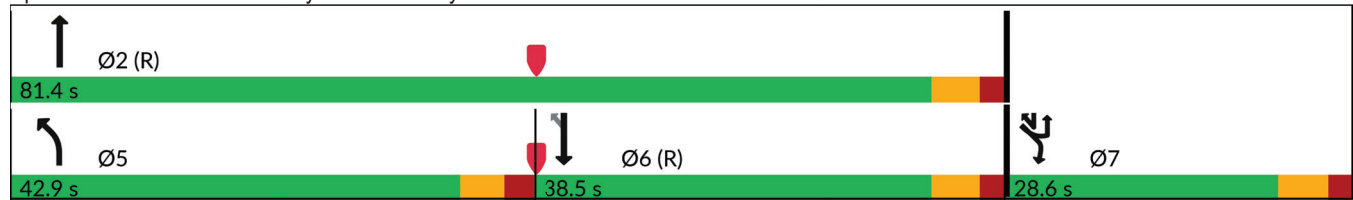
Intersection LOS: B

Intersection Capacity Utilization 52.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Finley Road & Lacey Road



HCM 7th AWSC

7: Esplanade Road & Lacey Road

03/19/2026

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WB	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔↔				↔↔		↔	↔			
Traffic Vol, veh/h	12	304	325	0	33	53	33	1	14	1	0	0
Future Vol, veh/h	12	304	325	0	33	53	33	1	14	1	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	320	342	0	35	56	35	1	15	1	0	0
Number of Lanes	0	2	0	0	0	2	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	11.5	8.2	8.9
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	7%	0%	55%	0%
Vol Thru, %	0%	93%	93%	32%	45%	45%
Vol Right, %	0%	7%	0%	68%	0%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	15	164	477	60	60
LT Vol	1	0	12	0	33	0
Through Vol	0	14	152	152	27	27
RT Vol	0	1	0	325	0	33
Lane Flow Rate	1	16	173	502	63	63
Geometry Grp	5	5	5	5	5	5
Degree of Util (U)	0.002	0.027	0.222	0.574	0.093	0.081
Departure Headway (Hd)	6.615	6.064	4.628	4.114	5.344	4.675
Convergence, U/N	les	les	les	les	les	les
Cap	544	593	770	869	674	770
Service Time	4.323	3.772	2.393	1.879	3.049	2.38
HCM Lane V/C Ratio	0.002	0.027	0.225	0.578	0.093	0.082
HCM Control Delay, s/veh	9.3	8.9	8.7	12.4	8.6	7.8
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0	0.1	0.8	3.7	0.3	0.3

HCM 7th AWSC
7: Esplanade Road & Lacey Road

03/19/2026

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement **SBR**

Lane Configurations

Traffic Vol, veh/h 0

Future Vol, veh/h 0

Peak Hour Factor 0.95

Heavy Vehicles, % 0

Mvmt Flow 0

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay, s/veh

HCM LOS

HCM 7th TWSC

8: Lacey Road & Birchwood Place

03/19/2026

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	2	10	92	122	237	30
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Future Vol, veh/h	2	10	92	122	237	30
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Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	45	0	80	-	-	-
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Veh in Median Storage, #	1	-	-	0	0	-
--------------------------	---	---	---	---	---	---

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

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

Heavy Vehicles, %	0	0	1	1	0	0
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Mvmt Flow	2	11	100	133	258	33
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	540	145	290
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Stage 1	274	-	-
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Stage 2	266	-	-
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Critical Hdwy	6.8	6.9	4.12
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Critical Hdwy Stg 1	5.8	-	-
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Critical Hdwy Stg 2	5.8	-	-
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Follow-up Hdwy	3.5	3.3	2.21
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Pot Cap-1 Maneuver	477	882	1276
--------------------	-----	-----	------

Stage 1	754	-	-
---------	-----	---	---

Stage 2	760	-	-
---------	-----	---	---

Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	439	882	1276
--------------------	-----	-----	------

Mov Cap-2 Maneuver	531	-	-
--------------------	-----	---	---

Stage 1	695	-	-
---------	-----	---	---

Stage 2	760	-	-
---------	-----	---	---

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

HCM Ctrl Dly, s/v	9.58	3.47	0
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HCM LOS	A		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
-----------------------	-----	-----	-------	-------	-----	-----

Capacity (veh/h)	1276	-	531	882	-	-
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HCM Lane V/C Ratio	0.078	-	0.004	0.012	-	-
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HCM Ctrl Dly (s/v)	8.1	-	11.8	9.1	-	-
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HCM Lane LOS	A	-	B	A	-	-
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HCM 95th %tile Q(veh)	0.3	-	0	0	-	-
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HCM 7th TWSC

10: Lacey Road & Woodcreek Drive

03/19/2026

Intersection

Int Delay, s/veh 4.4

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 30 70 272 184 180 67

Future Vol, veh/h 30 70 272 184 180 67

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 115 0 180 - - -

Veh in Median Storage, # 1 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 0 3 0 0 0 0

Mvmt Flow 33 76 296 200 196 73

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 923 134 268 0 - 0

Stage 1 232 - - - - -

Stage 2 691 - - - - -

Critical Hdwy 6.8 6.96 4.1 - - -

Critical Hdwy Stg 1 5.8 - - - - -

Critical Hdwy Stg 2 5.8 - - - - -

Follow-up Hdwy 3.5 3.33 2.2 - - -

Pot Cap-1 Maneuver 272 887 1307 - - -

Stage 1 791 - - - - -

Stage 2 464 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 211 887 1307 - - -

Mov Cap-2 Maneuver 334 - - - - -

Stage 1 612 - - - - -

Stage 2 464 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 11.69 5.1 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT SBR

Capacity (veh/h) 1307 - 334 887 - -

HCM Lane V/C Ratio 0.226 - 0.098 0.086 - -

HCM Ctrl Dly (s/v) 8.6 - 16.9 9.4 - -

HCM Lane LOS A - C A - -

HCM 95th %tile Q(veh) 0.9 - 0.3 0.3 - -

HCM 7th TWSC

12: West USMC Access/Woodcreek Drive

03/19/2026

Intersection						
Int Delay, s/veh	0.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	197	6	3	76	3	0
Future Vol, veh/h	197	6	3	76	3	0
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	74	74	74	74	74	74
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	266	8	4	103	4	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	274	0	381	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1300	-	625	773
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1300	-	623	773
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	916	-
Approach	SE	NW		NE		
HCM Ctrl Dly, s/v	0	0.3		10.82		
HCM LOS	B					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	623	68	-	-	-	
HCM Lane V/C Ratio	0.007	0.003	-	-	-	
HCM Ctrl Dly (s/v)	10.8	7.8	0	-	-	
HCM Lane LOS	B	A	A	-	-	
HCM 95th %tile Q(veh)	0	0	-	-	-	

HCM 7th TWSC

13: East USMC Access & West USMC Access/Woodcreek Drive

03/19/2026

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	168	269	70	9	71
Future Vol, veh/h	29	168	269	70	9	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	37	213	341	89	11	90
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	249	0	913	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	770	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1328	-	306	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	461	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1328	-	228	910
Mov Cap-2 Maneuver	-	-	-	-	228	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	342	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	6.86		10.77		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	228	910	-	-	1328	-
HCM Lane V/C Ratio	0.05	0.099	-	-	0.256	-
HCM Ctrl Dly (s/v)	21.6	9.4	-	-	8.6	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	1	-

Capacity Analysis Summary Sheets
Year 2032 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	 	 	  		 				 	
Traffic Volume (vph)	50	1019	67	124	1307	93	185	40	156	58	21	75
Future Volume (vph)	50	1019	67	124	1307	93	185	40	156	58	21	75
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	265		465	0		0	118		0	120		0
Storage Lanes	1		2	2		0	1		1	1		0
Taper Length (ft)	85			25			45			85		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.990			0.909	0.850		0.883	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	5406	2787	3467	5135	0	3467	1631	1519	1805	1665	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	5406	2787	3467	5135	0	3467	1631	1519	1805	1665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133		10			49	133		79	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2017			601			290			452	
Travel Time (s)		30.6			9.1			6.6			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	1%	2%	1%	0%	0%	1%	0%	1%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									39%			
Lane Group Flow (vph)	53	1073	71	131	1474	0	195	106	100	61	101	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	7.5	21.0	21.0	7.5	21.0		7.5	14.0	14.0	7.5	14.0	
Total Split (s)	32.4	78.3	78.3	13.5	59.4		25.6	29.7	29.7	13.5	17.5	
Total Split (%)	24.0%	58.0%	58.0%	10.0%	44.0%		19.0%	22.0%	22.0%	10.0%	13.0%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effect Green (s)	9.5	81.3	81.3	10.1	83.9		12.9	16.5	16.5	8.3	9.7	
Actuated g/C Ratio	0.07	0.60	0.60	0.07	0.62		0.10	0.12	0.12	0.06	0.07	

23-003 Downers Grove
Existing Evening Peak

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.43	0.33	0.04	0.51	0.46		0.59	0.44	0.33	0.55	0.52	
Control Delay (s/veh)	70.3	14.3	0.0	82.5	6.1		41.1	21.5	11.7	80.1	28.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	70.3	14.3	0.0	82.5	6.1		41.1	21.5	11.7	80.1	28.4	
LOS	E	B	A	F	A		D	C	B	F	C	
Approach Delay (s/veh)		16.0			12.3			28.6			47.8	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	47	160	0	63	43		83	56	23	53	19	
Queue Length 95th (ft)	92	228	0	100	78		122	101	69	101	75	
Internal Link Dist (ft)		1937			521			210			372	
Turn Bay Length (ft)	265		465				118			120		
Base Capacity (vph)	358	3255	1731	266	3195		541	326	376	120	220	
Starvation Cap Reductn	0	0	0	0	32		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.33	0.04	0.49	0.47		0.36	0.33	0.27	0.51	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 116.1 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 17.3

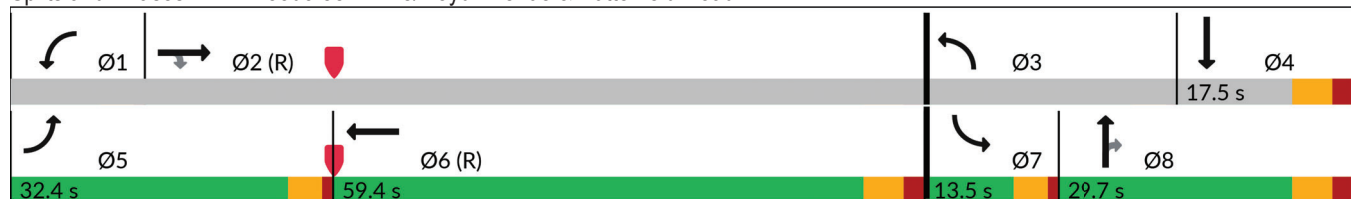
Intersection LOS: B

Intersection Capacity Utilization 56.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Woodcreek Drive/Lloyd Avenue & Butterfield Road



Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   				 	 		
Traffic Volume (vph)	68	1165	0	0	1468	127	0	0	505	114	0	56
Future Volume (vph)	68	1165	0	0	1468	127	0	0	505	114	0	56
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	60		175	0		0	0		100
Storage Lanes	1		0	2		1	0		2	2		1
Taper Length (ft)	210			300			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	*1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5406	0	0	8020	1583	0	0	3230	3335	0	1615
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5406	0	0	8020	1583	0	0	3230	3335	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						138			*330			61
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		601			603			352			378	
Travel Time (s)		9.1			9.1			8.0			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1266	0	0	1596	138	0	0	549	124	0	61
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6			8	7		
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0				8.0	8.0		
Minimum Split (s)	7.5	21.0			21.0				14.0	14.0		
Total Split (s)	16.2	95.8			79.6				18.9	20.3		
Total Split (%)	12.0%	71.0%			59.0%				14.0%	15.0%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag				Lead	Lag		
Lead-Lag Optimize?	Yes				Yes				Yes	Yes		
Recall Mode	None	C-Min			C-Min				None	None		
Act Effct Green (s)	10.2	93.2			80.7	117.7			12.5	11.3		29.8
Actuated g/C Ratio	0.08	0.69			0.60	0.87			0.09	0.08		0.22

Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.54	0.34			0.33	0.10			0.92	0.44		0.15
Control Delay (s/veh)	101.4	4.4			7.2	0.7			45.2	63.5		10.3
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay (s/veh)	101.4	4.4			7.2	0.7			45.2	63.5		10.3
LOS	F	A			A	A			D	E		B
Approach Delay (s/veh)		9.7			6.7			45.2			46.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	69	62			133	6			98	56		0
Queue Length 95th (ft)	124	74			152	0			#197	89		36
Internal Link Dist (ft)		521			523			272			298	
Turn Bay Length (ft)	230					175						100
Base Capacity (vph)	158	3731			4795	1409			607	353		429
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.47	0.34			0.33	0.10			0.90	0.35		0.14

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 104 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 15.2

Intersection LOS: B

Intersection Capacity Utilization 55.7%

ICU Level of Service B

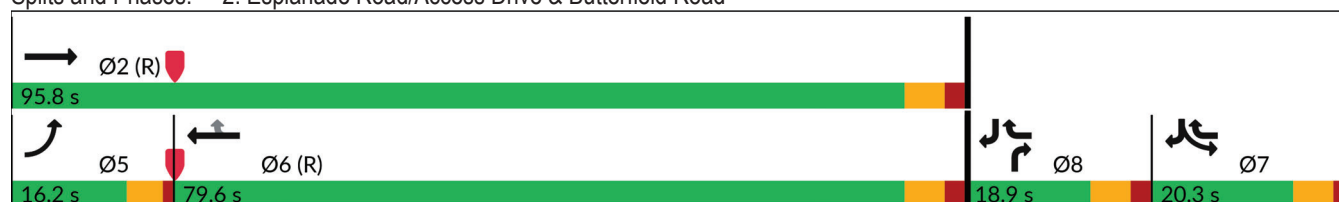
Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Esplanade Road/Access Drive & Butterfield Road



Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↑	↑↑	↑↑↑					↑↑		↑
Traffic Volume (vph)	0	1369	415	277	1442	0	0	0	0	282	0	153
Future Volume (vph)	0	1369	415	277	1442	0	0	0	0	282	0	153
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		155	0		0	0		0	180		0
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	300			25			25			215		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7619	1599	3433	5460	0	0	0	0	3467	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7619	1599	3433	5460	0	0	0	0	3467	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58									73
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		603			618			665			844	
Travel Time (s)		9.1			9.4			15.1			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	2%	0%	0%	0%	0%	0%	1%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1411	428	286	1487	0	0	0	0	291	0	158
Turn Type		NA	custom	Prot	NA					Prot		Perm
Protected Phases		2		1	6					7		
Permitted Phases			2 7									7
Detector Phase		2	2 7	1	6					7		7
Switch Phase												
Minimum Initial (s)		15.0		3.0	15.0					8.0		8.0
Minimum Split (s)		21.0		7.0	21.0					14.0		14.0
Total Split (s)		70.2		21.6	91.8					43.2		43.2
Total Split (%)		52.0%		16.0%	68.0%					32.0%		32.0%
Yellow Time (s)		4.5		3.0	4.5					4.5		4.5
All-Red Time (s)		1.5		1.0	1.5					1.5		1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.0		4.0	6.0					6.0		6.0
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		C-Min		None	C-Min					None		None
Act Effect Green (s)		81.1	107.4	17.6	102.7					20.3		20.3
Actuated g/C Ratio		0.60	0.80	0.13	0.76					0.15		0.15

Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31	0.33	0.64	0.36					0.56		0.53
Control Delay (s/veh)		10.4	2.7	62.8	2.4					56.8		33.7
Queue Delay		0.0	0.2	0.0	0.1					0.0		0.0
Total Delay (s/veh)		10.4	2.9	62.8	2.5					56.8		33.7
LOS		B	A	E	A					E		C
Approach Delay (s/veh)		8.7			12.2						48.6	
Approach LOS		A			B						D	
Queue Length 50th (ft)		113	42	139	119					124		69
Queue Length 95th (ft)		131	m52	189	1					163		138
Internal Link Dist (ft)		523			538			585			764	
Turn Bay Length (ft)			155							180		
Base Capacity (vph)		4577	1283	447	4153					955		489
Starvation Cap Reductn		0	301	0	1042					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.31	0.44	0.64	0.48					0.30		0.32

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 99.9 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 14.6

Intersection LOS: B

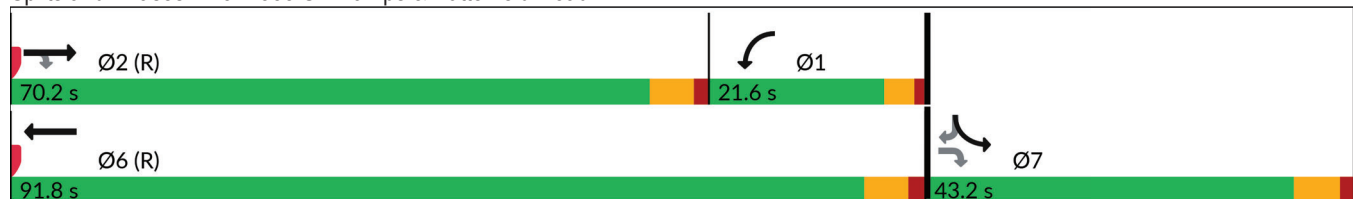
Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 3: I-355 SB Ramps & Butterfield Road



Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1401	0	0	1556	721	163	0	317	0	0	0
Future Volume (vph)	250	1401	0	0	1556	721	163	0	317	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	370		0	0		0
Storage Lanes	2		0	2		1	2		2	0		0
Taper Length (ft)	25			300			180			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5406	0	0	7619	1583	3467	0	2707	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5406	0	0	7619	1583	3467	0	2707	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						640			133			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		618			559			683			840	
Travel Time (s)		9.4			8.5			15.5			19.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	0%	1%	2%	1%	0%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1475	0	0	1638	759	172	0	334	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		3					
Permitted Phases						6			3			
Detector Phase	5	2			6	6	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	15.0	8.0		8.0			
Minimum Split (s)	7.5	22.0			22.0	22.0	14.0		14.0			
Total Split (s)	24.3	105.3			81.0	81.0	29.7		29.7			
Total Split (%)	18.0%	78.0%			60.0%	60.0%	22.0%		22.0%			
Yellow Time (s)	3.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Act Effct Green (s)	15.6	105.9			85.8	85.8	17.1		17.1			
Actuated g/C Ratio	0.12	0.78			0.64	0.64	0.13		0.13			

Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.35			0.34	0.61	0.39		0.73			
Control Delay (s/veh)	80.8	2.7			5.4	2.4	55.7		42.8			
Queue Delay	0.0	0.0			0.0	0.2	0.0		0.0			
Total Delay (s/veh)	80.8	2.8			5.4	2.6	55.7		42.8			
LOS	F	A			A	A	E		D			
Approach Delay (s/veh)		14.6			4.5			47.2				
Approach LOS		B			A			D				
Queue Length 50th (ft)	128	55			77	11	73		102			
Queue Length 95th (ft)	167	59			92	30	104		154			
Internal Link Dist (ft)		538			479			603			760	
Turn Bay Length (ft)							370					
Base Capacity (vph)	503	4242			4844	1239	608		584			
Starvation Cap Reductn	0	739			0	71	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.52	0.42			0.34	0.65	0.28		0.57			

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 75.6 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 12.9

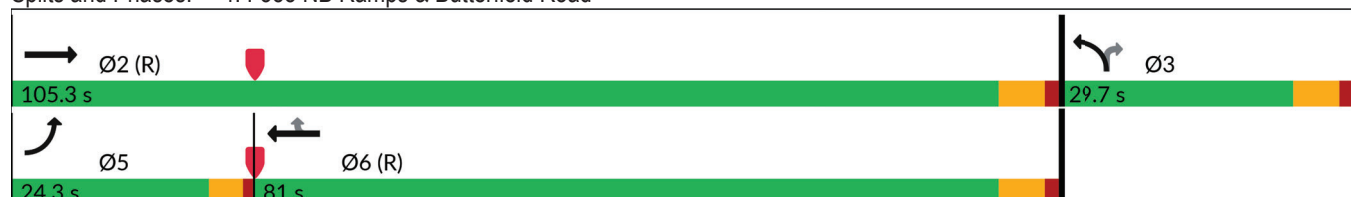
Intersection LOS: B

Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: I-355 NB Ramps & Butterfield Road



Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	 
Traffic Volume (vph)	200	28	6	181	154	58
Future Volume (vph)	200	28	6	181	154	58
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	160	0	125			115
Storage Lanes	2	1	1			0
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1553	1805	3762	3762	2760
Flt Permitted	0.950		0.611			
Satd. Flow (perm)	3467	1553	1161	3762	3762	2760
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		35				72
Link Speed (mph)	30			35	35	
Link Distance (ft)	556			645	290	
Travel Time (s)	12.6			12.6	5.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	0%	1%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	35	7	223	190	72
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	14.0	6.5	21.0	21.0	14.0
Total Split (s)	60.0	60.0	14.0	75.0	61.0	60.0
Total Split (%)	44.4%	44.4%	10.4%	55.6%	45.2%	44.4%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effect Green (s)	16.2	16.2	109.3	106.8	104.9	131.9
Actuated g/C Ratio	0.12	0.12	0.81	0.79	0.78	0.98

Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.60	0.16	0.01	0.07	0.06	0.03
Control Delay (s/veh)	62.0	17.0	3.2	3.4	2.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.0	17.0	3.2	3.4	2.0	0.0
LOS	E	B	A	A	A	A
Approach Delay (s/veh)	56.4			3.4	1.4	
Approach LOS	E			A	A	
Queue Length 50th (ft)	108	0	1	18	7	0
Queue Length 95th (ft)	131	27	4	30	15	0
Internal Link Dist (ft)	476			565	210	
Turn Bay Length (ft)	160		125			115
Base Capacity (vph)	1386	642	990	2976	2924	2760
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.05	0.01	0.07	0.06	0.03

