Village of Downers Grove

Report for the Village Council Meeting

Table 1 - Council Agenda item.

Subject	2100 Ogden Avenue – Special Use
Submitted By	Stan Popovich, AICP Director of Community Development

Synopsis.

The petitioner is requesting approval of a Special Use to construct a new automobile dealership at 2100 Ogden Avenue.

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 September 15, 2026 Village Council meeting. Staff recommends approval on the October 6, 2026 Active Agenda.

At their August 24, 2026, the Planning and Zoning Commission unanimously recommended approval (8-0) of the proposed Special Use. The Planning and Zoning Commission found that the proposal is compatible with the Comprehensive Plan and meets the standards for a Special Use found in Section 28.12.050(h) of the Municipal Code.

Background

Property Information and Zoning Request.

The petitioner is requesting approval of a Special Use to construct a new automobile dealership. The 4.6-acre property is located on the north side of Ogden Avenue and approximately 470 feet east of Finley Road and is zoned B-3, General Services and Highway Business.

The petitioner is proposing to improve the subject property by demolishing the existing Bill Kay Corvette Dealership, and construct a new automobile dealership with a total footprint of 51,232 square feet. The new dealership will house a Rivian showroom, service offices, a vehicle delivery bay, an automotive service center and ancillary uses including waiting areas, parts storage and break rooms. The primary building façade will be composed of aluminum storefront windows and aluminum composite materials (ACM) panels.

The petitioner will eliminate one of two existing access points onto Ogden Avenue. The remaining access point will be widened to provide for a full access two-way drive aisle, which has been preliminarily approved by the Illinois Department of Transportation. The petitioner is proposing 248 vehicle spaces in total. The proposed parking is designed to accommodate customer parking, service parking,

employee parking, vehicle inventory, and electric vehicle charging stations. The petitioner is proposing landscaping around the proposed new automobile dealership, in conformance with the Village requirements.

Parking lot and site lighting is provided around the proposed development. A photometric plan has been submitted and identifies that the proposed lighting complies with the Village requirements. Lastly, as required by Village requirements, one pedestrian connection between the building and the Ogden Avenue sidewalk is provided.

Compliance with the Comprehensive Plan.

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Corridor Commercial. Corridor commercial land uses are defined as commercial uses that are typically organized in a linear fashion and include a blend of neighborhood-oriented commercial retail, offices, auto dealerships, smaller regional commercial retail, service uses, and multi-family uses. Auto dealership businesses benefit from visibility and access without significantly contributing to traffic along the corridor or impact on nearby residential areas. The proposed automobile dealership, being an automotive use, has a regional draw and will attract commuters driving to, from, and throughout Downers Grove. The proposed development is consistent with the intent of the Guiding DG Comprehensive Plan as noted in the Planning and Zoning Commission staff report.

Compliance with the Zoning Ordinance.

The property is zoned B-3, General Services and Highway. The bulk requirements of the proposed development in the B-3 zoning district are summarized in Table 6 of the Planning and Zoning Commission staff report.

Engineering and Public Improvements.

The petitioner's proposal complies with the Village's Stormwater and Floodplain Ordinance. The improvements, will result in a net decrease in impervious surface

area, and therefore no additional stormwater improvements are required. The subject property has access to Ogden Avenue that will be maintained.

Traffic and Parking.

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing Ogden Avenue traffic conditions and the future conditions based on the proposed construction of the new auto dealership. Access to the dealership lot is provided via one full-movement access drive on Ogden Avenue with stop sign control.