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 22.0

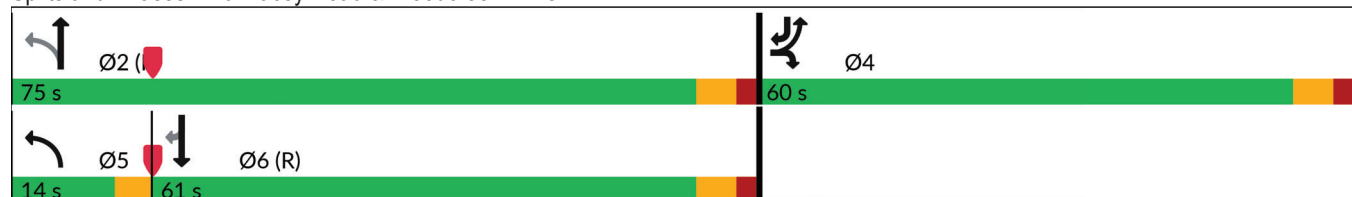
Intersection LOS: C

Intersection Capacity Utilization 29.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Lacey Road & Woodcreek Drive



Lanes, Volumes, Timings
11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	99	568	909	51	62	449
Future Volume (vph)	99	568	909	51	62	449
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	305			400	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	230				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3367	3725	3762	1417	1752	2842
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3367	3725	3762	1417	1752	2842
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				52		454
Link Speed (mph)		45	45		35	
Link Distance (ft)		681	1175		1160	
Travel Time (s)		10.3	17.8		22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	1%	14%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	574	918	52	63	454
Turn Type	Prot	NA	NA	pm+ov	Prot	Prot
Protected Phases	5	2	6	7	7	7
Permitted Phases				6		
Detector Phase	5	2	6	7	7	7
Switch Phase						
Minimum Initial (s)	3.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	7.5	21.0	21.0	14.0	14.0	14.0
Total Split (s)	21.6	86.4	64.8	33.6	33.6	33.6
Total Split (%)	18.0%	72.0%	54.0%	28.0%	28.0%	28.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effect Green (s)	8.9	96.4	83.0	100.6	11.6	11.6
Actuated g/C Ratio	0.07	0.80	0.69	0.84	0.10	0.10

23-003 Downers Grove
Existing Evening Peak

Synchro 12 Report
Page 11

Lanes, Volumes, Timings

11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.40	0.19	0.35	0.04	0.37	0.66
Control Delay (s/veh)	57.3	3.1	8.5	0.6	56.0	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.3	3.1	8.5	0.6	56.0	9.5
LOS	E	A	A	A	E	A
Approach Delay (s/veh)		11.2	8.1		15.1	
Approach LOS		B	A		B	
Queue Length 50th (ft)	40	44	138	0	48	0
Queue Length 95th (ft)	68	72	211	7	91	51
Internal Link Dist (ft)		601	1095		1080	
Turn Bay Length (ft)	305			400		205
Base Capacity (vph)	479	2991	2600	1371	402	1003
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.19	0.35	0.04	0.16	0.45

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 21.6 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 10.7

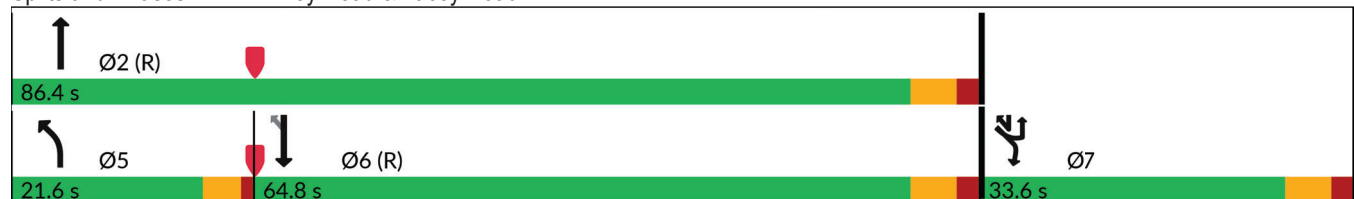
Intersection LOS: B

Intersection Capacity Utilization 49.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Finley Road & Lacey Road



HCM 7th AWSC

7: Esplanade Road & Lacey Road

03/19/2026

Intersection

Intersection Delay, s/veh 12.2

Intersection LOS B

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔↔				↔↔		↗	↖			
Traffic Vol, veh/h	24	136	13	0	6	124	270	67	193	29	0	0
Future Vol, veh/h	24	136	13	0	6	124	270	67	193	29	0	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	1	0	2	17	0	0	1	0	3	0	0
Mvmt Flow	27	151	14	0	7	138	300	74	214	32	0	0
Number of Lanes	0	2	0	0	0	2	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	10	13	12.4
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	26%	0%	9%	0%
Vol Thru, %	0%	87%	74%	84%	91%	19%
Vol Right, %	0%	13%	0%	16%	0%	81%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	222	92	81	68	332
LT Vol	67	0	24	0	6	0
Through Vol	0	193	68	68	62	62
RT Vol	0	29	0	13	0	270
Lane Flow Rate	74	247	102	90	76	369
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.137	0.413	0.176	0.149	0.128	0.532
Departure Headway (Hd)	6.641	6.027	6.184	5.954	6.107	5.194
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	597	581	603	588	694
Service Time	4.372	3.758	3.917	3.688	3.835	2.921
HCM Lane V/C Ratio	0.137	0.414	0.176	0.149	0.129	0.532
HCM Control Delay, s/veh	10.4	13	10.2	9.7	9.7	13.7
HCM Lane LOS	B	B	B	A	A	B
HCM 95th-tile Q	0.5	2	0.6	0.5	0.4	3.2

HCM 7th AWSC

7: Esplanade Road & Lacey Road

03/19/2026

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement **SBR**

Lane Configurations

Traffic Vol, veh/h 0

Future Vol, veh/h 0

Peak Hour Factor 0.90

Heavy Vehicles, % 0

Mvmt Flow 0

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay, s/veh

HCM LOS

HCM 7th TWSC

8: Lacey Road & Birchwood Place

03/19/2026

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	55	4	396	206	3
Future Vol, veh/h	22	55	4	396	206	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	45	0	80	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	5	0	0	0	3	0
Mvmt Flow	26	65	5	471	245	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	492	124	249	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.9	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	498	909	1329	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	496	909	1329	-	-	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.92	0.08		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1329	-	574	909	-	-
HCM Lane V/C Ratio	0.004	-	0.046	0.072	-	-
HCM Ctrl Dly (s/v)	7.7	-	11.6	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.2	-	-

HCM 7th TWSC

10: Lacey Road & Woodcreek Drive

03/19/2026

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	135	159	48	265	252	9
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Future Vol, veh/h	135	159	48	265	252	9
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	115	0	180	-	-	-
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Veh in Median Storage, #	1	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	91	91	91	91	91	91
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Heavy Vehicles, %	0	1	2	0	1	0
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Mvmt Flow	148	175	53	291	277	10
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	533	143	287
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Stage 1	282	-	-
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Stage 2	251	-	-
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Critical Hdwy	6.8	6.92	4.14
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Critical Hdwy Stg 1	5.8	-	-
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Critical Hdwy Stg 2	5.8	-	-
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Follow-up Hdwy	3.5	3.31	2.22
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Pot Cap-1 Maneuver	482	881	1272
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Stage 1	747	-	-
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Stage 2	774	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	462	881	1272
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Mov Cap-2 Maneuver	549	-	-
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Stage 1	716	-	-
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Stage 2	774	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	11.87	1.22	0
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
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Capacity (veh/h)	1272	-	549	881	-	-
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HCM Lane V/C Ratio	0.041	-	0.27	0.198	-	-
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HCM Ctrl Dly (s/v)	8	-	14	10.1	-	-
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HCM Lane LOS	A	-	B	B	-	-
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HCM 95th %tile Q(veh)	0.1	-	1.1	0.7	-	-
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HCM 7th TWSC

12: West USMC Access/Woodcreek Drive

03/19/2026

Intersection						
Int Delay, s/veh	0.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	98	1	0	55	1	1
Future Vol, veh/h	98	1	0	55	1	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	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	107	1	0	60	1	1
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	108	0	167	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1496	-	828	952
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	828	952
Mov Cap-2 Maneuver	-	-	-	-	828	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	968	-
Approach	SE	NW		NE		
HCM Ctrl Dly, s/v	0	0		9.07		
HCM LOS	A					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	886	1496	-	-	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Ctrl Dly (s/v)	9.1	0	-	-	-	
HCM Lane LOS	A	A	-	-	-	
HCM 95th %tile Q(veh)	0	0	-	-	-	

HCM 7th TWSC

13: East USMC Access & West USMC Access/Woodcreek Drive

03/19/2026

Intersection

Int Delay, s/veh 7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	23	43	14	41	218
Future Vol, veh/h	76	23	43	14	41	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	7	0	0
Mvmt Flow	83	25	47	15	45	237

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	108
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1496
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1496
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.65	9.94
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	967	-	-	1496	-
HCM Lane V/C Ratio	0.058	0.245	-	-	0.031	-
HCM Ctrl Dly (s/v)	10	9.9	-	-	7.5	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	1	-	-	0.1	-

Capacity Analysis Summary Sheets
Year 2032 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	 	 	  		 					
Traffic Volume (vph)	66	1037	308	870	679	61	55	16	36	73	86	69
Future Volume (vph)	66	1037	308	870	679	61	55	16	36	73	86	69
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	265		465	0		0	118		0	120		0
Storage Lanes	1		2	2		0	1		1	1		0
Taper Length (ft)	85			25			45			85		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.988			0.938	0.850		0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	2842	3502	4869	0	3502	1645	1434	1752	1732	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5301	2842	3502	4869	0	3502	1645	1434	1752	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			324		16			12	183		27	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2017			601			290			452	
Travel Time (s)		30.6			9.1			6.6			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	0%	5%	8%	0%	0%	7%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									31%			
Lane Group Flow (vph)	69	1092	324	916	779	0	58	29	26	77	164	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	7.5	21.0	21.0	7.5	21.0		11.0	14.0	14.0	7.5	14.0	
Total Split (s)	22.5	57.5	57.5	30.0	65.0		14.0	17.5	17.5	20.0	23.5	
Total Split (%)	18.0%	46.0%	46.0%	24.0%	52.0%		11.2%	14.0%	14.0%	16.0%	18.8%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effect Green (s)	10.2	51.5	51.5	31.8	75.3		7.5	12.1	12.1	10.8	15.2	
Actuated g/C Ratio	0.08	0.41	0.41	0.25	0.60		0.06	0.10	0.10	0.09	0.12	

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.48	0.50	0.24	1.03	0.27		0.28	0.17	0.09	0.51	0.70	
Control Delay (s/veh)	65.0	28.2	2.8	94.1	11.7		66.3	22.3	1.3	65.5	59.6	
Queue Delay	0.0	0.0	0.0	18.9	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	65.0	28.2	2.8	113.0	11.7		66.3	22.3	1.3	65.5	59.6	
LOS	E	C	A	F	B		E	C	A	E	E	
Approach Delay (s/veh)		24.4			66.4			40.1			61.5	
Approach LOS		C			E			D			E	
Queue Length 50th (ft)	55	241	0	~458	112		14	13	0	62	108	
Queue Length 95th (ft)	102	286	30	#633	95		47	27	1	112	183	
Internal Link Dist (ft)		1937			521			210			372	
Turn Bay Length (ft)	265		465				118			120		
Base Capacity (vph)	254	2184	1361	892	2938		266	174	307	217	269	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	4	43	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.27	0.50	0.24	1.08	0.27		0.22	0.17	0.08	0.35	0.61	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay (s/veh): 47.6

Intersection LOS: D

Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Woodcreek Drive/Lloyd Avenue & Butterfield Road



Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   				 	 		
Traffic Volume (vph)	27	1119	0	0	1570	104	0	0	84	94	0	40
Future Volume (vph)	27	1119	0	0	1570	104	0	0	84	94	0	40
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	60		175	0		0	0		100
Storage Lanes	1		0	2		1	0		2	2		1
Taper Length (ft)	210			300			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5301	0	0	7941	1538	0	0	2842	3433	0	1538
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5301	0	0	7941	1538	0	0	2842	3433	0	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			195			65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		601			603			352			378	
Travel Time (s)		9.1			9.1			8.0			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	5%	0%	0%	0%	2%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1257	0	0	1764	117	0	0	94	106	0	45
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6			8	7		
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0				8.0	8.0		
Minimum Split (s)	7.5	21.0			21.0				14.0	14.0		
Total Split (s)	15.0	92.5			77.5				16.0	16.5		
Total Split (%)	12.0%	74.0%			62.0%				12.8%	13.2%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag				Lead	Lag		
Lead-Lag Optimize?	Yes				Yes				Yes	Yes		
Recall Mode	None	C-Min			C-Min				None	None		
Act Effct Green (s)	7.6	88.8			80.9	113.5			8.0	10.2		24.2
Actuated g/C Ratio	0.06	0.71			0.65	0.91			0.06	0.08		0.19

Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.28	0.33			0.34	0.08			0.26	0.38		0.13
Control Delay (s/veh)	94.9	0.8			6.2	0.1			1.7	58.0		5.3
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay (s/veh)	94.9	0.8			6.2	0.1			1.7	58.0		5.3
LOS	F	A			A	A			A	E		A
Approach Delay (s/veh)		3.0			5.8			1.7			42.3	
Approach LOS		A			A			A			D	
Queue Length 50th (ft)	26	9			124	0			0	43		0
Queue Length 95th (ft)	m53	13			82	0			0	71		19
Internal Link Dist (ft)		521			523			272			298	
Turn Bay Length (ft)	230					175						100
Base Capacity (vph)	151	3765			5138	1343			406	302		312
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.20	0.33			0.34	0.09			0.23	0.35		0.14

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay (s/veh): 6.3

Intersection LOS: A

Intersection Capacity Utilization 43.9%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 2: Esplanade Road/Access Drive & Butterfield Road



Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↑	↑↑	↑↑↑					↑↑		↑
Traffic Volume (vph)	0	1087	210	202	1333	0	0	0	0	585	0	341
Future Volume (vph)	0	1087	210	202	1333	0	0	0	0	585	0	341
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		155	0		0	0		0	180		0
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	300			25			25			215		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1553	3183	5301	0	0	0	0	3433	0	1538
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1553	3183	5301	0	0	0	0	3433	0	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			33									79
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		603			617			673			836	
Travel Time (s)		9.1			9.3			15.3			19.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	4%	10%	3%	0%	0%	0%	0%	2%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1144	221	213	1403	0	0	0	0	616	0	359
Turn Type		NA	custom	Prot	NA					Prot		Perm
Protected Phases		2		1	6					7		
Permitted Phases			2 7									7
Detector Phase		2	2 7	1	6					7		7
Switch Phase												
Minimum Initial (s)		15.0		3.0	15.0					8.0		8.0
Minimum Split (s)		21.0		9.0	21.0					14.0		14.0
Total Split (s)		58.7		16.3	75.0					50.0		50.0
Total Split (%)		47.0%		13.0%	60.0%					40.0%		40.0%
Yellow Time (s)		4.5		4.5	4.5					4.5		4.5
All-Red Time (s)		1.5		1.5	1.5					1.5		1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.0		6.0	6.0					6.0		6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		C-Min		None	C-Min					None		None
Act Effect Green (s)		60.2	100.6	12.4	78.6					34.4		34.4
Actuated g/C Ratio		0.48	0.80	0.10	0.63					0.28		0.28

23-003 Downers Grove
Existing Morning Peak

Synchro 12 Report
Page 5

Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31	0.18	0.68	0.42					0.65		0.75
Control Delay (s/veh)		7.9	1.1	60.4	13.0					42.7		41.1
Queue Delay		0.0	0.0	0.0	0.1					0.0		0.0
Total Delay (s/veh)		7.9	1.1	60.4	13.1					42.7		41.1
LOS		A	A	E	B					D		D
Approach Delay (s/veh)		6.8			19.3						42.1	
Approach LOS		A			B						D	
Queue Length 50th (ft)		50	0	88	130					231		219
Queue Length 95th (ft)		59	10	#170	286					262		303
Internal Link Dist (ft)		523			537			593			756	
Turn Bay Length (ft)			155							180		
Base Capacity (vph)		3634	1373	314	3332					1208		592
Starvation Cap Reductn		0	0	0	731					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.31	0.16	0.68	0.54					0.51		0.61

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 18.8 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 20.6

Intersection LOS: C

Intersection Capacity Utilization 64.5%

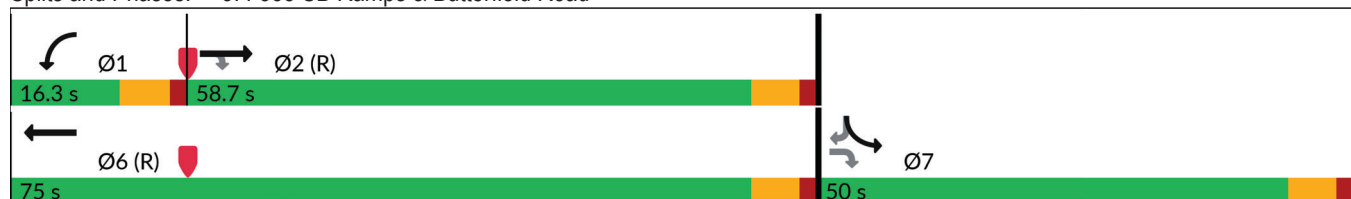
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: I-355 SB Ramps & Butterfield Road



Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   		 		 			
Traffic Volume (vph)	92	1580	0	0	1120	248	415	0	729	0	0	0
Future Volume (vph)	92	1580	0	0	1120	248	415	0	729	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	370		0	0		0
Storage Lanes	2		0	2		1	2		2	0		0
Taper Length (ft)	25			300			180			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3303	5406	0	0	7399	1524	3335	0	2787	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3303	5406	0	0	7399	1524	3335	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						267			74			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		617			559			683			840	
Travel Time (s)		9.3			8.5			15.5			19.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	1%	0%	0%	4%	6%	5%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	1699	0	0	1204	267	446	0	784	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		3					
Permitted Phases						6			3			
Detector Phase	5	2			6	6	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	15.0	8.0		8.0			
Minimum Split (s)	8.5	22.0			22.0	22.0	14.0		14.0			
Total Split (s)	23.7	75.0			51.3	51.3	50.0		50.0			
Total Split (%)	19.0%	60.0%			41.0%	41.0%	40.0%		40.0%			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Act Effct Green (s)	9.1	73.0			58.3	58.3	40.0		40.0			
Actuated g/C Ratio	0.07	0.58			0.47	0.47	0.32		0.32			

Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.41	0.54			0.35	0.31	0.42		0.83			
Control Delay (s/veh)	58.3	13.2			18.6	7.6	34.0		43.7			
Queue Delay	0.0	0.2			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	58.3	13.4			18.6	7.6	34.0		43.7			
LOS	E	B			B	A	C		D			
Approach Delay (s/veh)		15.9			16.6			40.2				
Approach LOS		B			B			D				
Queue Length 50th (ft)	36	361			181	81	147		302			
Queue Length 95th (ft)	51	441			230	139	191		382			
Internal Link Dist (ft)		537			479			603			760	
Turn Bay Length (ft)							370					
Base Capacity (vph)	480	3155			3453	853	1173		1028			
Starvation Cap Reductn	0	526			0	0	0		0			
Spillback Cap Reductn	0	38			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.21	0.65			0.35	0.31	0.38		0.76			

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 54 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 22.8

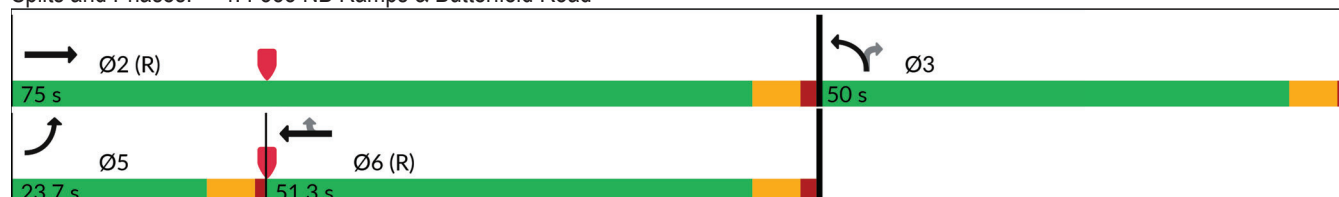
Intersection LOS: C

Intersection Capacity Utilization 64.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: I-355 NB Ramps & Butterfield Road



Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

06/17/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	 
Traffic Volume (vph)	47	18	9	60	796	468
Future Volume (vph)	47	18	9	60	796	468
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	160	0	125			115
Storage Lanes	2	1	1			0
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3335	1615	1805	3800	3800	2814
Flt Permitted	0.950		0.304			
Satd. Flow (perm)	3335	1615	578	3800	3800	2814
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				514
Link Speed (mph)	30			35	35	
Link Distance (ft)	556			645	290	
Travel Time (s)	12.6			12.6	5.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	20	10	66	875	514
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	14.0	6.5	21.0	21.0	14.0
Total Split (s)	34.0	34.0	12.0	91.0	79.0	34.0
Total Split (%)	27.2%	27.2%	9.6%	72.8%	63.2%	27.2%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effect Green (s)	9.5	9.5	106.0	103.5	101.6	121.9
Actuated g/C Ratio	0.08	0.08	0.85	0.83	0.81	0.98

Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

06/17/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.21	0.14	0.02	0.02	0.28	0.19
Control Delay (s/veh)	55.5	22.8	1.8	2.1	2.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.8	0.0
Total Delay (s/veh)	55.5	22.8	1.8	2.1	3.7	0.6
LOS	E	C	A	A	A	A
Approach Delay (s/veh)	46.4			2.0	2.5	
Approach LOS	D			A	A	
Queue Length 50th (ft)	21	0	1	3	15	0
Queue Length 95th (ft)	42	25	4	8	m244	m0
Internal Link Dist (ft)	476			565	210	
Turn Bay Length (ft)	160		125			115
Base Capacity (vph)	747	377	573	3146	3090	2814
Starvation Cap Reductn	0	0	0	0	1810	582
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.05	0.02	0.02	0.68	0.23

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.28

Intersection Signal Delay (s/veh): 4.5

Intersection LOS: A

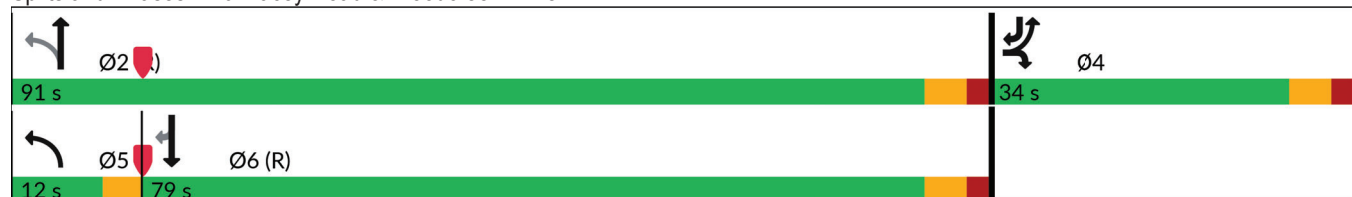
Intersection Capacity Utilization 37.6%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 6: Lacey Road & Woodcreek Drive



Lanes, Volumes, Timings

11: Finley Road & Lacey Road

06/17/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	623	772	571	217	11	128
Future Volume (vph)	623	772	571	217	11	128
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	305			400	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	230				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3467	3762	3689	1599	1656	2733
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3467	3762	3689	1599	1656	2733
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				76		138
Link Speed (mph)		45	45		35	
Link Distance (ft)		681	1175		1160	
Travel Time (s)		10.3	17.8		22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	3%	1%	9%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	670	830	614	233	12	138
Turn Type	Prot	NA	NA	pm+ov	Prot	Prot
Protected Phases	5	2	6	7	7	7
Permitted Phases				6		
Detector Phase	5	2	6	7	7	7
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	10.0	21.0	21.0	14.0	14.0	14.0
Total Split (s)	42.9	81.4	38.5	28.6	28.6	28.6
Total Split (%)	39.0%	74.0%	35.0%	26.0%	26.0%	26.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effect Green (s)	27.0	89.4	56.5	71.0	8.6	8.6
Actuated g/C Ratio	0.25	0.81	0.51	0.65	0.08	0.08

23-003 Downers Grove
Existing Morning Peak

Synchro 12 Report
Page 11

Lanes, Volumes, Timings

11: Finley Road & Lacey Road

06/17/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.79	0.27	0.32	0.22	0.09	0.41
Control Delay (s/veh)	45.8	2.8	17.1	6.5	48.1	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.8	2.8	17.1	6.5	48.1	11.8
LOS	D	A	B	A	D	B
Approach Delay (s/veh)		22.0	14.2		14.7	
Approach LOS		C	B		B	
Queue Length 50th (ft)	231	54	128	40	9	0
Queue Length 95th (ft)	276	83	201	88	29	33
Internal Link Dist (ft)		601	1095		1080	
Turn Bay Length (ft)	305			400		205
Base Capacity (vph)	1163	3058	1893	1253	340	671
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.27	0.32	0.19	0.04	0.21

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 18.9

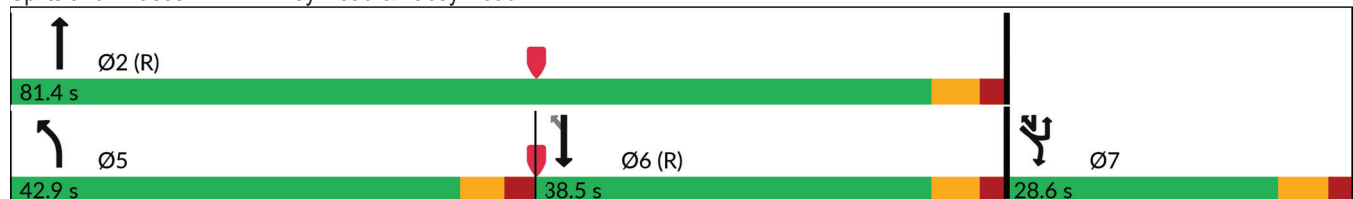
Intersection LOS: B

Intersection Capacity Utilization 54.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Finley Road & Lacey Road



Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	 	 	  		 				 	
Traffic Volume (vph)	66	1037	308	870	679	61	55	16	36	73	86	69
Future Volume (vph)	66	1037	308	870	679	61	55	16	36	73	86	69
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	265		465	0		0	118		0	120		0
Storage Lanes	1		2	2		0	1		1	1		0
Taper Length (ft)	85			25			45			85		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.988			0.938	0.850		0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	2842	3502	4869	0	3502	1645	1434	1752	1732	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5301	2842	3502	4869	0	3502	1645	1434	1752	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			324		18			12	183		26	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2017			601			290			452	
Travel Time (s)		30.6			9.1			6.6			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	0%	5%	8%	0%	0%	7%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									31%			
Lane Group Flow (vph)	69	1092	324	916	779	0	58	29	26	77	164	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	7.5	21.0	21.0	7.5	21.0		7.5	14.0	14.0	7.5	14.0	
Total Split (s)	22.5	57.5	57.5	37.5	72.5		10.0	14.0	14.0	16.0	20.0	
Total Split (%)	18.0%	46.0%	46.0%	30.0%	58.0%		8.0%	11.2%	11.2%	12.8%	16.0%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effect Green (s)	10.2	53.5	53.5	33.6	79.1		5.5	9.1	9.1	9.9	13.3	
Actuated g/C Ratio	0.08	0.43	0.43	0.27	0.63		0.04	0.07	0.07	0.08	0.11	

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

06/17/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.48	0.48	0.23	0.97	0.25		0.38	0.22	0.09	0.56	0.79	
Control Delay (s/veh)	65.0	27.1	2.8	79.8	10.1		72.3	46.1	2.8	70.4	71.6	
Queue Delay	0.0	0.0	0.0	16.9	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	65.0	27.1	2.8	96.7	10.1		72.3	46.1	2.8	70.4	71.6	
LOS	E	C	A	F	B		E	D	A	E	E	
Approach Delay (s/veh)		23.5			56.9			49.6			71.2	
Approach LOS		C			E			D			E	
Queue Length 50th (ft)	55	241	0	409	112		14	13	0	62	111	
Queue Length 95th (ft)	102	286	30	#539	94		48	51	0	115	#219	
Internal Link Dist (ft)		1937			521			210			372	
Turn Bay Length (ft)	265		465				118			120		
Base Capacity (vph)	254	2270	1402	942	3088		154	131	274	161	217	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	5	60	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.27	0.48	0.23	1.04	0.25		0.38	0.22	0.09	0.48	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 43.6

Intersection LOS: D

Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Woodcreek Drive/Lloyd Avenue & Butterfield Road



HCM 7th AWSC

7: Esplanade Road & Lacey Road

06/17/2026

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔↔				↔↔		↗	↖			
Traffic Vol, veh/h	12	410	325	0	33	60	58	1	14	1	0	0
Future Vol, veh/h	12	410	325	0	33	60	58	1	14	1	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	432	342	0	35	63	61	1	15	1	0	0
Number of Lanes	0	2	0	0	0	2	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	12.9	8.4	9.2
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	6%	0%	52%	0%
Vol Thru, %	0%	93%	94%	39%	48%	34%
Vol Right, %	0%	7%	0%	61%	0%	66%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	15	217	530	63	88
LT Vol	1	0	12	0	33	0
Through Vol	0	14	205	205	30	30
RT Vol	0	1	0	325	0	58
Lane Flow Rate	1	16	228	558	66	93
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.002	0.028	0.294	0.647	0.1	0.122
Departure Headway (Hd)	6.866	6.314	4.636	4.178	5.449	4.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	569	767	854	661	763
Service Time	4.578	4.027	2.415	1.958	3.154	2.427
HCM Lane V/C Ratio	0.002	0.028	0.297	0.653	0.1	0.122
HCM Control Delay, s/veh	9.6	9.2	9.4	14.4	8.8	8.1
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0	0.1	1.2	4.9	0.3	0.4

HCM 7th AWSC
7: Esplanade Road & Lacey Road

06/17/2026

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement **SBR**

Lane Configurations

Traffic Vol, veh/h 0

Future Vol, veh/h 0

Peak Hour Factor 0.95

Heavy Vehicles, % 0

Mvmt Flow 0

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay, s/veh

HCM LOS

HCM 7th TWSC

8: Lacey Road & Birchwood Place

06/17/2026

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	13	92	146	322	51
Future Vol, veh/h	10	13	92	146	322	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	45	0	80	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	11	14	100	159	350	55
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	657	203	405	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	402	811	1157	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	368	811	1157	-	-	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.96	3.25		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1157	-	471	811	-	-
HCM Lane V/C Ratio	0.086	-	0.023	0.017	-	-
HCM Ctrl Dly (s/v)	8.4	-	12.8	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.1	-	-

HCM 7th TWSC

9: Lacey Road & Site Access

06/17/2026

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	11	45	214	250	85
Future Vol, veh/h	24	11	45	214	250	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	25	12	47	225	263	89
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	515	176	353	0	-	0
Stage 1	308	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	494	843	1217	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	475	843	1217	-	-	-
Mov Cap-2 Maneuver	475	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	11.85	1.4	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1217	-	475	843	-	-
HCM Lane V/C Ratio	0.039	-	0.053	0.014	-	-
HCM Ctrl Dly (s/v)	8.1	-	13	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0	-	-

HCM 7th TWSC

10: Lacey Road & Woodcreek Drive

06/17/2026

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	30	73	294	229	194	67
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Future Vol, veh/h	30	73	294	229	194	67
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	115	0	180	-	-	-
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Veh in Median Storage, #	1	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	0	3	0	0	0	0
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Mvmt Flow	33	79	320	249	211	73
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1011	142	284
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Stage 1	247	-	-
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Stage 2	764	-	-
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Critical Hdwy	6.8	6.96	4.1
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Critical Hdwy Stg 1	5.8	-	-
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Critical Hdwy Stg 2	5.8	-	-
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Follow-up Hdwy	3.5	3.33	2.2
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Pot Cap-1 Maneuver	239	877	1290
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Stage 1	777	-	-
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Stage 2	426	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	180	877	1290
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Mov Cap-2 Maneuver	304	-	-
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Stage 1	584	-	-
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Stage 2	426	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	12.06	4.89	0
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
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Capacity (veh/h)	1290	-	304	877	-	-
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HCM Lane V/C Ratio	0.248	-	0.107	0.09	-	-
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HCM Ctrl Dly (s/v)	8.7	-	18.3	9.5	-	-
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HCM Lane LOS	A	-	C	A	-	-
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HCM 95th %tile Q(veh)	1	-	0.4	0.3	-	-
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HCM 7th TWSC

12: West USMC Access/Woodcreek Drive

06/17/2026

Intersection

Int Delay, s/veh 0.2

Movement	SET	SER	NWL	NWT	NEL	NER
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Lane Configurations						
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Traffic Vol, veh/h	212	6	3	84	3	0
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Future Vol, veh/h	212	6	3	84	3	0
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	60	-	0	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	74	74	74	74	74	74
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Heavy Vehicles, %	1	0	0	0	0	0
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Mvmt Flow	286	8	4	114	4	0
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	295
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.1
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.2
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Pot Cap-1 Maneuver	-	-	1278
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1278
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	SE	NW	NE
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HCM Ctrl Dly, s/v	0	0.27	11.06
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HCM LOS			B
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Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
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Capacity (veh/h)	598	1278	-	-	-
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HCM Lane V/C Ratio	0.007	0.003	-	-	-
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HCM Ctrl Dly (s/v)	11.1	7.8	-	-	-
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HCM Lane LOS	B	A	-	-	-
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HCM 95th %tile Q(veh)	0	0	-	-	-
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HCM 7th TWSC

13: East USMC Access/Site Access & West USMC Access/Woodcreek Drive

06/17/2026

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	29	168	269	70	22	9	0	71	3	0	8
Future Vol, veh/h	15	29	168	269	70	22	9	0	71	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	90	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	79	79	79	79	95	79	95	79	95	95	95
Heavy Vehicles, %	0	7	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	37	213	341	89	23	11	0	90	3	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	112	0	0	249	0	0	944	967	143	849	1062	100
Stage 1	-	-	-	-	-	-	175	175	-	781	781	-
Stage 2	-	-	-	-	-	-	770	793	-	68	281	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1491	-	-	1328	-	-	244	256	910	283	225	961
Stage 1	-	-	-	-	-	-	832	758	-	391	408	-
Stage 2	-	-	-	-	-	-	397	403	-	947	682	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1491	-	-	1328	-	-	178	188	910	188	166	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	188	-	188	166	-
Stage 1	-	-	-	-	-	-	823	750	-	291	304	-
Stage 2	-	-	-	-	-	-	292	300	-	844	675	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.44			6.51			11.33			13.17		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	178		910	1491	-	-	1328	-	-	452		
HCM Lane V/C Ratio	0.064		0.099	0.011	-	-	0.256	-	-	0.026		
HCM Ctrl Dly (s/v)	26.6		9.4	7.4	-	-	8.6	-	-	13.2		
HCM Lane LOS	D		A	A	-	-	A	-	-	B		
HCM 95th %tile Q(veh)	0.2		0.3	0	-	-	1	-	-	0.1		

Capacity Analysis Summary Sheets
Year 2032 Total Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	 	 	  		 					
Traffic Volume (vph)	50	1019	76	153	1307	93	209	40	174	58	21	75
Future Volume (vph)	50	1019	76	153	1307	93	209	40	174	58	21	75
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	265		465	0		0	118		0	120		0
Storage Lanes	1		2	2		0	1		1	1		0
Taper Length (ft)	85			25			45			85		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.990			0.905	0.850		0.883	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	5406	2787	3467	5135	0	3467	1623	1519	1805	1665	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	5406	2787	3467	5135	0	3467	1623	1519	1805	1665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133		10			56	133		79	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2017			601			290			452	
Travel Time (s)		30.6			9.1			6.6			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	1%	2%	1%	0%	0%	1%	0%	1%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									40%			
Lane Group Flow (vph)	53	1073	80	161	1474	0	220	115	110	61	101	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	7.5	21.0	21.0	7.5	21.0		7.5	14.0	14.0	7.5	14.0	
Total Split (s)	32.4	78.3	78.3	13.5	59.4		25.6	29.7	29.7	13.5	17.5	
Total Split (%)	24.0%	58.0%	58.0%	10.0%	44.0%		19.0%	22.0%	22.0%	10.0%	13.0%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effect Green (s)	9.5	79.6	79.6	10.8	83.0		13.9	17.4	17.4	8.3	9.7	
Actuated g/C Ratio	0.07	0.59	0.59	0.08	0.61		0.10	0.13	0.13	0.06	0.07	

Lanes, Volumes, Timings

1: Woodcreek Drive/Lloyd Avenue & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.43	0.34	0.05	0.58	0.47		0.62	0.45	0.35	0.55	0.52	
Control Delay (s/veh)	70.3	15.1	0.3	85.8	6.2		43.6	19.8	11.6	80.1	28.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	70.3	15.1	0.3	85.8	6.2		43.6	19.8	11.6	80.1	28.4	
LOS	E	B	A	F	A		D	B	B	F	C	
Approach Delay (s/veh)		16.6			14.0			29.5			47.8	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	47	167	0	78	43		94	52	30	53	19	
Queue Length 95th (ft)	92	228	1	118	78		145	104	74	101	75	
Internal Link Dist (ft)		1937			521			210			372	
Turn Bay Length (ft)	265		465				118			120		
Base Capacity (vph)	358	3189	1698	279	3160		541	331	376	120	220	
Starvation Cap Reductn	0	0	0	0	30		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.34	0.05	0.58	0.47		0.41	0.35	0.29	0.51	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 116.1 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay (s/veh): 18.5

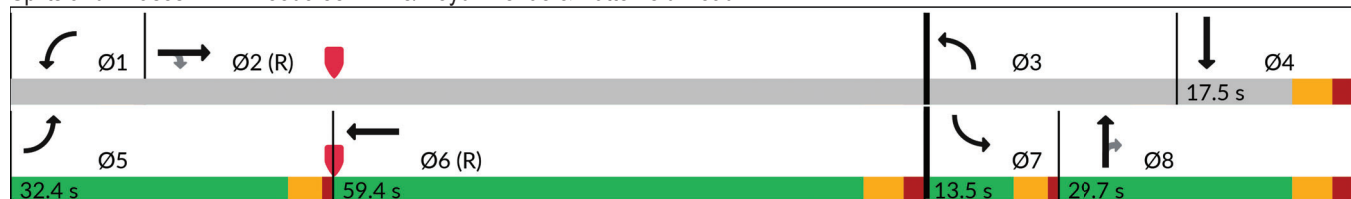
Intersection LOS: B

Intersection Capacity Utilization 57.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Woodcreek Drive/Lloyd Avenue & Butterfield Road



Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   				 	 		
Traffic Volume (vph)	68	1183	0	0	1497	127	0	0	576	114	0	56
Future Volume (vph)	68	1183	0	0	1497	127	0	0	576	114	0	56
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	60		175	0		0	0		100
Storage Lanes	1		0	2		1	0		2	2		1
Taper Length (ft)	210			300			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	*1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5406	0	0	8020	1583	0	0	3230	3335	0	1615
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5406	0	0	8020	1583	0	0	3230	3335	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						138			*330			61
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		601			603			352			378	
Travel Time (s)		9.1			9.1			8.0			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1286	0	0	1627	138	0	0	626	124	0	61
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6			8	7		
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0				8.0	8.0		
Minimum Split (s)	7.5	21.0			21.0				14.0	14.0		
Total Split (s)	16.2	95.8			79.6				18.9	20.3		
Total Split (%)	12.0%	71.0%			59.0%				14.0%	15.0%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag				Lead	Lag		
Lead-Lag Optimize?	Yes				Yes				Yes	Yes		
Recall Mode	None	C-Min			C-Min				None	None		
Act Effct Green (s)	10.2	92.8			80.3	117.7			12.9	11.3		30.2
Actuated g/C Ratio	0.08	0.69			0.59	0.87			0.10	0.08		0.22

Lanes, Volumes, Timings

2: Esplanade Road/Access Drive & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.54	0.35			0.34	0.10			1.03	0.44		0.15
Control Delay (s/veh)	100.2	4.6			7.6	0.6			72.5	63.5		10.3
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay (s/veh)	100.2	4.7			7.6	0.6			72.5	63.5		10.3
LOS	F	A			A	A			E	E		B
Approach Delay (s/veh)		9.9			7.1			72.5			45.9	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	69	67			139	6			~154	56		0
Queue Length 95th (ft)	123	79			127	0			#273	89		36
Internal Link Dist (ft)		521			523			272			298	
Turn Bay Length (ft)	230					175						100
Base Capacity (vph)	158	3715			4771	1417			607	353		443
Starvation Cap Reductn	0	646			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.47	0.42			0.34	0.10			1.03	0.35		0.14

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 104 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay (s/veh): 20.3

Intersection LOS: C

Intersection Capacity Utilization 58.5%

ICU Level of Service B

Analysis Period (min) 15

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Esplanade Road/Access Drive & Butterfield Road



Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘↘	↑↑↑					↘↘		↗
Traffic Volume (vph)	0	1409	464	277	1462	0	0	0	0	282	0	162
Future Volume (vph)	0	1409	464	277	1462	0	0	0	0	282	0	162
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		155	0		0	0		0	180		0
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	300			25			25			215		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7619	1599	3433	5460	0	0	0	0	3467	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7619	1599	3433	5460	0	0	0	0	3467	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58									73
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		603			618			665			844	
Travel Time (s)		9.1			9.4			15.1			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	2%	0%	0%	0%	0%	0%	1%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1453	478	286	1507	0	0	0	0	291	0	167
Turn Type		NA	custom	Prot	NA					Prot		Perm
Protected Phases		2		1	6					7		
Permitted Phases			2 7									7
Detector Phase		2	2 7	1	6					7		7
Switch Phase												
Minimum Initial (s)		15.0		3.0	15.0					8.0		8.0
Minimum Split (s)		21.0		7.0	21.0					14.0		14.0
Total Split (s)		70.2		21.6	91.8					43.2		43.2
Total Split (%)		52.0%		16.0%	68.0%					32.0%		32.0%
Yellow Time (s)		4.5		3.0	4.5					4.5		4.5
All-Red Time (s)		1.5		1.0	1.5					1.5		1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.0		4.0	6.0					6.0		6.0
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		C-Min		None	C-Min					None		None
Act Effect Green (s)		80.7	107.4	17.6	102.3					20.7		20.7
Actuated g/C Ratio		0.60	0.80	0.13	0.76					0.15		0.15

23-003 Downers Grove
Existing Evening Peak

Synchro 12 Report
Page 5

Lanes, Volumes, Timings

3: I-355 SB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.32	0.37	0.64	0.36					0.55		0.55
Control Delay (s/veh)		11.0	2.8	62.0	2.2					56.1		35.3
Queue Delay		0.0	0.2	0.0	0.1					0.0		0.0
Total Delay (s/veh)		11.0	3.0	62.0	2.3					56.1		35.3
LOS		B	A	E	A					E		D
Approach Delay (s/veh)		9.0			11.8						48.5	
Approach LOS		A			B						D	
Queue Length 50th (ft)		123	46	139	120					124		77
Queue Length 95th (ft)		m134	m55	189	130					160		145
Internal Link Dist (ft)		523			538			585			764	
Turn Bay Length (ft)			155							180		
Base Capacity (vph)		4556	1283	447	4139					955		489
Starvation Cap Reductn		0	270	0	992					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.32	0.47	0.64	0.48					0.30		0.34

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 99.9 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 14.6

Intersection LOS: B

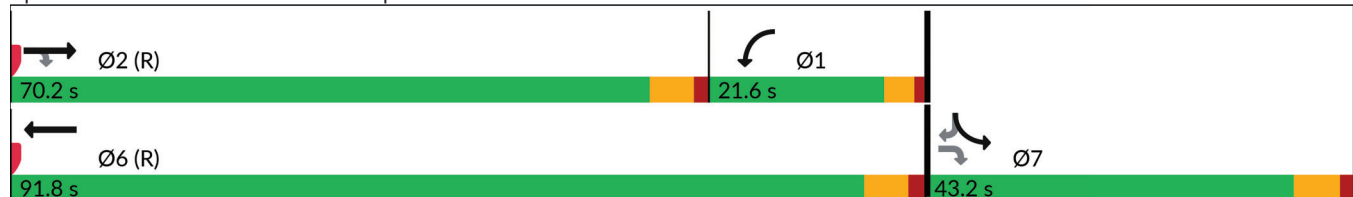
Intersection Capacity Utilization 72.9%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 3: I-355 SB Ramps & Butterfield Road



Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	274	1417	0	0	1562	721	177	0	320	0	0	0
Future Volume (vph)	274	1417	0	0	1562	721	177	0	320	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	370		0	0		0
Storage Lanes	2		0	2		1	2		2	0		0
Taper Length (ft)	25			300			180			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5406	0	0	7619	1583	3467	0	2707	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5406	0	0	7619	1583	3467	0	2707	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						631			128			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		618			559			683			840	
Travel Time (s)		9.4			8.5			15.5			19.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	0%	1%	2%	1%	0%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	288	1492	0	0	1644	759	186	0	337	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		3					
Permitted Phases						6			3			
Detector Phase	5	2			6	6	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	15.0	8.0		8.0			
Minimum Split (s)	7.5	22.0			22.0	22.0	14.0		14.0			
Total Split (s)	24.3	105.3			81.0	81.0	29.7		29.7			
Total Split (%)	18.0%	78.0%			60.0%	60.0%	22.0%		22.0%			
Yellow Time (s)	3.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Act Effct Green (s)	16.3	105.5			84.6	84.6	17.5		17.5			
Actuated g/C Ratio	0.12	0.78			0.63	0.63	0.13		0.13			

Lanes, Volumes, Timings

4: I-355 NB Ramps & Butterfield Road

03/19/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.69	0.35			0.34	0.62	0.41		0.73			
Control Delay (s/veh)	81.8	2.8			5.7	2.5	55.8		43.6			
Queue Delay	0.0	0.0			0.0	0.2	0.0		0.0			
Total Delay (s/veh)	81.8	2.8			5.7	2.7	55.8		43.6			
LOS	F	A			A	A	E		D			
Approach Delay (s/veh)		15.6			4.7			47.9				
Approach LOS		B			A			D				
Queue Length 50th (ft)	141	54			82	10	78		105			
Queue Length 95th (ft)	181	59			93	32	112		159			
Internal Link Dist (ft)		538			479			603			760	
Turn Bay Length (ft)							370					
Base Capacity (vph)	503	4222			4775	1227	608		580			
Starvation Cap Reductn	0	679			0	70	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.57	0.42			0.34	0.66	0.31		0.58			

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 75.6 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 13.6

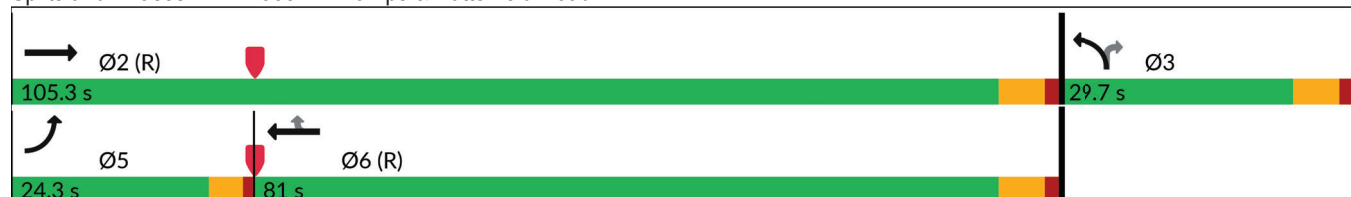
Intersection LOS: B

Intersection Capacity Utilization 72.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: I-355 NB Ramps & Butterfield Road



Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	223	28	6	200	187	63
Future Volume (vph)	223	28	6	200	187	63
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	160	0	125			115
Storage Lanes	2	1	1			0
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1553	1805	3762	3762	2760
Flt Permitted	0.950		0.587			
Satd. Flow (perm)	3467	1553	1115	3762	3762	2760
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		35				78
Link Speed (mph)	30			35	35	
Link Distance (ft)	556			645	290	
Travel Time (s)	12.6			12.6	5.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	0%	1%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	275	35	7	247	231	78
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	14.0	6.5	21.0	21.0	14.0
Total Split (s)	60.0	60.0	14.0	75.0	61.0	60.0
Total Split (%)	44.4%	44.4%	10.4%	55.6%	45.2%	44.4%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effect Green (s)	17.3	17.3	108.2	105.7	103.8	131.9
Actuated g/C Ratio	0.13	0.13	0.80	0.78	0.77	0.98

Lanes, Volumes, Timings

6: Lacey Road & Woodcreek Drive

03/19/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.62	0.15	0.01	0.08	0.08	0.03
Control Delay (s/veh)	61.6	16.4	3.3	3.8	2.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.6	16.4	3.3	3.8	2.0	0.0
LOS	E	B	A	A	A	A
Approach Delay (s/veh)	56.5			3.7	1.5	
Approach LOS	E			A	A	
Queue Length 50th (ft)	120	0	1	22	9	0
Queue Length 95th (ft)	143	27	4	35	18	0
Internal Link Dist (ft)	476			565	210	
Turn Bay Length (ft)	160		125			115
Base Capacity (vph)	1386	642	947	2945	2893	2760
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.05	0.01	0.08	0.08	0.03

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay (s/veh): 21.7

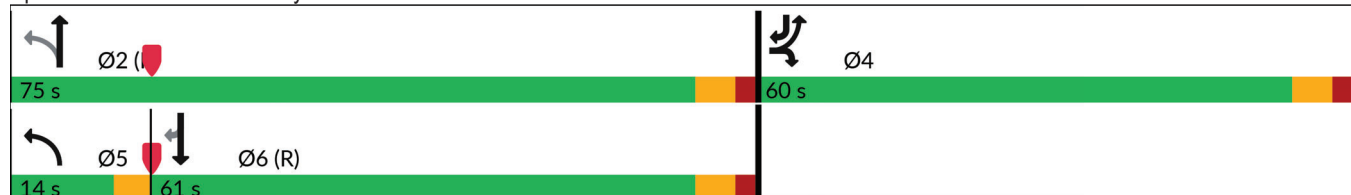
Intersection LOS: C

Intersection Capacity Utilization 29.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Lacey Road & Woodcreek Drive



Lanes, Volumes, Timings

11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	117	568	909	54	62	498
Future Volume (vph)	117	568	909	54	62	498
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	305			400	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	230				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3367	3725	3762	1417	1752	2842
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3367	3725	3762	1417	1752	2842
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				55		503
Link Speed (mph)		45	45		35	
Link Distance (ft)		681	1175		1160	
Travel Time (s)		10.3	17.8		22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	1%	14%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	574	918	55	63	503
Turn Type	Prot	NA	NA	pm+ov	Prot	Prot
Protected Phases	5	2	6	7	7	7
Permitted Phases				6		
Detector Phase	5	2	6	7	7	7
Switch Phase						
Minimum Initial (s)	3.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	7.5	21.0	21.0	14.0	14.0	14.0
Total Split (s)	21.6	86.4	64.8	33.6	33.6	33.6
Total Split (%)	18.0%	72.0%	54.0%	28.0%	28.0%	28.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effect Green (s)	9.6	96.0	81.9	99.9	12.0	12.0
Actuated g/C Ratio	0.08	0.80	0.68	0.83	0.10	0.10

23-003 Downers Grove
Existing Evening Peak

Synchro 12 Report
Page 11

Lanes, Volumes, Timings
11: Finley Road & Lacey Road

03/19/2026

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.44	0.19	0.36	0.05	0.36	0.68
Control Delay (s/veh)	57.4	3.2	9.1	0.6	54.9	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.4	3.2	9.1	0.6	54.9	9.3
LOS	E	A	A	A	D	A
Approach Delay (s/veh)		12.5	8.6		14.3	
Approach LOS		B	A		B	
Queue Length 50th (ft)	47	44	142	0	48	0
Queue Length 95th (ft)	77	75	220	7	90	52
Internal Link Dist (ft)		601	1095		1080	
Turn Bay Length (ft)	305			400		205
Base Capacity (vph)	479	2980	2568	1361	402	1040
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.19	0.36	0.04	0.16	0.48

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 21.6 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 11.3

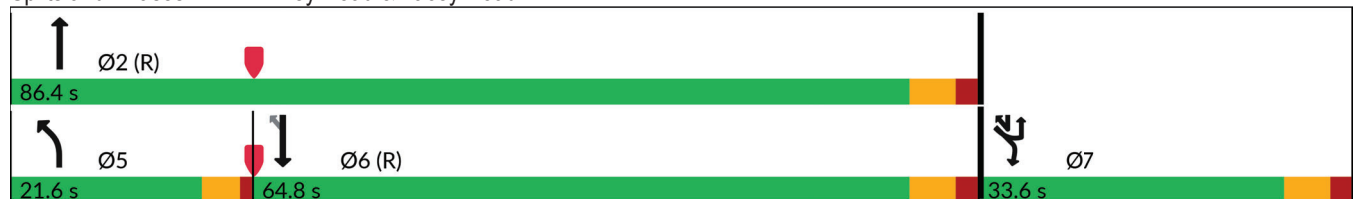
Intersection LOS: B

Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Finley Road & Lacey Road



HCM 7th AWSC

7: Esplanade Road & Lacey Road

03/19/2026

Intersection

Intersection Delay, s/veh 15.2

Intersection LOS C

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔↔				↔↔		↗	↖			
Traffic Vol, veh/h	25	169	13	0	6	143	358	67	193	29	0	0
Future Vol, veh/h	25	169	13	0	6	143	358	67	193	29	0	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	1	0	2	17	0	0	1	0	3	0	0
Mvmt Flow	28	188	14	0	7	159	398	74	214	32	0	0
Number of Lanes	0	2	0	0	0	2	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	10.7	18.1	13.4
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	23%	0%	8%	0%
Vol Thru, %	0%	87%	77%	87%	92%	17%
Vol Right, %	0%	13%	0%	13%	0%	83%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	222	110	98	78	430
LT Vol	67	0	25	0	6	0
Through Vol	0	193	85	85	72	72
RT Vol	0	29	0	13	0	358
Lane Flow Rate	74	247	122	108	86	477
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.145	0.438	0.216	0.186	0.149	0.702
Departure Headway (Hd)	7.014	6.398	6.38	6.186	6.218	5.294
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	562	562	578	577	682
Service Time	4.758	4.142	4.13	3.936	3.957	3.033
HCM Lane V/C Ratio	0.145	0.44	0.217	0.187	0.149	0.699
HCM Control Delay, s/veh	11	14.1	10.9	10.4	10	19.6
HCM Lane LOS	B	B	B	B	A	C
HCM 95th-tile Q	0.5	2.2	0.8	0.7	0.5	5.8

HCM 7th AWSC

7: Esplanade Road & Lacey Road

03/19/2026

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement **SBR**

Lane Configurations

Traffic Vol, veh/h 0

Future Vol, veh/h 0

Peak Hour Factor 0.90

Heavy Vehicles, % 0

Mvmt Flow 0

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay, s/veh

HCM LOS

HCM 7th TWSC

8: Lacey Road & Birchwood Place

06/17/2026

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	65	4	463	232	10
Future Vol, veh/h	45	65	4	463	232	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	45	0	80	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	95	95	95	95	84
Heavy Vehicles, %	5	2	2	2	2	0
Mvmt Flow	54	68	4	487	244	12
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	502	128	256	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Critical Hdwy	6.9	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	491	898	1306	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	489	898	1306	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	10.5	0.07	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1306	-	569	898	-	-
HCM Lane V/C Ratio	0.003	-	0.094	0.076	-	-
HCM Ctrl Dly (s/v)	7.8	-	12	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0.2	-	-

HCM 7th TWSC

9: Lacey Road & Site Access

06/17/2026

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	29	14	400	271	26
Future Vol, veh/h	67	29	14	400	271	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	71	31	15	421	285	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	539	156	313	0	-	0
Stage 1	299	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	477	868	1259	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	472	868	1259	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.56	0.27		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1259	-	472	868	-	-
HCM Lane V/C Ratio	0.012	-	0.149	0.035	-	-
HCM Ctrl Dly (s/v)	7.9	-	14	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.1	-	-

HCM 7th TWSC

10: Lacey Road & Woodcreek Drive

06/17/2026

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	135	169	55	279	291	9
Future Vol, veh/h	135	169	55	279	291	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	115	0	180	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	91	91	95	95	95
Heavy Vehicles, %	2	1	2	0	1	0
Mvmt Flow	142	186	60	294	306	9
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	579	158	316	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.84	6.92	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.31	2.22	-	-	-
Pot Cap-1 Maneuver	446	863	1241	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	424	863	1241	-	-	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	12.14	1.37	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1241	-	519	863	-	-
HCM Lane V/C Ratio	0.049	-	0.274	0.215	-	-
HCM Ctrl Dly (s/v)	8	-	14.5	10.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.8	-	-

HCM 7th TWSC

12: West USMC Access/Woodcreek Drive

06/17/2026

Intersection

Int Delay, s/veh 0.1

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	103	1	0	78	1	1
Future Vol, veh/h	103	1	0	78	1	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	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	112	1	0	85	1	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	113
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1489
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1489
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0	9.17
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	864	1489	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Ctrl Dly (s/v)	9.2	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

HCM 7th TWSC

13: East USMC Access/Site Access & West USMC Access/Woodcreek Drive

06/17/2026

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	76	23	43	14	7	41	0	218	10	0	23
Future Vol, veh/h	5	76	23	43	14	7	41	0	218	10	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	90	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	92	92	92	92	95	92	95	92	95	95	95
Heavy Vehicles, %	2	1	0	0	7	2	0	2	0	2	2	2
Mvmt Flow	5	83	25	47	15	7	45	0	237	11	0	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	108	0	0	214	222	95	206	231	19
Stage 1	-	-	-	-	-	-	106	106	-	112	112	-
Stage 2	-	-	-	-	-	-	109	116	-	93	118	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1593	-	-	1496	-	-	747	677	967	752	669	1059
Stage 1	-	-	-	-	-	-	905	808	-	893	802	-
Stage 2	-	-	-	-	-	-	902	800	-	914	798	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1593	-	-	1496	-	-	704	654	967	548	646	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	704	654	-	548	646	-
Stage 1	-	-	-	-	-	-	902	805	-	865	777	-
Stage 2	-	-	-	-	-	-	853	775	-	688	795	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.34			5.05			10.01			9.55		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	704	967	1593	-	-	1496	-	-	826			
HCM Lane V/C Ratio	0.063	0.245	0.003	-	-	0.031	-	-	0.042			
HCM Ctrl Dly (s/v)	10.5	9.9	7.3	-	-	7.5	-	-	9.5			
HCM Lane LOS	B	A	A	-	-	A	-	-	A			
HCM 95th %tile Q(veh)	0.2	1	0	-	-	0.1	-	-	0.1			

AIRSAFE

LURIE CHILDREN'S HOSPITAL DOWNERS GROVE (LCHDG) HELIPORT BASIS-OF-DESIGN REPORT JUNE 25, 2026

INTRODUCTION

This narrative and accompanying drawings describe and depict an emergency medical service heliport at the planned Lurie Children's Hospital in Downers Grove, Illinois.

LOCATION

The hospital site is west of Interstate 355 and south of Butterfield Road.

Figure 1 HOSPITAL LOCATION



HELIPORT LOCATION

The LCHDG heliport will be located approximately 160' from the hospital's emergency department entrance.

The hospital is planning to implement traffic control measures along the access road from Wood Creek Drive. Control will be active during the final stages of helicopter arrivals and the initial stages of helicopter departures. Signage along the access road will advise drivers of the potential for helicopter operations.

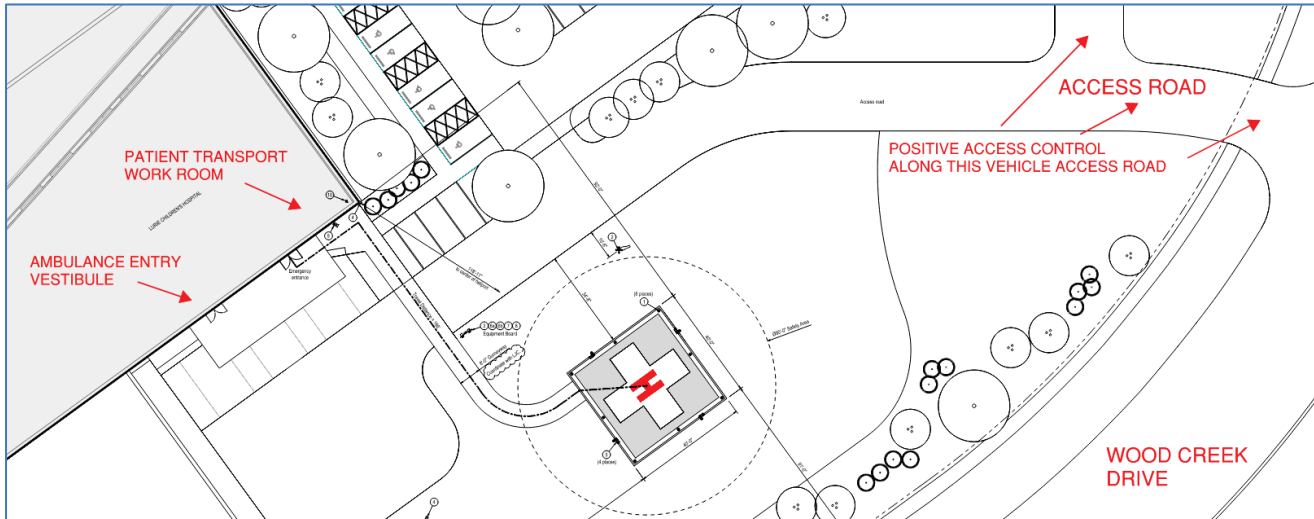


Figure 2 HELIPORT LOCATION

DESIGN HELICOPTER

Attributes of heliports such as size and weight-bearing capacity are determined by dimensions and weights of helicopters expected to use them. Helicopters used for medical transportation in the Chicago and Downers Grove areas have overall lengths of between 40 and 46 feet and maximum operating weights of between 5,000 and 10,000 pounds. Common among these are the Agusta 109A, Airbus H-145, and the BK-117.

The Airbus H-145 is identified as the *design helicopter* for the LCHDG heliport. A heliport based on its relatively large size will create operational areas that are adequate for all medical helicopters in the region.

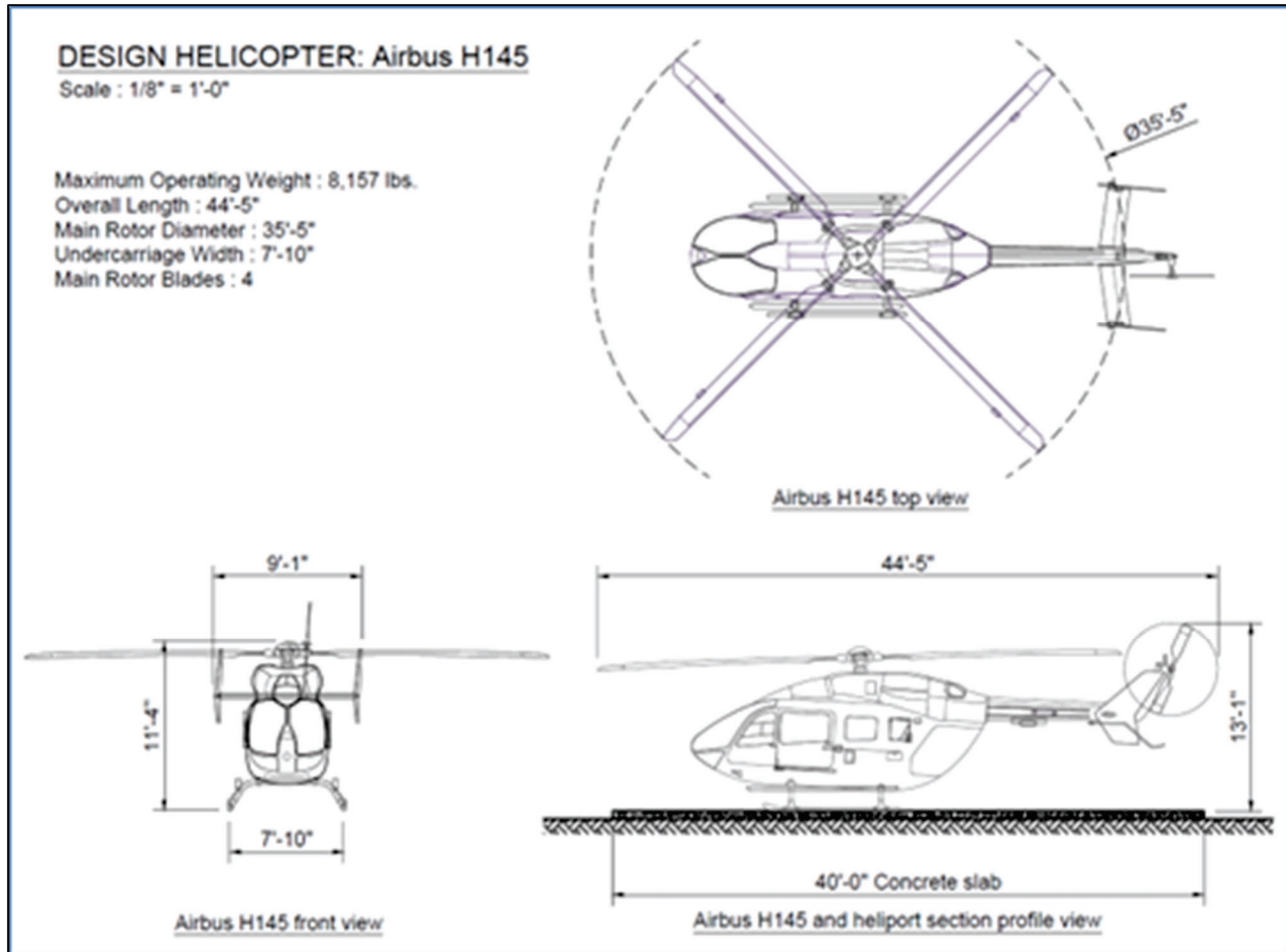


Figure 3 DESIGN HELICOPTER H-145

JURISDICTION

Federal, state and local authorities have roles to play in development, permitting and operation of the LCHDG heliport. Federal jurisdiction exercised by the Federal Aviation Administration (FAA) is focused on its airspace. The Illinois Department of Transportation's Aeronautics Division licenses heliports. The Village of Downers Grove is responsible for permitting, construction inspections and use.

Federal Aviation Regulation Title 14 Part 77 (FAR Part 77)

FAR Part 77 is a federal regulation that establishes standards for addressing existing or planned obstructions to navigable airspace; for determining whether obstructions are or would be hazards to flight and for addressing them. FAR Part 77 defines so-called *imaginary surfaces*. These are geometric, spatial concepts used to supplement processes contained in the regulation.

Three Part 77 surfaces are employed in the LCHDG design. One is called the *Primary Surface*. This conceptual area is at the same elevation as the landing area. Its size is 1.5

AIRSAFE

Heliports & Vertiports

times the overall length of the design helicopter. The other two are *Approach/Departure Surfaces*. These surfaces extend upward and outward in opposing directions from the primary surface.

Airsafe's drawings show one primary surface from which approach/departure surfaces rise and widen as they extend northeast and southwest. Approach/departure surfaces will conform to FAR Part 77 standards.

Pilots are not required to operate within airspace surfaces that are identified for FAA purposes. They may use any airspace they deem safe considering wind, visibility and other factors.

Part 157 of the FARs requires sponsors of heliports to file notices of landing area proposals with the FAA. The FAA reviews the planned use of airspace and may reply in one of three ways: no objection (to the use of airspace), objection with suggested mitigation and objection. The airspace plan being developed for LCHDG will result in a no objection letter.

It is important to note that the FAA does not approve or disapprove private use (hospital) heliports. The agency only has the authority to object to, not object to or conditionally object to the use of airspace.

FAA Helicopter Advisory Circular

FAA Publication 150/5390-2D titled "Heliports" is a publication that provides information and recommendations about heliport design. It is a useful tool but is not regulatory unless heliports are designed and constructed with funds from the FAA's Airport Improvement Program. The LCHDG heliport design is consistent with the FAA's heliport design publication.

Illinois State Law Code 14

Part 14 Subparts G and H of the Illinois State Code address heliport planning and design. Illinois law provides that the state may license heliports. The state Division of Aeronautics will be involved in many aspects of this project including reviews of site plans, drawings and airspace plans. Once provided with planning information the state will file the previously discussed airspace document (Form 7480-1) with the FAA.

CODE CONFORMANCE

Lurie's Downers Grove heliport will conform to NFPA Publication 418 titled "Heliports." This publication is a common code for heliport design.

Primary code requirements of Publication 418 are:

- One handheld fire extinguisher of at least 80-B:C capacity
- One no-smoking sign
- Two means of access if a surrounding fence is installed.

The fire extinguisher and no smoking sign will be in the ambulance entry vestibule which is directly accessible from the heliport.

HELIPORT DESCRIPTION

The Lurie Downers Grove heliport will be constructed of 5-1/2" to 6" of Portland Cement Concrete. It will be 40' by 40' in size. It will slope in whatever direction fits the site by between one and two percent. The surface will be medium broom finish to increase surface traction.

Embedded in the edges of the heliport will be green, night vision goggle (NVG) compatible perimeter lights. Attached to the top of concrete at the edges of the heliport will be shielded floodlights. Floodlights will be on an individual electric circuit to allow for their use either in concert with the perimeter lights or only during patient transfers. The latter method is done to preserve pilots' night vision.

A lighted wind indicator will be northeast of the heliport. Further planning might result in a second lighted wind indicator on the hospital roof. The second wind indicator would be positioned so that it is visible from the landing area. Understanding wind conditions that exist above the hospital structure's elevation prior to departure is key to departure safety.

Activation of the perimeter lights, lighted wind indicator and flood lights will be accomplished by switches in the emergency department and/or patient transport work room as decided on during the ongoing planning phase.

Pilots on approach to the heliport will be able to activate perimeter lights, the lighted wind indicator and the flood lights, by communicating with an electronic radio controller through use of their aircraft's radio systems.

A weather system will provide key weather information to hospital staff and helicopter dispatch offices.

The heliport will be surrounded by a 90' diameter safety area that will not contain any objects that rise more than 2" above the heliports surface.

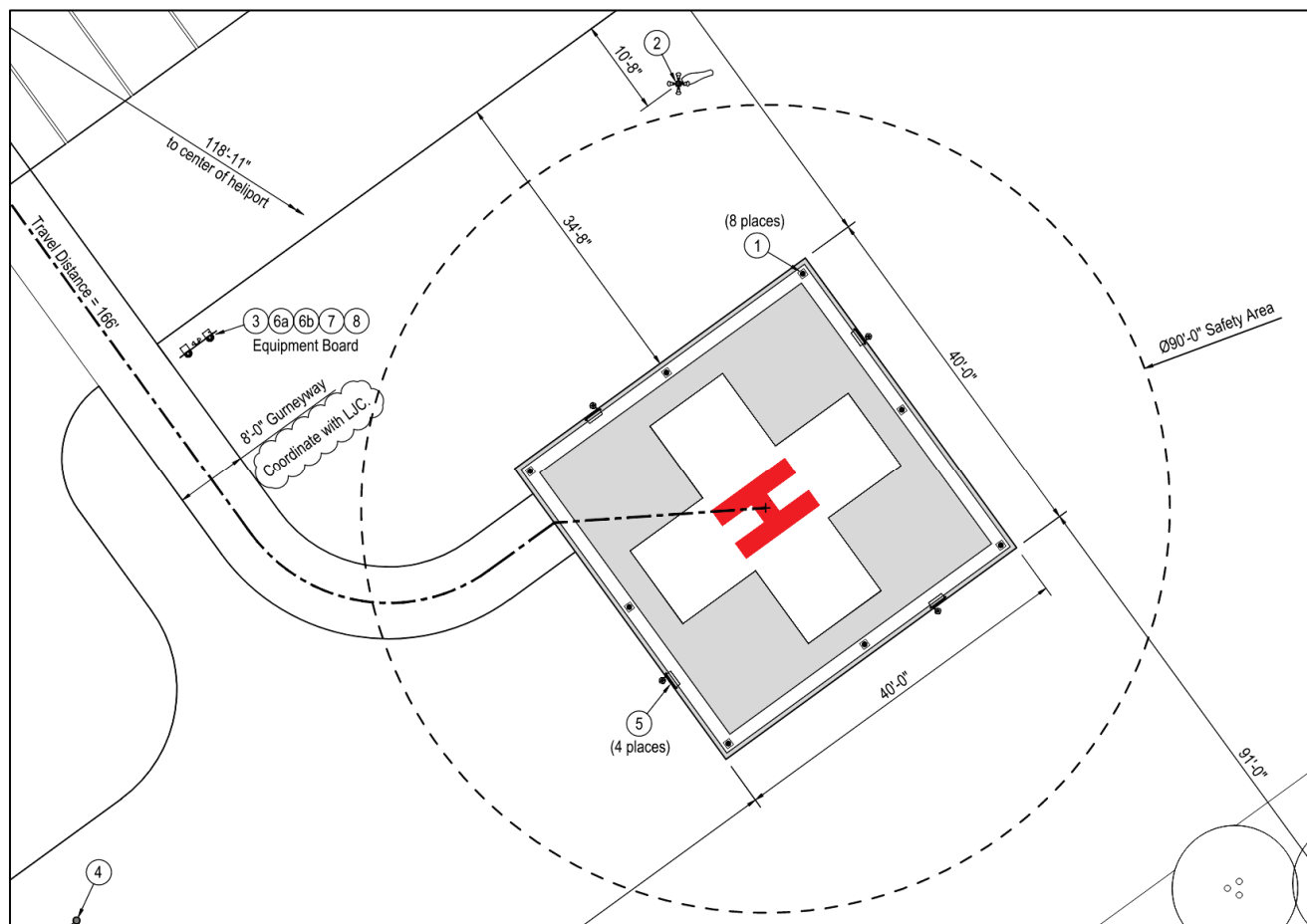


Figure 4 HELIPORT LAYOUT

GURNEYWAY

A gurneyway extends from the heliport to the emergency department back entrance. It will be 8' wide to provide sufficient room for attendants on both sides of the gurney.

[illegible]

Figure 5 HELIPORT GRAPHICS

EQUIPMENT/FEATURE LIST

- Semi-flush LED, NVG lights (8)
- Lighted wind indicator (1) or (2) – to be determined
- LED/NVG obstruction lights on the hospital structure (# To be determined)
- Low-wattage floodlights to facilitate patient transfers (4)
- Very-high frequency (VHF) radio controller with roof mounted antenna (1)
- No-smoking / Caution signs (2)
- Hand-held fire extinguisher(s) with UL ratings 80:BC (1) or (2)
- CCTV system (1)
- Weather-reporting system (1)
- Policies and procedures sign (1)

Equipment shown in this section may be seen on Airsafe's drawing H-104. Recommended manufacturers and model numbers are indicated. Numbers in the upper left corners of each drawing may not be in order as they are "snips" from the CAD drawing set.

EXPANDED HELIPORT EQUIPMENT INFORMATION

Perimeter Lights

Perimeter lights identify the structural landing area. It is recommended that they be LED: NVG compatible.

Performance criteria: Green/LED/low profile (2" or less above heliport surface) tested and certified by ETL or similar national testing laboratory recognized by OSHA.

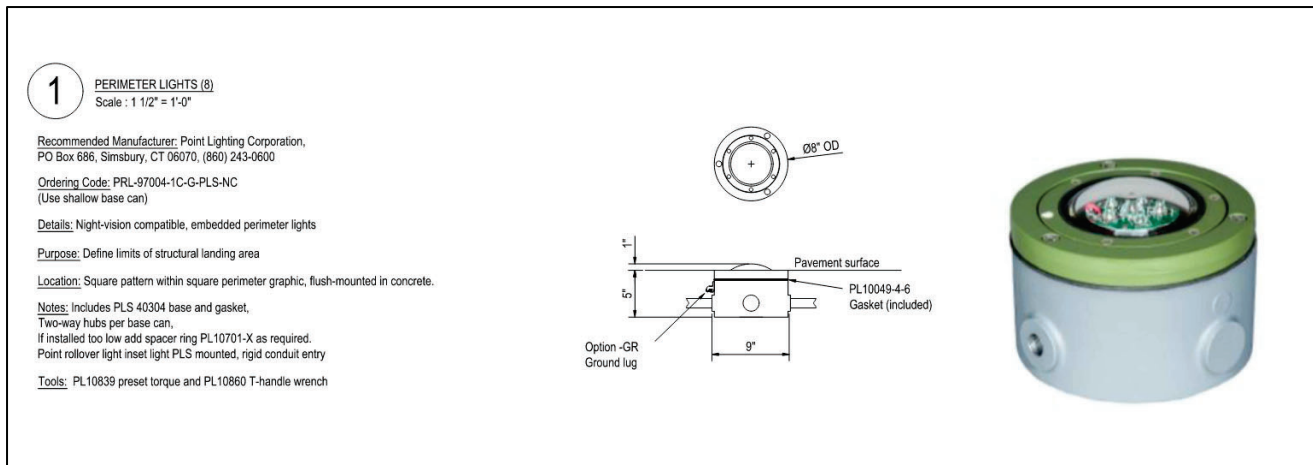


Figure 6 PERIMETER LIGHTS

Lighted Wind Indicator

A lighted wind indicator will be located at grade level northeast of the center of the heliport. It will be mounted on a concrete base.

Performance criteria: Conform to L-810 FAA design standard, FAA Size 1, ETL certified.

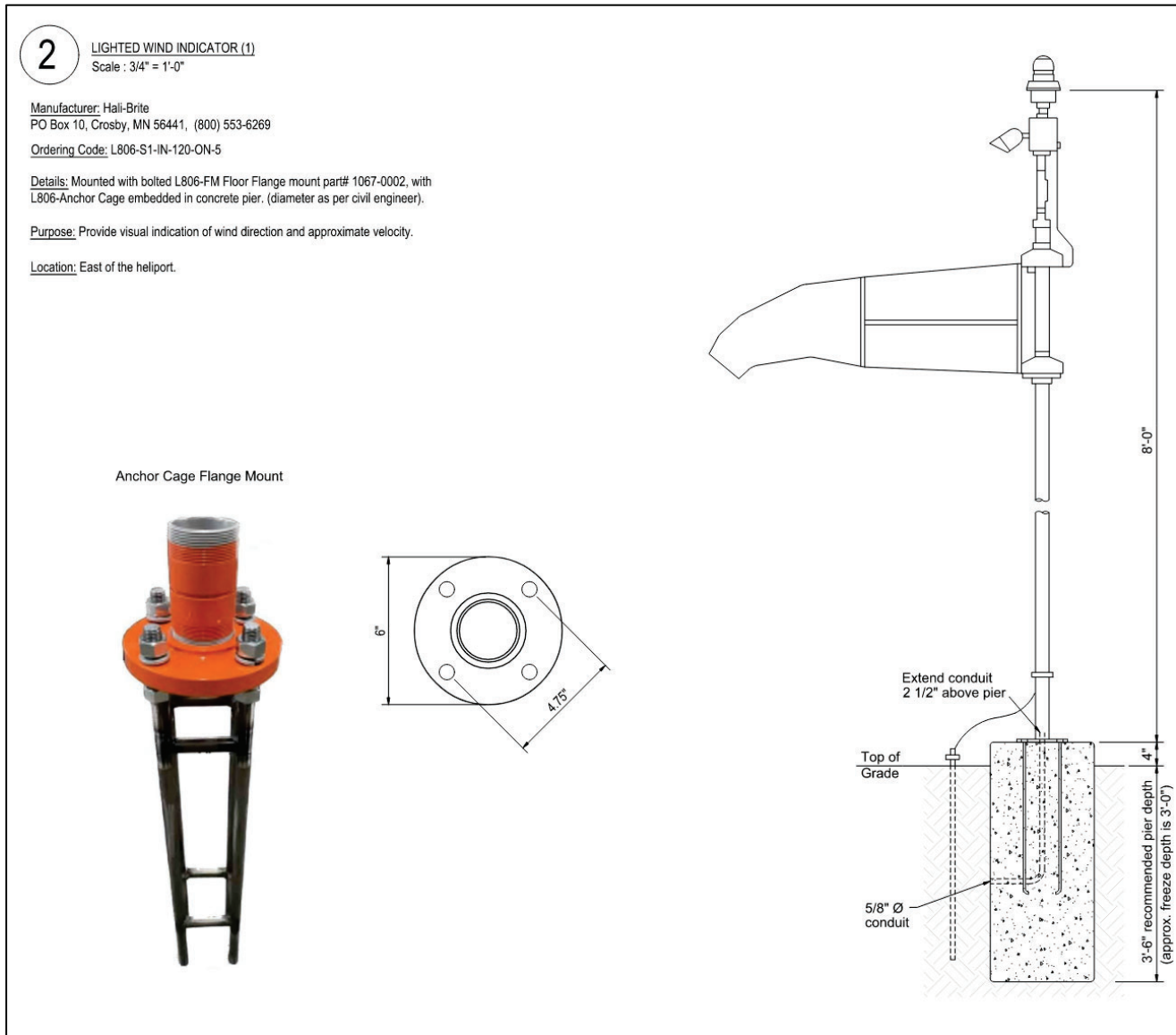


Figure 7 LIGHTED WIND INDICATOR

Obstruction Lights

Obstruction lights call attention to key areas of the structure adjacent to the heliport and approach/departure areas.

Performance criteria: ETL-certified to FAA standard L-810, red, LED, NVG-compatible.



Figure 8 OBSTRUCTION LIGHTS

Flood Lights

Low-wattage flood lights will be mounted on the heliport surface near the centers of the edges of the four sides of the heliport. These lights may be illuminated either along with the perimeter lights or only during patient transfers at the discretion of pilots and patient transport managers.

Performance Criteria: No more than 2” above the heliport surface, ETL certified or UL-listed.

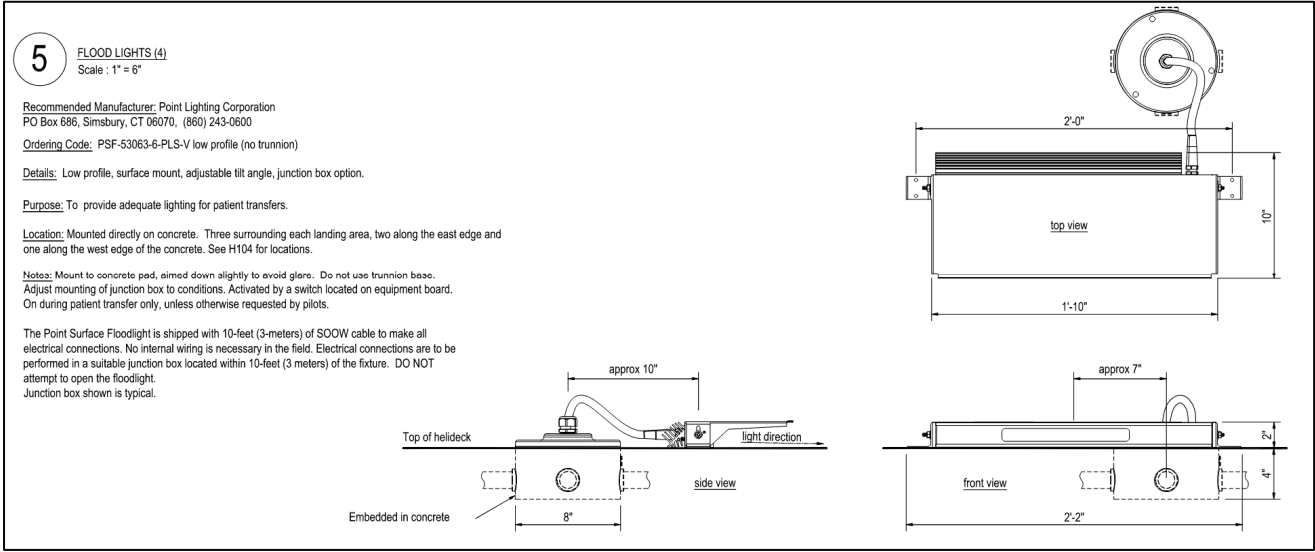


Figure 9 FLOODLIGHTS

Very-High Frequency (“VHF”) Radio Controller

A VHF radio controller will be used by pilots to activate the heliport’s perimeter lights and lighted wind indicator – together called “operational lights” in case those lights are not manually activated by hospital staff. It is unlikely that the radio controller will be used often by pilots, but it will be important to them if needed. The controller’s location will be determined during future planning.

Performance Criteria: Conform to FAA L-854 design standard, ETL certified, adjustable time-out up to one hour.

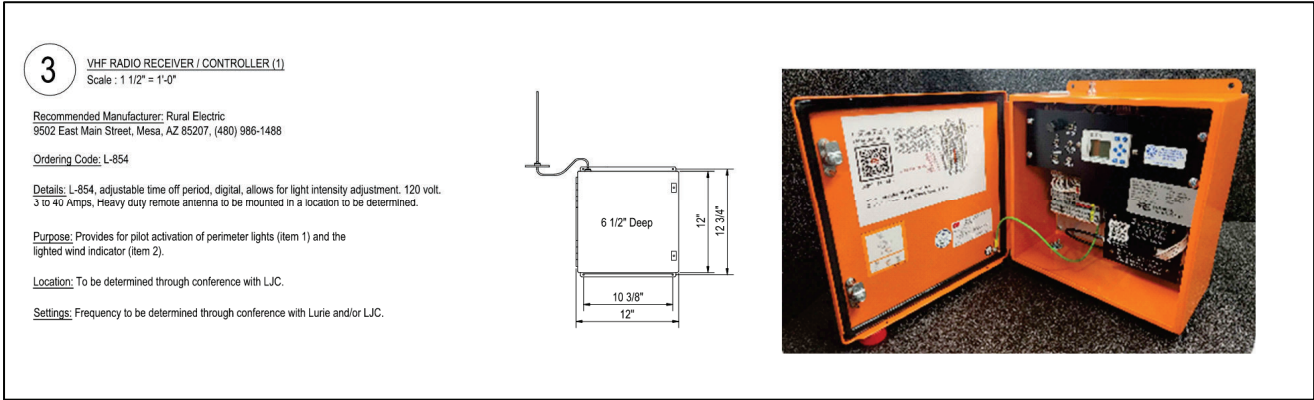


Figure 10 RADIO CONTROLLER

No Smoking/Caution Signs

A Code-required ‘NO SMOKING’ sign will be in the ambulance entry vestibule. The sign used will state “NO SMOKING WITHIN 50’ OF THE EDGE OF THE HELIPORT.” A second no smoking sign will be installed at a yet to be determined location.

Performance Criteria: Minimum 8” high, 6” wide, aluminum, or hard plastic, retroreflective.

Figure 11 NO SMOKING SIGN



Fire Extinguisher

A code-required hand-held fire extinguisher meeting UL rating 80:BC will be located near the no smoking/caution sign in the ambulance entry vestibule.

Performance Criteria: 80B:C rating, UL-Listed

6a HAND-HELD FIRE EXTINGUISHER (1) <u>Recommended Manufacturer:</u> Amerex <u>Ordering Code:</u> SKU Amerex B441 <u>Details:</u> 4A:80B:C (10 lb.) <u>Purpose:</u> Personal protection <u>Location:</u> Mounted inside extinguisher cabinet on equipment board northeast of the heliport. <u>Notes:</u> NFPA compliant for heliports 8 3/4" wide (including hose and handle) 5" cylinder diameter 20 1/2" high 	6b FIRE EXTINGUISHER CABINET (1) <u>Recommended Manufacturer:</u> Brooks Equipment <u>Ordering Code:</u> SKU BE926 <u>Details:</u> 9 1/2" wide x 25 3/4" high x 6" deep <u>Purpose:</u> To protect fire extinguisher <u>Location:</u> Mounted on equipment board northeast of the heliport. <u>Notes:</u> Bracket not required 
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Figure 52 FIRE EXTINGUISHER

CCTV

A CCTV system to provide continuous monitoring and recording of heliport activity will be installed at a yet to be determined location. This information will be linked to the building’s security system and uploaded to the internet for use by helicopter dispatch offices.

Performance Criteria: Capable of 24—hour continuous loop operation. Pan and zoom remote control.

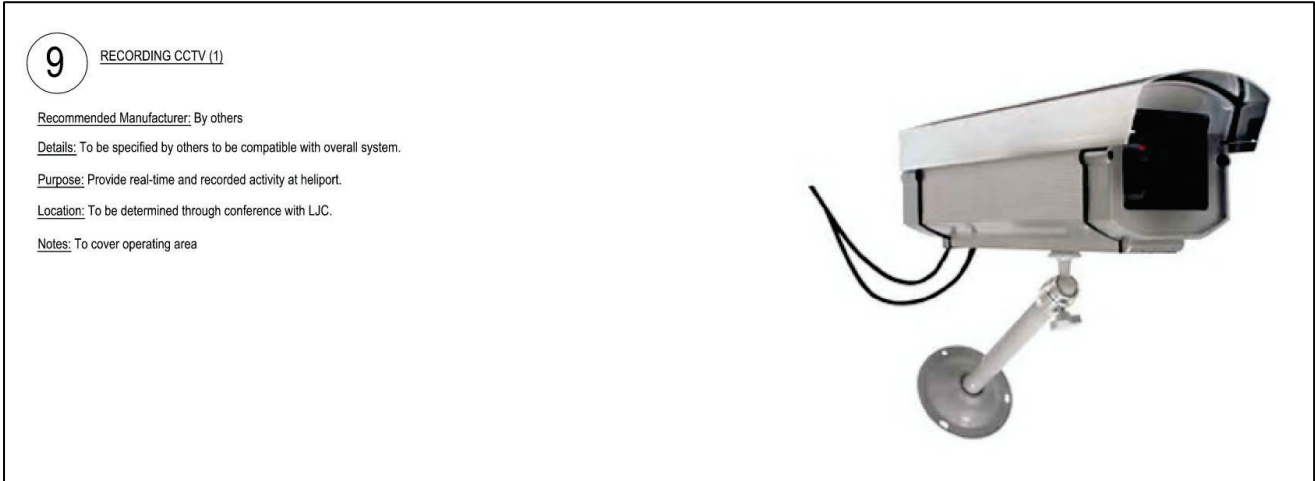


Figure 13 RECORDING VIDEO CAMERA

Weather Reporting System

A weather-reporting system will provide real-time weather information including wind direction, wind velocity, temperature and dew point. The primary sensing unit will be mounted on a tripod on the roof of the new hospital structure. The system will require manufacturer-supplied internet software, a data port and an AC power source in the ED or at a security station. Neither AC power nor a data port are required at the roof mounted sensing unit. Weather information will be uploaded to helicopter dispatch offices.

Performance Criteria: Capable of providing wind direction, wind velocity, temperature and dew point. Updates automatically at least once every two seconds. Records data of all four elements for future retrieval. Software for upload to internet for use by security and helicopter dispatch offices.



Figure 14 WEATHER RECORDING SYSTEM

Policies and Procedures Sign

A policies and procedures sign is recommended as a way to remind staff members who transfer patients or who provide security or maintenance services at and near a heliport to be constantly aware of safety and to report situations and conditions that are or could be unsafe. It will be located on a wall in the ambulance vestibule. Performance Criteria: Airsafe designed narrative; large enough to easily read from any location in the vestibule.

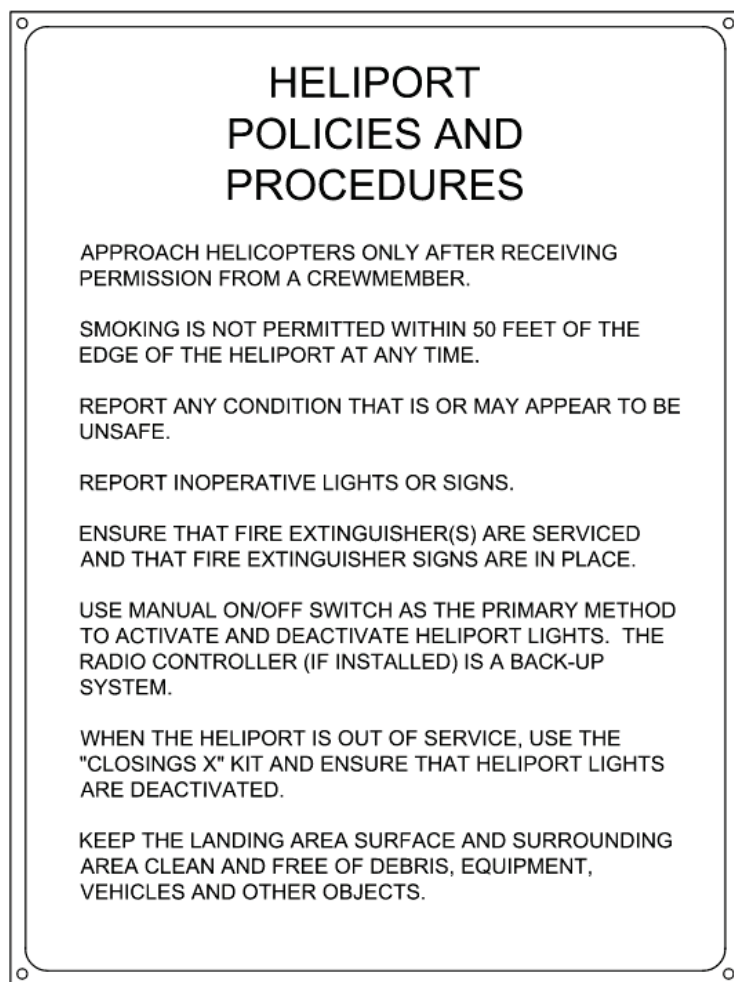


Figure 15 POLICIES AND PROCEDURES SIGN

EQUIPMENT INFORMATION/CERTIFICATION

Heliport electrical equipment is often ETL-certified rather than UL-listed. This is the case with items 1, 2, 4 and 5 on the heliport equipment list. ETL is an OSHA-recognized national testing laboratory. ETL-certifications should be requested prior to or during equipment purchase.

OPERATING PROCEDURES

To provide for safe and coordinated air medical operations for employees and staff members of Lurie Children's, Lurie Children's intends to implement DG Heliport Access and Security consistent with Attachment A, Downer's Grove Heliport Evacuation Policy, consistent with Attachment B, and DG Heliport Operating Procedure, consistent with Attachment C.

ABOUT AIRSAFE AND THIS REPORT'S AUTHOR

Since 1980 Airsafe has provided heliport planning and consultation services to over 300 hospitals, large and small, throughout the United States. In addition to Lurie Children's Hospital of Chicago, clients include Children's Hospital of Philadelphia, Cincinnati Children's Hospital, Seattle Children's Hospital, and Seattle's Harborview Medical Center.

Airsafe is currently engaged to provide heliport planning and aviation consultation services for a new children's hospital in Las Vegas, Nevada.

David Ketchum, founder of Airsafe, its primary planner and author of this report, is a commercially rated pilot with extensive heliport planning and helicopter patient transport experience.

Airsafe's goal is to improve the efficiency and safety of patient transports by rotary wing aircraft.

AIRSAFE

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AIRSAFE

Heliports & Vertiports

DRAFT: Downers Grove Heliport Access and Security

Owner: Jannie White

Approver: Michelle Douglas

Site: Center for Transport Medicine

Last Reviewed: --

OVERVIEW:

To provide safe access and operations for employees and Medical and Dental Staff Members (collectively “staff”) of Ann & Robert H. Lurie Children’s Hospital of Chicago (“Lurie Children’s”) at Lurie Children’s – Downers Grove Hospital & Outpatient Center (“Lurie Children’s – Downers Grove”).

DEFINITIONS:

- **Automated Weather Observation System (AWOS)** - provides site-specific up-to-the-minute weather data to pilots via a ground-to-air radio link and staff via interactive displays. Pilots must utilize this data in their flight planning prior to arrival at Lurie Children’s – Downers Grove heliport
- **Drone** - remotely controlled manned aerial vehicle
- **Flight Operations Area (FOA)** – The observation area overlooking the PMU Heliport which serves as the central location for observing the AWOS, controlling the lights for the PMU Heliport and observation of any PMU Heliport activity
- **Helicopter Air Ambulance (HAA) Operation** - A flight or sequence of flights, with a patient, donor organ or human tissue, or medical personnel are on board for the purpose of medical transportation, conducted by a part 135 certificate holder as authorized by the Administrator
- **Pilot in Command (PIC)** - Directly responsible for and is the final authority as to the operation of that aircraft.
- **Private Medical Use (PMU) Heliport** - The landing zone for incoming rotor wing aircraft whose program has a signed landing agreement and is compliant with annual heliport training. This area is closed to hospital staff without PMU Heliport responsibilities or any external individuals that do not meet the training requirements.
- **Prior Permission Required (PPR)**- A PMU Heliport developed for exclusive use of the owner and persons authorized by the owner and about which the owner and operator ensure all authorized pilots are thoroughly knowledgeable. These features include but are not limited to approach/departure path characteristics, preferred heading, facility limitations, lighting, obstacles in the areas, and size and weight capacity of the facility.
- **Transfer Center** - A specialized group of medical professionals that manage incoming and outgoing requests for patient transfer.
- **Transport Team**: A specialized group of medical professionals dedicated to safely and efficiently transferring critically ill or injured patients between healthcare facilities.

POLICY STATEMENTS:

- The PMU Heliport may only be used by HAA operators with a signed landing agreement.
- Helicopter transport is restricted to patients or organs transferring to/from Lurie Children’s facilities.
- Only Transport Team, Transfer Center and Security may respond to an incoming or outgoing flight.
- The heliport is restricted to authorized staff (Transport Team, Transfer Center, Security, Facilities or Environmental Health Services Director or designee).

- Security is responsible for safekeeping during all flight operations, remaining present in the Flight Operations Area maintaining visual surveillance during takeoff and landing.
- Transfer Center, Security, and Transport Team (if available) will remotely monitor heliport operations.
- Helicopter operational limits:
 - Maximum rotor diameter: 46 feet
 - Maximum gross weight: 10,000 lbs
- Lurie Children's – Downers Grove PMU Heliport Wind Restrictions. Per landing agreements no aircraft may land on the Lurie Children's – Downers Grove PMU Heliport when these conditions exist:
 - The maximum sustained winds are greater than 40 knots **AND/OR**
 - The maximum recorded peak gust in the preceding 30 minutes is greater than 40 knots **AND/OR**
 - The reported max gust spread during the preceding 30 minutes is greater than 20 knots

PROCEDURES:

General Access and Safety

- Access granted only to those who are currently compliant with completion of the Lurie Children's Heliport training or those who are escorted by trained personnel
- Flood lights remain off during flight operations unless requested by pilot or in emergencies
- Once the heliport is cleared for landing, no one is permitted on the heliport or in the vicinity until the aircraft has landed and the blades have stopped spinning
- Only approach the aircraft with pilot's permission
- Always approach from the front, in pilot's view, never near tail
- Only flight crew may operate aircraft doors
- No equipment taller than stretcher height permitted on helipad

Security Roles & Responsibilities

- Conduct routine PMU Heliport inspections per PMU Heliport checklist
- Restrict access to Security, Facilities, Transport Team, Transfer Center, and Environmental Health Services (EHS) Director/designee or those accompanied by approved individuals
- Notify Transfer Center:
 - Heliport clearance of every incoming/outgoing flight (pre-landing and post take-off)
 - Prior to accessing heliport in the event of an incoming flight
 - Any approved heliport access requests
- Respond for all flight operations; prepare heliport for landings
 - Complete prelanding walk around of heliport observing for any foreign object debris
 - Provide notification to Transfer Center once landing zone is cleared or if foreign object debris is observed
 - Ensure PMU heliport lights are turned on for all night landings
 - Ensure floodlights are NOT on
 - Flood lights are only to be used by the pilot, upon pilot request or during emergency operations
 - Observe all landings and take offs from the flight operations area
 - Ensure positive control of the driveway road access.
- Escort flight team to/from receiving units; remain until departure
- After aircraft departure:
 - Inspect heliport for hazards (debris, spills or bodily fluids) post-departure
 - Contact environmental services for any hazard found. Refer to the Safety Data Sheet as needed.
 - Turn off lights and notify Facilities and Transfer Center when "all clear"
- Monitor for drone activity
 - Complete drone information intake forms and send to Transfer Center
 - Provide follow up for all drone violations

Transport Team / Transfer Center Roles & Responsibilities

- Transport Team Safety Checks:
 - Complete daily heliport check and checklist
 - Report issues via Facilities work order
- Flight Requests (See Heliport Operating Procedure)
- Incoming Flights (Transfer Center):
 - Notify Security & Facilities at least 15 minutes prior to arrival with estimated time of arrival. Also communicate vendor, number of souls on board and destination unit to Security.
 - Ensure Transfer Center is staffed with trained personnel during flight operations
 - Monitor wind parameters, if conditions exceed limits (see policy statement):
 - Notify vendor dispatch
 - Request an alternate landing zone be utilized (vendor dispatch team is responsible for coordination of alternate landing zone)
 - Assist in coordinating ground transportation from alternate landing site
 - After heliport is confirmed to be clear for landing by security, provide verbal clearance to pilot via radio after heliport is confirmed to be clear for landing
 - If the pilot is unable to communicate with the Transfer Center via radio, clearance for landing will be relayed via the vendor dispatch center
 - Notify receiving unit of estimated time of aircraft/patient arrival
 - After Landing/Before Takeoff
 - Pilot may not depart until conditions meet wind parameters (see policy statement)
 - If conditions are not within parameters the aircraft must remain at Lurie Children's – Downers Grove and may not depart until 30 minutes after wind conditions are within parameter
 - This information may be communicated to the pilot by the transfer center, transport team or security.

Facilities Roles & Responsibilities

- Inspect PMU heliport every shift per Heliport Maintenance Checklist
 - Report issues via Facilities work order
- Notify Transfer Center (7-3700)
 - Prior to accessing heliport in the event of an incoming flight
 - Prior to any related maintenance or construction
- Notify Security of vendor related work for heliport access authorization and completion date.
- Serve as resource for AWOS and heliport maintenance
- Coordinate preventative maintenance and ensure proper functioning of the following heliport systems:
 - Lights throughout the heliport
 - Windsocks
 - AWOS system and structures
 - Antennas

REFERENCES/RELATED POLICIES:

- Administrative Policy: Heliport Operating Procedure
- Administrative Policy: Heliport Evacuation Policy

EDUCATION PLAN:

- Education regarding this policy will be provided to staff at the time of hire, during routine competency reviews, and whenever significant revisions are made to ensure continued compliance and understanding.

DRAFT: Downers Grove Heliport Evacuation Policy

Owner: Jannie White

Approver: Michelle Douglas

Site: Center for Transport Medicine

Last Reviewed: DRAFT

OVERVIEW:

This policy provides notification, response, and evacuation procedures for Ann & Robert H. Lurie Children's Hospital of Chicago ("Lurie Children's") Downers Grove Hospital & Outpatient Center ("Lurie Children's – Downers Grove" or the "Hospital") Private-Medical-Use (PMU) Heliport during rapidly developing incidents where the safety of individuals is immediately threatened.

Scenarios requiring evacuation may include:

- Visible smoke or fire on or near an aircraft
- Crash or explosion
- Significant structural damage to an aircraft or the Hospital

The goal of this policy is to ensure the safe, coordinated, and timely evacuation of patients, staff, and visitors from the heliport and associated areas.

DEFINITIONS:

- **House Supervisor (HS):** The designated leadership representative is accountable and responsible for coordinating provision of efficient patient care operations
- **Administrator on Call (AOC):** The Administrator on Call provides one point of contact for the organization to provide references, resources and communication to allow expedited resolution to organizational issues identified. Their role is to review each incident, identify necessary resources and decide whether to activate Incident Command.
- **Authorized and Trained Staff:** Individual's employed by Lurie Children's (Transport Team, Transfer Center, Transplant Team, Security, Facilities and Environmental Safety) or approved rotor wing vendor's flight crew who have completed the annual Lurie Children's Heliport training requirement
- **Flight Operations Area (FOA)** – The observation area overlooking the PMU Heliport which serves as the central location for observing the AWOS, controlling the lights for the PMU Heliport and observation of any PMU Heliport activity
- **Private-Medical-Use (PMU) Heliport** - The landing zone for incoming rotor wing aircraft whose program has a signed landing agreement and is in compliance with annual heliport training. This area is closed to Hospital staff without PMU Heliport responsibilities or any external individuals that do not meet the training requirements
- **Oscillating Foam Fire Suppression System (OFFSS):** Fire protection oscillating monitor/nozzle that generates foam and applies it to the PMU Heliport landing pad in accordance with NFPA 418 Standard for Heliports
- **Post-Accident Incident Plan (PAIP):** A comprehensive process that encompasses an immediate response to an accident/incident
- **Pilot in Command (PIC)** - Directly responsible for and is the final authority as to the operation of that aircraft
- **Transfer Center** - A specialized group of medical professionals that manage incoming and outgoing requests for patient transfer

- **Transport Team** - Designated staff who transport patients in and out of the Hospital via ambulance, helicopter, and fixed wing aircraft

POLICY STATEMENTS:

- This plan will be activated by an authorized and trained staff member when an immediately life-threatening incident affecting the heliport is identified.
- Depending on the nature of the incident, the PIC will determine if the aircraft should be or could be safely relocated.
- Any individuals whose care and safety may be compromised because of the incident will be prioritized for safe removal from areas of immediate danger.
- Evacuation procedures will follow defined notification, response, and coordination steps until the “All Clear” is issued.

PROCEDURE:

Notifications and Immediate Response Procedures (with heavy smoke and/or active flames)

- **Responding PMU Heliport Security Officer**
 - Activate PMU Security PAIP I Action Sheet
 - Activate the **red fire pull station** (triggering the Lurie Children’s – Downers Grove fire alarm system)
 - Call or radio the Security Services Dispatcher and provide the following information:
 - A brief description of the incident
 - The number of impacted individuals and location
 - Maintain a visual surveillance on the PMU Heliport if safe to do so from the inside of the building to monitor the incident and update the Security Services Dispatch with changes and/or concerns
 - Provide update to Security Services Dispatch of real time feedback of status of evacuation
 - Notify the Security Services Dispatcher when the staff and patients have been safely evacuated from the PMU Heliport
- **Flight Team/Transport Team Member Evacuation/Rescue**
 - Evacuate the heliport to the safest location at least 100 feet away from the aircraft
 - If evacuating into the building contact security with telephone in the building just beyond the fire door with number of individuals, intended evacuation location and if there are any injuries
 - If able evacuate to the ED
 - If safe to do so, Burn Paks may be used to evacuate impacted individual(s) off the heliport to the ambulance bay or the Emergency Department
 - Any injured, impacted individuals should be transported to the Hospital’s Emergency Department for appropriate medical evaluation and care
- **Security Services Dispatch**
 - Activate the Security Dispatch PAIP I Action Sheet
 - Notify the Transfer Center of the incident. Be specific on the number of individuals on board and incident.
 - Notify 9-1-1 to report fire on the PMU Heliport
 - Communicate any updates, changes, or concerns with the Transfer Center
 - Provide update to Transfer Center of real time feedback and status of evacuation
 - Notify the Transfer Center when the impacted individuals have been safely evacuated
- **Transfer Center**
 - Activate the Transfer Center PAIP I Action Sheet (notifying the Administrator on Call, Center for Transport Medicine Director and House Supervisor)
 - Include a description of the incident, number of & location of impacted individuals
 - Notify the Emergency Department (ED) Attending and ED Charge RN of incident and number of impacted individuals that may require evaluation

- Notify the HS when all impacted individuals have been safely evacuated from the PMU Heliport, with their exact location
- **House Supervisor**
 - Activate the House Supervisor PAIP I Action Sheet
 - If activation of Incident Command is requested by the Administrator on Call (AOC), send an Everbridge notification to the Incident Command Group utilizing the following scripting (a TEAMS conference call-in line may be set up in lieu of an in-person meeting):
 - *Title:* Incident Command Activated
 - *Message Body Text:* Incident Command has been activated due to an incident on Private-Medical-Use Heliport. Please report to the Emergency Operations Center in (enter room number) at (enter time). The conference call-in line is (enter conference call-in line and code).
 - Notify the AOC/Incident Commander when the impacted individuals have been safely evacuated from the PMU Heliport.
 - Assign helper (Access Coordinator) to Transfer Center
- **Security coordination with Downers Grove Fire Department (DGFD)**
 - Once DGFD arrives on the scene, they will direct the incident response
 - If DGFD informs Security Officer that they do not need assistance by Lurie Children's staff, the Security Officer will continue to stay available for further instructions
 - When all clear is received, Security Officer must create an Incident Report and document all pertinent information to the event
- **Incident All Clear**
 - The DGFD will notify the Hospital Liaison Officer once the incident has been resolved.
 - The Hospital Liaison Officer will then notify the AOC or Incident Command.
 - In consultation with the Liaison Officer, the DGFD, the AOC (or Incident Command if activated) will determine when the incident "all clear" may be announced.
 - Once normal operations have resumed, if Incident Command has been activated the HS will send an Everbridge notification to the Incident Command Group utilizing the following scripting:
 - *Title:* Incident Command All Clear
 - *Message Body Text:* Incident Command all clear. Private-Medical-Use Heliport Closed until further notice.
 - If the PMU Heliport or other areas of the Hospital have been damaged by the incident, Environmental Health and Safety, Facility Services, and the Center for Transport Medicine will advise the AOC or Incident Command of any unsafe conditions to the Hospital and their corrective recommendations.
 - Interim Life Safety Measures (ILSM) will be in place in any area impacted by the incident before resumption of normal operations in those areas.
 - The Center for Transport Medicine Director or their designee will be responsible for conducting a debrief with all applicable stakeholders.
 - The Center for Transport Medicine Director or their designee will complete and submit an After-Action Report to Emergency Management following a PMU heliport evacuation incident.

REFERENCES:

- Organizational: Unplanned Hospital Evacuation Policy
- Organizational: Code Red, Fire Response Plan
- Departmental: Transport Team - Post Accident Incident Plan
- Departmental: Heliport Operating Procedures
- Departmental: Heliport Access and Security

EDUCATION PLAN:

- Education regarding this policy will be provided to staff at the time of hire, during routine competency reviews, and whenever significant revisions are made to ensure continued compliance and understanding.

DRAFT: Downers Grove Heliport Operating Procedure

Owner: Jannie White

Approver: Michelle Douglas

Site: Center for Transport Medicine

Last Uploaded: DRAFT

OVERVIEW:

To provide safe and coordinated air medical operations for employees and Medical and Dental Staff Members (collectively “staff”) of Ann & Robert H. Lurie Children’s Hospital of Chicago (“Lurie Children’s”). Lurie Children’s – Downers Grove Hospital & Outpatient Center (“Lurie Children’s – Downers Grove”) heliport operations occur in accordance with this standard operating procedure to ensure safe and efficient operations.

DEFINITIONS:

- **Automated Weather Observation System (AWOS)** - provides site-specific up-to-the-minute weather data to pilots via a ground-to-air radio link and staff via interactive displays. Pilots must utilize this data in their flight planning prior to arrival at Lurie Children’s heliport.
- **Drone** - remotely controlled manned aerial vehicle.
- **Flight Operations Area (FOA)** – The observation area overlooking the PMU Heliport which serves as the central location for observing the AWOS, controlling the lights for the PMU Heliport and observation of any PMU Heliport activity
- **Helicopter Air Ambulance (HAA) Operation** - A flight or sequence of flights, with a patient, donor organ or human tissue, or medical personnel are on board for the purpose of medical transportation, conducted by a part 135 certificate holder as authorized by the Administrator
- **Pilot in Command (PIC)** - Directly responsible for and is the final authority as to the operation of that aircraft.
- **Private Medical Use (PMU) Heliport** - The landing zone for incoming rotor wing aircraft whose program has a signed landing agreement and is compliant with annual heliport training. This area is closed to staff without PMU Heliport responsibilities or any external individuals that do not meet the training requirements.
- **Prior Permission Required (PPR)**- A PMU Heliport developed for exclusive use of the owner and persons authorized by the owner and about which the owner and operator ensure all authorized pilots are thoroughly knowledgeable. These features include but are not limited to approach/departure path characteristic, preferred heading, facility limitations, lighting, obstacles in the areas, and size and weight capacity of the facility
- **Transfer Center** - A specialized group of medical professionals that manage incoming and outgoing requests for patient transfer
- **Transport Team** - Designated Medical Center staff who transport patients in and out of Lurie Children’s – Downers Grove via ambulance, helicopter, and fixed wing aircraft

POLICY STATEMENTS:

Lurie Children's - Downers Grove heliport is a Private Medical Use Heliport. Heliports such as this are known as "Prior Permission Required" or "PPR". The PMU Heliport is used for helicopter transport of critically ill or injured patients and lifesaving organs and is essential to our mission of caring for children.

- The PMU Heliport may only be used by HAA operators with a signed landing agreement
- Lurie Children's Transport Team may only complete transports with programs that have an agreement with provisions for the Transport Team to fly with that specific HAA vendor
- Helicopter operational limits:
 - Maximum rotor diameter: 46 feet
 - Maximum gross weight: 10,000 lbs
- Lurie Children's - Downers Grove PMU Heliport Wind Restrictions. Per landing agreements no aircraft may land on the PMU Heliport when these conditions exist:
 - The maximum sustained winds are greater than 40 knots **AND/OR**
 - The maximum recorded peak gust in the preceding 30 minutes is greater than 40 knots **AND/OR**
 - The reported max gust spread during the preceding 30 minutes is greater than 20 knots
- A PIC's decision to decline, cancel, divert, or terminate a flight overrides any decision by any and all other parties to accept or continue a flight.
- Security is responsible for safekeeping during all flight operations, remaining present in the Flight Operations Area maintaining visual surveillance during takeoff and landing
- Transfer Center, Security, and Transport Team (if available) will remotely monitor heliport operations
- The heliport is restricted to authorized staff (Transport Team, Transfer Center, Security, Facilities and Environmental Health Services Director or designee)
- All landings must be reported to the Transfer Center and will be tracked and reviewed
- Any requests for filming and/or photography of the PMU Heliport will be coordinated by the Center for Transport Medicine Director or designee and Public Affairs; and will occur with an escort from the Transport Team or Security.
- The Center for Transport Medicine, Security and Facility Services will notify each other when the PMU Heliport is unavailable due to unfavorable weather conditions, mechanical matters, or maintenance on the PMU Heliport.
- Lurie Children's will have Landing Agreements with organizations that provide helicopter emergency medical transport services, including helicopters, pilots, flight crews, and training for the pilots and flight crews ("HAA provider").

PROCEDURE:**General Criteria for all HAA Patient Transport and Heliport Utilization**

- All flights must be conducted under the Federal Aviation Administration (FAA) Part 135 HAA rules
- Helicopter transport may only be utilized for patients or organs transferring to or from Lurie Children's – Downers Grove
 - All other requests for utilization of heliport must be approved by Center for Transport Medicine Director or Chief Nurse Executive
- The PMU Heliport can accommodate one aircraft at a time. In the event of multiple helicopters arriving at the Lurie Children's - Downers Grove heliport:
 - The Transfer Center will communicate with respective HAA dispatch centers to inform HAA programs of multiple aircraft inbound
 - The pilots in command must communicate with other inbound helicopters and establish takeoff and landing plan or land at an alternate landing zone
- Pilots must utilize the Lurie Children's – Downers Grove AWOS to obtain weather information prior to arrival and monitor weather during approach and departure
- Flight operations may NOT be conducted if any of the follow conditions:

- The maximum sustained winds are greater than 40 knots
- The maximum recorded peak gust during the preceding 30 minutes is greater than 40 knots
- The reported max gust spread during the preceding 30 minutes is greater than 20 knots
- The FAA Part 135 HAA weather minimums are not met
- The Lurie Children's - Downers Grove Heliport is closed (this will be communicated to HAA programs' leadership teams)

Lurie Children's - Downers Grove PMU Heliport Requirements

- The PMU Heliport shall be equipped and maintained as follows:
 - A 40' x 40' touch down and lift off area (TLOF)
 - A 100'x 100' final approach and take off area (FATO)
 - AWOS installation and reporting with information accessible via:
 - Radio
 - Internet
 - Telephone
 - National Airspace Data Interchange Network (NADIN)
 - Multiple fire extinguishers
 - Pilot-controlled lighting, including windsock and ambient lighting
 - Hospital PMU Heliport Identification beacon (pilot-controlled)
 - Ambient lighting (pilot-controlled)
 - One to two illuminated windsocks (pilot-controlled lighting)
 - Obstruction marking
 - Non-slip surface
 - Perimeter markings
 - Landing pad markings
 - Use of reflective materials
 - Security cameras and recording
 - Recording of all HAA communications
 - On-site telephone

Lurie Children's Flight Request Process for HAA Transport

- Transfer Center will utilize acuity to determine need for flight and, as needed, conference with Transport Team and Medical Control Physician about clinical indication for air transport
- Review AWOS before flight request
 - No flights may be accepted to the Lurie Children's – Downers Grove heliport when winds are above parameters. (see general flight criteria)
- Transfer Center will contact HAA provider's communication center to check helicopter availability and request flight
 - Lurie Children's Transport Team members may only fly with HAA provider with which an extended landing agreement is executed
 - **The Transfer Center will not provide any information regarding the patient's condition or acuity at the time of flight request.** Requests should be submitted to a vendor dispatch center stating "We have a request to [INSERT facility name]. The current Lurie Children's – Downers Grove AWOS shows [INSERT current wind speed]." If applicable, include number of Lurie Children's transport team members, current weights and whether the aircraft will meet the team at Lurie Children's (or alternate landing zone). If requested, patient weight may be provided, but no additional clinical information or patient status should be shared prior to flight acceptance or denial.
 - If the flight is accepted:
 - The Lurie Children's Transfer Center will provide the HAA communication center with the following information:
 - Patient demographics (including weight)

- Lurie Children's destination unit (and bed number if available)
 - Lurie Children's Transport Team members names and weights (If Lurie Children's Transport Team is completing the transport)
- The HAA provider's communication center will provide the following information:
 - Estimated Time of Arrival to pick up
 - If a stretcher is required for patient unloading
- If the flight is not accepted:
 - If the reason for the flight being declined is weather or safety reasons, no other flight programs may be contacted by the Lurie Children's Transfer Center.
 - If the weather has dissipated or changed the original and/or one other flight program may be contacted
 - If the flight is declined for non-weather or non-safety reasons, other flight programs may be contacted to complete the transport.
- Transports with Lurie Children's Transport Team
 - Helicopter may pick up the Lurie Children's Transport Team at PMU Heliport or alternate landing zone
 - Transfer Center and the HAA communication center will coordinate landing zone
 - Lurie Children's PMU Heliport
 - If the Transport Team is being picked up at the PMU Heliport, Lurie Children's Transfer Center will notify security of the incoming flight at least 15 minutes prior to arrival with the HAA program name and number of souls on board.
 - Once the aircraft's engine is off and the rotor blades are not spinning and the team is cleared to approach the aircraft, the transport team will receive a HAA provider safety briefing
 - The Transport Team members and equipment will be secured in the helicopter as required by the aviation vendor
 - Security will remain in the flight operations area until the aircraft has departed
 - Alternate Landing Zone
 - Lurie Children's Transport Team will travel to alternate landing zone site via ground ambulance provider
 - Transfer Center will notify ground ambulance dispatch center for the use and dispatch of Lurie Children's Ambulance
 - Lurie Children's Transport Team will remain in the ambulance until aircraft has been shut down and rotor blades are no longer rotating
 - Once cleared to approach the aircraft the transport team will receive a HAA provider safety briefing
 - The Transport Team members and equipment will be secured in the helicopter as required by the aviation vendor
 - Patient loaded leg of transport to Lurie Children's – Downers Grove (Lurie Children's Transport Team or HAA provider only)
 - Lurie Children's - Downers Grove PMU Heliport
 - If additional assistance is required on the heliport, the pilot may communicate via radio to Lurie Children's Transfer Center or the HAA provider's communication center will call Lurie Children's Transfer Center with the request for assistance
 - Security will remain the Flight Operations Area until the aircraft has landed, is shut down and cleared to approach the aircraft
 - Once the aircraft is shut down and rotor blades are no longer spinning and after disembarking from the aircraft, the patient and patient care equipment is off loaded from the aircraft or transferred to the stretcher (as applicable).
 - Security will accompany the transport team to the receiving unit and will accompany the flight crew back to the PMU heliport when patient handoff is completed

- Security will remain in the flight operations area until the aircraft has departed
- Alternate Landing Zone
 - Transfer Center will coordinate ground ambulance pick up of the Lurie Children's Transport Team with the Lurie Children's ground ambulance
 - Lurie Children's Ambulance will not be utilized for non-Lurie Children's Transport Team transports from the alternate landing zone to Lurie Children's – Downers Grove without approval from Center for Transport Medicine leadership/Leader on Call
- Transport of Organs
 - If organ transplant is time-critical, such as heart transplants, and, if the general criteria for HAA patient transport are satisfied, the Transplant Team will arrange with an HAA provider to transport the organ.
 - The Transplant Team will determine the appropriate mode of transport
 - The Organ Procurement Coordinator will contact a HAA provider to arrange transportation.
 - The Transplant Team will retrieve the organ at a specified location. After procurement of the organ, the HAA provider will arrange for helicopter pick up of the Transplant Team from a specified location and transport them back to Lurie Children's
 - The Organ Procurement Coordinator will communicate the transport plan with the Transfer Center
 - Lurie Children's Transfer Center will notify security of the incoming flight at least 15 minutes prior to arrival with the HAA program name, number of souls on board and destination unit.
 - Security will remain the Flight Operations Area until the aircraft has landed, is shut down and cleared to approach the aircraft
 - Security will accompany the organ procurement team to the destination unit and will accompany the team back to the PMU heliport when handoff is completed
 - Security will remain in the flight operations area until the aircraft has departed

Stakeholder Training and Safety Requirements

- Transport Team and Transfer Center
 - Complete annual helicopter and PMU Heliport safety training
 - Maintain PMU Heliport safety and emergency supplies
 - Complete PMU Heliport inspection checklist
 - Review the Lurie Children's PMU Heliport Evacuation Plan annually
 - Assist non-Lurie Children's HAA transports as available/able including meeting the HAA provider on the heliport
 - Collaborate with Security, Facility Services and Environmental Health and Safety Directors or designees to ensure safe PMU Heliport Operations
- Transplant Team
 - Complete annual helicopter and PMU Heliport safety training
- Security Services
 - Complete annual helicopter and PMU Heliport safety training
 - Complete and document routine inspections of the PMU Heliport including:
 - Three times/ day inspection of the heliport
 - Monthly PMU Heliport Inspection (PMU Heliport checklist)
 - Maintain positive traffic control for all aircraft take offs and landings
 - Monitor all helicopter arrivals and departures from the Flight Operations Area
 - Escort Transport Team, Transplant Team and visiting HAA flight teams to and from the PMU Heliport
 - Remain the Flight Operations Area on approach until the aircraft has landed, is shut down and cleared to approach the aircraft and on departure until the aircraft is clear of the heliport area
 - In the case of an emergency (smoke or fire related to helicopter incident) activate the Lurie Children's - Downers Grove Heliport Evacuation Plan
 - Collaborate with Center for Transport Medicine, Facility Services and Environmental Health and Safety Directors or designees to ensure safe PMU Heliport Operations

- Monitor for drone activity
 - Notify Transfer Center of any drone usage or activity in the area
 - Complete drone information intake form and send to the Transfer Center
- Facility Services
 - Complete annual helicopter and PMU Heliport safety training
 - Complete and document routine inspections of the PMU Heliport
 - Manage snow and ice on the PMU Heliport and ramp
 - Collaborate with Center for Transport Medicine, Security Services and Environmental Health and Safety Directors or designees to ensure safe PMU Heliport Operations
- Environmental Health Services (Director or Designee)
 - Complete annual helicopter and PMU Heliport safety training
 - Collaborate with Center for Transport Medicine, Security Services and Security Services Directors or designees to ensure safe PMU Heliport Operations
- HAA Provider Teams
 - HAA Pilots will complete annual pilot helicopter and PMU Heliport safety training and review education at least every 180 days
 - HAA Flight Crew will complete annual helicopter and PMU Heliport safety training
 - HAA provider leadership teams will notify Lurie Children's Safety Officer or designee of changes to team members
 - Initial and recurrent training will be completed within 30 days of assignment
 - Exceptions will be reviewed by the Lurie Children's Center for Transport Medicine on a case by case basis
 - Requests for non-patient landing (e.g. new pilot training) will be coordinated with the Lurie Children's Director or Safety Officer

PMU Heliport Committees

- PMU Heliport Operations Committee
 - Membership will include the Center for Transport Medicine's Medical Director, Director, Safety Officer & one Transport/Transfer Center team member and Senior Leadership, Security, Facilities, Emergency Preparedness, Risk, Lurie Children's Legal, Transplant and Chief of Community Health.
 - The Committee will meet at least quarterly each year and may meet more frequently, if circumstances require. At each meeting, among other things, the Committee will review operational and safety concerns including updates on heliport operations and maintenance, HAA vendor programs and safety concerns.

REFERENCES:

- Administrative Policy: Heliport Access and Security
- Administrative Policy: Heliport Operating Procedures

EDUCATION PLAN:

- Education regarding this policy will be provided to staff at the time of hire, during routine competency reviews, and whenever significant revisions are made to ensure continued compliance and understanding.

21 July 2026

RE: LCH Downer’s Grove – Exterior Lighting DarkSky Considerations, Follow-up

Pivotal Lighting Design/Affiliated Engineers, Inc. (Pivotal/AEI) has received and reviewed the IDNR consultation letter dated February 17, 2026. The letter included the following recommendations related to uplight and light trespass. Pivotal/AEI responses are included below each excerpt.

Morton Arboretum INAI
Impacts to this INAI site should be avoided or minimized as much as possible. However, if impacts are necessary, the Department recommends:
• Any required night lighting should follow International Dark-Sky Association’s (IDA) Five Principles for Responsible Outdoor Lighting to minimize the effect of light pollution on wildlife: [Five Principles for Responsible Outdoor Lighting | DarkSky International](#).

Five Lighting Principles for Responsible Outdoor Lighting



Responsible outdoor lighting is

1 Useful

Use light only if it is needed

All light should have a clear purpose. Consider how the use of light will impact the area, including wildlife and their habitats.



2 Targeted

Direct light so it falls only where it is needed

Use shielding and careful aiming to target the direction of the light beam so that it points downward and does not spill beyond where it is needed.



3 Low Level

Light should be no brighter than necessary

Use the lowest light level required. Be mindful of surface conditions, as some surfaces may reflect more light into the night sky than intended.



4 Controlled

Use light only when it is needed

Use controls such as timers or motion detectors to ensure that light is available when it is needed, dimmed when possible, and turned off when not needed.



5 Warm-colored

Use warmer color lights where possible

Limit the amount of shorter wavelength (blue-violet) light to the least amount needed.



Rev. 08-2023

AEI Affiliated Engineers

pivotallightingdesign.com

Pivotal/AEI RESPONSE: The Five Principles for Responsible Outdoor Lighting are intentionally directional and non-technical in nature. The principles are insufficiently precise to be used as a pass/fail standard to evaluate a lighting design. Commentary on each principle is provided below.

1. Useful – The design team has carefully selected lighting solutions to minimize light pollution and light trespass from the project site, and all lighting specified has a clear purpose. The design team is sensitive to the negative impacts of stray light on local habitats and wildlife.
2. Targeted – All exterior lighting has been selected to minimize light spill, and all lighting is directed downward, with the exception of required flagpole lighting and signage lighting. Lighting is only provided where it serves a clear purpose.
3. Low Level – Exterior light level targets have been set at the minimum recommended threshold per Illuminating Engineering Society (IES) recommendations and code requirements. Care has been taken to limit light spill and over-lighting.
4. Controlled – Exterior lighting will be controlled via an astronomical timeclock system, allowing it to be dimmed or turned off when not needed.
5. Warm-colored – Exterior lighting is specified as warm white (2700K) to minimize short wavelength light emission from the site.

The Department also offers the following conservation measures be considered to help protect native wildlife and enhance natural areas in the project area: If temporary or permanent lighting is required, the Department recommends the following lighting recommendation to minimize adverse effects to wildlife:

- *All lighting should be fully shielded fixtures that emit no light upward.*

Pivotal/AEI RESPONSE: The design does not comply with this recommendation. Flagpole lighting and helipad marker lighting (specified by others) are examples of luminaires which are required on this project and will have an uplight component by necessity of their respective uses. Internally illuminated building signage (specified by others) will also have an uplight component.

All other exterior lighting is either DarkSky Approved with U1 BUG uplight rating or better (L1-series, L2-series, L4, W1, W2) or will emit zero uplight by virtue of being fully recessed on the underside of a horizontal surface (C10, C11, L5).

- *Only “warm-white” or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) should be used to minimize blue emission.*

Pivotal/AEI RESPONSE: All new exterior lighting on the project will be < 3000K CCT and < 1.2 S/P ratio as recommended, with the exception of existing village roadway lighting along Lacey Rd and Woodcreek Dr., which will be replaced (if necessary due to construction activities) with an exact match for consistency of lighting conditions along these roadways.

- *Only light the exact space with the amount (lumens) needed to meet facility safety requirement.*

Pivotal/AEI RESPONSE: Target light levels for exterior lighting have been established based on Illuminating Engineering Society (IES) recommendations and applicable code requirements, and care will be taken to avoid over-lighting exterior spaces beyond the established target illuminance, as recommended.

- *If LEDs are to be used, avoid the temptation to over-light based on the higher luminous efficiency of LEDs*

Pivotal/AEI RESPONSE: This project will exclusively utilize LED light sources, as is typical for nearly all new commercial/institutional projects. Pivotal/AEI evaluate luminaire selections based on photometric calculations and extensive experience with LEDs, so there is no tendency or temptation to over-light due to the use of LED sources.

Clarifications and Definitions:

1. "DarkSky Compliant"
 - a. This term has no precise definition. It is sometimes used informally to refer to luminaires that emit minimal or no light upward into the sky. Since there is no technical definition, it is not possible to evaluate compliance.
 - b. Neither the IDNR letter nor the village zoning code requires or recommends the use of "DarkSky Compliant" luminaires.
2. "DarkSky Approved"
 - a. Lighting manufacturers are invited to submit luminaires to DarkSky International along with a fee and supporting documentation, and DarkSky will verify that the luminaires are compliant with their criteria focused on reducing light pollution.
 - b. Upon approval, the luminaires are considered "DarkSky Approved" and may be listed in DarkSky's [product database](#). The DarkSky Approved logo can be used on product literature. The technical criteria for this program are available online on DarkSky's [website](#). DarkSky Approved luminaires are permitted to have a small percentage of light output upward.
 - c. Neither the IDNR letter nor the village zoning code requires or recommends the use of "DarkSky Approved" luminaires.
3. "Fully Shielded"
 - a. This term is equivalent to a BUG upright rating of U0, i.e. no light emitted above 90° from nadir.
4. BUG Rating
 - a. The industry standard luminaire classification system for outdoor luminaires developed by the Illuminating Engineering Society in collaboration with DarkSky International. Luminaires are evaluated for Backlight, Uplight, and Glare. Ratings range from zero to five. For example, a luminaire with zero uplight will have a U0 rating. A luminaire with between zero and ten lumens directed above the horizontal will have a U1 rating. BUG ratings for each specified luminaire on the project are listed in the luminaire schedule.

Sincerely,



Grant Kightlinger IALD, CLD, IES
Senior Lighting Designer

Pivotal Lighting Design | Affiliated Engineers, Inc.
gkightlinger@pivotal-aei.com | (312) 977-2852

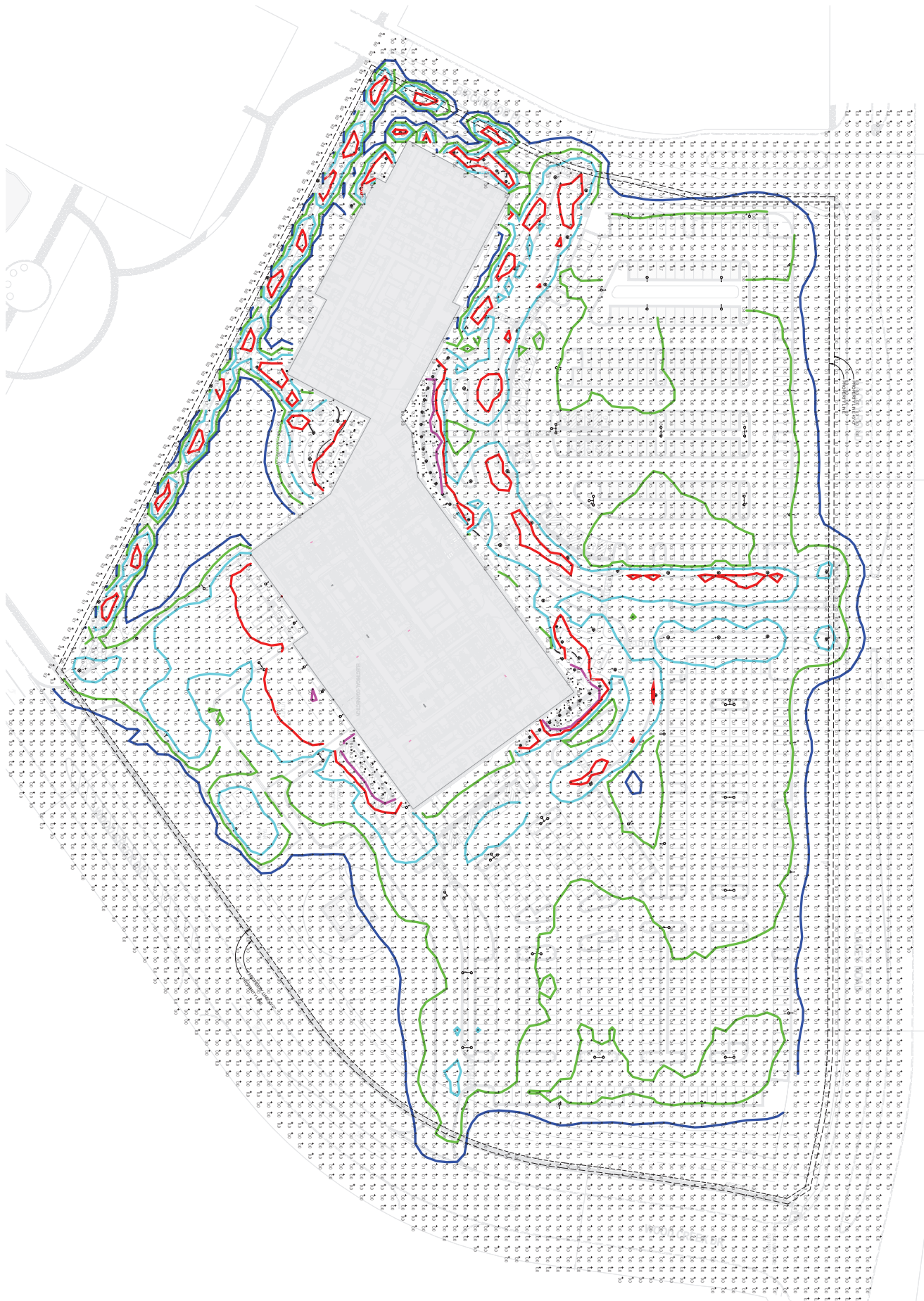
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LURIE CHILDREN'S HOSPITAL - DOWNERS GROVE
ANN & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO
3300 Lacey Rd, Downers Grove, IL 60515

NOT FOR
CONSTRUCTION



ELECTRICAL SITE LIGHTING PHOTO-METRIC PLAN



CALCULATION SUMMARY

DESCRIPTION	UNIT	VALUE
EXISTING LIGHTING	FOOT CANDLE	1.0
NEW LIGHTING	FOOT CANDLE	1.0
TOTAL LIGHTING	FOOT CANDLE	2.0
EXISTING LIGHTING	FOOT CANDLE	1.0
NEW LIGHTING	FOOT CANDLE	1.0
TOTAL LIGHTING	FOOT CANDLE	2.0

PROJECT NO. E0.303

DATE 12.06.2022

CLAYCO

THE ART & SCIENCE OF BUILDING

1307

Skender

AEI

Associated Engineers & Architects

ZGF

NOT FOR CONSTRUCTION

LURIE CHILDREN'S HOSPITAL - DOWNERS GROVE

ANN & ROBERT H. LURIE CHILDREN'S HOSPITAL OF CHICAGO

3300 Lacey Rd, Downers Grove, IL 60515

DATE 12.06.2022

DESCRIPTION ELECTRICAL SITE LIGHTING PHOTO-METRIC PLAN

PROJECT NO. E0.303

DATE 12.06.2022

DESCRIPTION ELECTRICAL SITE LIGHTING PHOTO-METRIC PLAN

PROJECT NO. E0.303



Village of Downers Grove

Planning and Zoning Commission – Minutes

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	August 3, 2026 at 7:00 PM

A. 26-PZC-0036:

The petitioner is seeking approval of an Amendment to Planned Development #31. The property is generally located west of Lacey Road starting approximately 1,100 feet north of the intersection of Lacey Road and Finley Road and extending north to Butterfield Road and West of Woodcreek Drive, commonly known as the Esplanade at Locust Point, Downers Grove, IL (PINs: 05-25-413-009, 05-25-415-010, 05-36-200-009, -011, 05-36-202-008, -015, -016, -017, 05-36-400-017, 06-30-301-007, 06-30-304-002, -003, 06-30-305-003, 06-31-100-019, -020, -021, -022, -023, -025, -027, -028, -029, 06-31-103-001, -002, -005, -006, -007) Petitioner, Hamilton Partners; Owners, Hamilton Partners and Various Owners.

Kate Duncan, Attorney with Quarles & Brady stated that she is the representative for the applicant, Ann and Robert H. Lurie Children’s Hospital of Chicago. She explained the applicant is seeking approval of an amendment to Planned Unit Development #31 to allow for the construction of a new pediatric hospital and healthcare facility, which is zoned PUD #31, an underlying zoning classification of ROM District. She noted an amendment to PUD #31 was approved to allow hospitals as a permitted use.

Dr. Tom Shanley, President and CEO of Lurie Children’s Hospital, thanked the Village, Planning and Zoning Commission, and community members who engaged with them throughout the process. He stated this hospital would provide access to exceptional pediatric care and is an important step from a single downtown hospital into an integrated pediatric health system. He said nearly 580,000 children live in Chicago’s western suburbs, and more

than half of them leave the region to get pediatric care, which is why they are choosing to put this new pediatric hospital in Downers Grove. He noted children who can safely receive care closer to home can receive comprehensive pediatric services, and children with the most complex medical needs will continue benefiting with seamless coordination with the downtown campus and full capabilities of Lurie Children's nationally recognized pediatric specialists. He shared they are excited for the opportunity to become part of the Downers Grove community and a trusted partner.

Dr. Marcelo Malakooti, Chief Medical Officer of Lurie Children's and a pediatric critical care physician, expressed that he sees what timely access to specialist pediatric care means for children and their families every day. He said their goal is to bring trusted pediatric care from Lurie Children's closer to families. He stated the proposed Downers Grove Campus is not intended to replicate their downtown campus, but is a pediatric community hospital that delivers the same high standards of care for children with lower and moderate acuity medical needs. He explained the hospital will be approximately 3,000 square feet and located on a 13-acre campus, and will offer a comprehensive range of pediatric services and include 48 inpatient beds, 35-room pediatric emergency department, 6 operating rooms, and a multispecialty outpatient center with 50 exam rooms and 10 ambulatory infusion rooms. He noted services include oncology, cardiology, gastroenterology, orthopedics, rehabilitation, advanced diagnostic imaging, and laboratory or pharmacy services. He added the hospital will operate a full service pediatric healthcare facility, with the emergency department and inpatient areas are open 24 hours a day, 7 days a week. He stated the helipad is intended to transport children requiring rapid transfer to their Streeterville Campus for highly specialized or intensive care.

David Staczek, campus planner architect and lead designer, stated this will be the first new hospital for Lurie Children's Hospital bringing lower acuity inpatient care closer to home. He said the location has great visibility from the tollway, access from the north and south, and has the Arboretum and Forest Preserve as neighbors. He stated they propose to bring the park like setting into the new campus and create a healing space within a healing garden, and an opportunity for expansive views to the east. He said the hospital is four levels and the new clinic building is two levels, which are connected on the lower two levels, and entry of the facility is at the intersection of the two main building forms. There is side access on three sides of the site, 3.2 acres site area, 698,669 square feet of total floor area of the hospital and clinic., and a 0.52 floor area ratio.

Matt Maranzan, site planner and landscape architect with LJC Design & Engineering, gave a deep dive on the site and walked through more details. He discussed the site plan, proposed

building and parking setbacks, layout, visitor, staff and service circulation, pedestrian pathways, drainage and stormwater management plan, landscape, and tree layers. He noted the team has been collaborating with the arboretum and expects to incorporate several cultivars that have been developed there, and they included a series of public and private gardens for patients, families, visitors and staff.

Mr. Staczek expressed their design goals for the project are to help Lurie Children's Hospital make connections, including a connection back to the world class care that represents the main campus and brand, connection to Downers Grove community using local and familiar materials, and the connection to nature. He went over many of the other design details for the proposed site. He stated the signage proposed will require select deviations from the Master Sign Plan for gateway, monument, wall, window, and directional signs. He added they are requesting permission for temporary banners along the main traffic route through the site 12 weeks out of the year.

David Ketchum, Owner and Principal Planner at AirSafe, a heliport design and consulting firm out of Arizona, said they have worked with over 300 hospitals throughout the U.S. He stated the Lurie Children's Downers Grove heliport will be located 100 feet from the south corner of the hospital, which will include the center of the heliport being 187 feet from and at the same elevation as the ER entrance, 15 foot radius gurney way, access to helicopters in the light turbine category, landing area of 45 x 45 feet, an object free safety area 100 x 100 feet, classification of private, restricted for medical use that requires prior permission from the hospital, 8 flush mounted perimeter light fixtures, as well as path lights along the gurney way, and lighted wind indicators. He expressed current weather information will be provided to helicopter communication centers and a closed circuit TV system will monitor patient transfer operations to be sent to comm centers. He talked about code required items of equipment, signs along Woodcreek Drive advising of the possibility of helicopter operations, and the two government agencies that have jurisdiction over the helicopter. He expressed they expect a letter from the FAA stating the agency has no objection to the use of airspace and an operation license from IDOT. He went over the heliport graphics as well. He voiced Lurie Children's is well prepared for this use.

Luay Aboona, KOLA Principal, the traffic consultant on the project, said the site is well-located given the proximity to the expressway and arterial roadway system, with I-355 to the east of the site and I-88 to the south of the site. He stated the principal arterial roadway system consists of Butterfield Road, Finley Road, and Ogden Avenue, and the site is on Locust Point, with signalized intersections at Butterfield Road, Woodcreek Drive, Esplanade Road, and Finley Road. He noted that IDOT is currently improving Butterfield Road by

implementing the smart corridor at Woodcreek Drive and I-355 ramps. He shared KOLA's traffic study indicated the study area intersection has adequate reserve capacity to accommodate the traffic generated by the hospital campus. He said the main access will be provided on Locust Drive into the hospital campus, with two inbound and two outbounds lands, and a northbound left turn lane on Locust Drive. He noted all outbound movements from the access drive will be under stop sign control and no signalization is needed. He voiced traffic generated by the hospital campus can be accommodated based on the site being well-located within the regional roadway system, the roadway network having sufficient capacity to accommodate the traffic, the location and number of access points ensures adequate and flexible access, and the parking supply will adequately accommodate the parking needs.

Mary Kate Daly, Senior Vice President and Chief of Community Health at Lurie Children's, discussed how they engaged the Downers Grove community in the planning process, public benefits, and their commitment to ongoing community engagement and partnership. She said they met with several local leaders, local elected officials, made two visits to the new Crisis Recovery Center in DuPage County, and met with community partners whose work is aligned with their mission to improve the health children. They hosted a public meeting, which was attended by around 150 people, where they shared their vision, goals, and planning. She added the leading questions asked at the meeting were around specific services and specialties offered, how organizations can partner with the hospital, parking and transportation, and project timing. She said their contractors worked with the Illinois Economic Development Corporation research team to develop an economic impact analysis for this project, and the economic impact of the project creates a low case scenario of 552 total new jobs and \$54.1 million in increased earnings and high case scenario of 1,026 total new jobs and \$98.9 million in increased earnings. In regard to hiring, they plan to put significant focus into local recruitment. She thanked the nine Downers Grove partners who provided letters of support, and reiterated their commitment to continue engaging the community in the future. Chairman Rickard shared that they received a 10th support letter today.

Ms. Duncan requested the PowerPoint presentation they shared be considered as part of their overall application package and shared how they meet the criteria for approval. She stated Lurie Children's believes the terms, conditions, and details will do more than protect surrounding property owners and the general public by creating a thoughtfully designed community center project to allow Lurie Childrne's to serve as an exceptional resource and long-term partner for the Village.

Chairman Rickard expressed the presentation was very impressive.

Chairman Rickard asked for questions for the petitioner.

Commissioner Frankovic agreed it was a wonderful presentation. She asked if there would be any mental health or behavioral services. Dr. Malakooti answered their emergency department will have the capacity to care for behavioral health conditions, but there were no plans for an inpatient unit at this time. However, they are currently exploring offering outpatient services.

Commissioner Frankovic inquired if they would be transporting any patients via helicopter into Downers Grove or if they just be transporting out to Streeterville. Ms. Duncan confirmed there will be no transports into Downers Grove, only from Downers Grove to the Streeterville campus.

Commission Lincoln asked what the reason for that was. Dr. Shanley explained patients typically requiring heliport transport are of such a nature that they would typically need the specialty care at the Streeterville campus.

Commissioner Lincoln inquired if there have been any thoughts on expanding if they decide the demand is bigger than they originally thought. Dr. Shanley responded they view the project as a phase project, and they purchased the plot on the north side to allow for further expansion. He said that would depend on the growth of the services and demand of the patients.

Commissioner Barry commented all questions he had were adequately answered.

Commissioner Frankovic asked if they would consider taking measures for bird friendly glass since they are close to the forest preserves and arboretum. Ms. Duncan answered yes, that is incorporated into the planning and principles of the design.

Commissioner Lincoln asked what percentage of the planting will be native. Mr. Maranzan answered they do not know the exact percentage, but they will be utilizing native plants that stay the right size.

Chairman Rickard asked for public comment.

Brittany Magnus, resident, shared that in 2021, their 2-year-old son was diagnosed with high risk acute lymphoblastic leukemia, and their 5-year-old son was diagnosed with Crohn's disease just a few months later. They were treated at Lurie Children's, where their then 2-

year-old endured daily treatment for more than 2 ½ years and stayed more than 80 nights inpatient. She said when they were home, if he got a fever, which was an emergency for him, they had one hour to get to Lurie, and depending on traffic, the trip could take up to two hours each way. She was grateful for the care her children received, and her only complaint was the distance. She stated if the hospital was in Downers Grove, their family would not have been split up so often, could easily grab forgotten items, and each emergency drive would have come with less fear. She noted he has finished treatment, but will have to continue annual follow-up at Lurie until he is 39, and still has checkups every few months, so having a hospital in Downers Grove would make it more convenient and give families more time together during some of the hardest days of their lives.

Ken Rathje, resident and former planner, expressed 44 years ago, his wife delivered their son at 7 months, at 3 pounds and 12 ounces, and they had to travel many miles to get the services they needed. He said having something like that in DuPage County is fantastic, and everything about this project makes sense.

Chairman Rickard asked for the staff report.

Flore Leon, Senior Planner, explained the request is for a Planned Unit Development amendment, at 3300 Lacey Road. She stated the underlining zoning district is Office Research and Manufacturing District, with the overlay PUD #31. The PUD was approved in 1990 and came with a Master Site Plan approval, but has been updated several times since then, one of which was to add hospital as an approved allowed use earlier this year. She said a public hearing notice sign was posted on the site, mailers were sent out to all neighbors within 250 feet of the site, a notice as placed in the newspaper, and they did not they receive any additional calls or questions. However, they receive a letter from the Forest Preserve District of DuPage County today. She provided the overall plat of survey, site plan, design features, requested deviations and additional signage, and she highlighted sections from the Comprehensive Plan that align with the request. She stated staff found all the standards of approval were met and recommended approval of the petition.

Chairman Rickard asked for questions for staff.

Commissioner Lincoln asked if there are other examples in the Village where they allowed signage and windows coverings at a higher percentage. Mr. Zawila could not recall any, but said this is a unique use and location.

Chairman Richard invited the petitioner to come back up and address anything or make any closing comments.

Ms. Duncan thanked the Downers Grove staff for being exceptional partners to work with throughout the process. She stated with this project, Lurie Children's has the opportunity to bring world class pediatric care closer to home and become a lasting partner in the future of Downers Grove, and they respectfully submitted that the application satisfies all application standards and requested their recommendation for approval.

Chairman Rickard asked for Commission deliberation.

Commissioner Lincoln commented he originally had some concerns with the signs, but he felt the presentation handled those well and it makes sense to have more signs at a hospital. He noted some of the signs in the window being larger may not be as necessary, but that was a small in light of all the other positives.

Commissioner Wolf stated it is clear this is an asset to Downers Grove and the attention and thoughtfulness that went into the design and plans for this made it even better. She added there is also a lot of support for this from the community.

Commissioner Frankovic agreed and said it fits within the Comprehensive Plan and is a huge benefit to the community. She was excited about the project and happy to see the thoughtfulness that went into the design and planning.

Commissioner Barry was thankful they chose to put the hospital in Downers Grove, as it is a tremendous asset to the community and there was no reason to oppose it.

Commissioner Patel was also in support and saw no issues with the sign deviations. He did not think there was a better place to put a regional hospital, especially with access from I-88 and I-355. He agreed this was very thoughtfully and intentionally put together with a great purpose. Commissioner Lincoln agreed the location is perfect.

Chairman Rickard agreed with his fellow commissioners. He said the biggest deviation was the signage, but it was not a concern to him, as it warrants a lot of signage for people coming in and is fully warranted and justified.

Commissioner Patel added the renderings were also fantastic.

With respect to File 26-PZC-0036, 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 amendment, as required by the Village of Downers Grove Zoning Ordinance, and is in the public interest. Therefore, Commissioner Lincoln made a motion

that the Planning and Zoning Commission recommend the Village Council approve File 26-PZC-0036, subject to the conditions outlined in staff report.

The motion seconded by Commissioner Barry.

Aye: Patel, Barry, Frankovic, Lincoln, Wolf, Chairman Rickard

Nay: None

Motion Passed. Vote 6-0.



**Forest Preserve District
of DuPage County**

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August 3, 2026

Michael Rickard, Chairman
Planning and Zoning Commission
Village of Downers Grove
850 Curtiss Street
Downers Grove, IL 60515

Re: PZC File 26-PZC-0036; Lurie Children's Hospital
Property at Northwest Intersection of Lacey Road and Woodcreek Drive, Downers Grove

Dear Chairman Rickard,

The Forest Preserve District of DuPage County recently received a Notice of Public Hearing regarding Lurie Children's Hospital's petition seeking an Amendment to Planned Development #31 to allow for the construction of a hospital at the aforementioned property. We appreciate receiving timely notification of such requests that may have an impact on Forest Preserve District property and thank you for the opportunity to comment.

Forest Preserve District staff have reviewed the information provided in August 3, 2026, Planning and Zoning Commission Agenda packet and do not have any comments. Thank you, and if you have any questions, please call me at (630) 933-7235.

Sincerely,

A handwritten signature in blue ink that reads "Kevin Stough".

Kevin Stough
Land Preservation Manager

Cc: Ed Stevenson, Executive Advisor