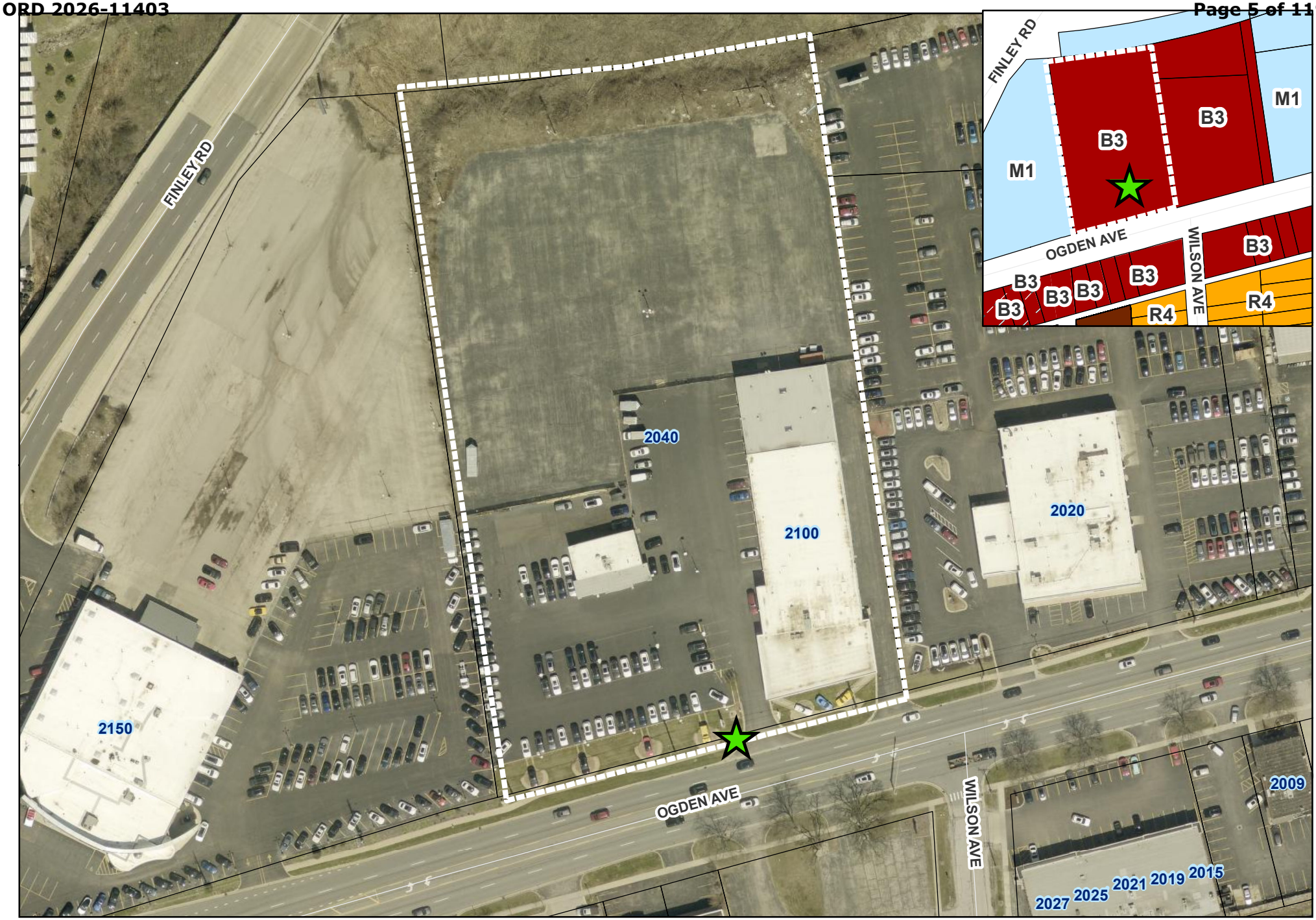
The study found that the proposed development will increase traffic, but not all traffic will be new traffic generation, since the proposed car dealership is replacing an existing dealership. Moreover, additional vehicle sales and service appointments will be distributed throughout the day. Vehicle deliveries are required to take place on private property. Lastly, similar to other auto related uses, a condition of approval will require that test drives are limited to arterial streets. 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 no members of the public spoke.

Attachments.

- Aerial Map
- Ordinance
- Staff Report with attachments dated August 24, 2026
- Draft Planning and Zoning Commission Minutes dated August 24, 2026



N

100 50 0 100 Feet

2040 Ogden Avenue - Location Map

Subject Property

Site Location

Village of Downers Grove

Council Action Summary

Table 1 - Council Action Summary.

Initiated By	**Village Attorney**
Effective Date	October 6, 2026
Recommendation From	Planning & Zoning Commission
File Reference	26-PZC-0042
Nature of Action	Ordinance

Steps Needed to Implement Action.

Motion to adopt "An Ordinance Authorizing a Special Use to Construct a New Automobile Dealership at 2100 Ogden Avenue", as presented.

Summary of Item.

Adoption of this ordinance shall authorize a Special Use for the construction of a new automobile dealership located at 2100 Ogden Avenue.

Record of Action Taken.

Ordinance No.

An Ordinance Authorizing a Special Use to Construct a New Automobile Dealership at 2100 Ogden Avenue.

WHEREAS, the following described property, to wit:

Lot 1 in Owner's Ogden Avenue Subdivision of part of the East half of Section 1, Township 38 North, Range 10, East of the Third Principal Meridian, according to the plat thereof recorded February 1, 1966, as document R66-5609 in DuPage County, Illinois.

Commonly known as: 2100 Ogden Avenue, Downers Grove, IL 60515

PIN: 08-01-401-003

(hereinafter referred to as the "Property") is presently zoned "B-3, General Services and Highway Business District" under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Planning and Zoning Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.12.050 of the Zoning Ordinance be granted to allow construction of a new automobile dealership.

WHEREAS, such petition was referred to the Planning and Zoning Commission of the Village of Downers Grove, and said Planning and Zoning Commission has given the required public notice, has conducted a public hearing for the petition on August 24, 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 and Zoning Commission has recommended approval of the Special Use, subject to certain conditions; and,

WHEREAS, the Village Council finds that the evidence presented in support of said petition, as stated in the aforesaid findings and recommendations of the Planning and Zoning Commission, is such as to establish the following:

(1) that the proposed use is expressly authorized as a special use in the district in which it is to be located;

(2) that the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of the community;

(3) that the proposed use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood;

(4) that the establishment of the special use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.

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

SECTION 1. That Special Use of the Property is hereby granted to allow construction of a new automobile dealership.

SECTION 2. This approval is subject to the following conditions:

1. The Special Use shall substantially conform to the staff report dated August 24, 2026, architectural and drawings prepared by Reztark Design Studio dated July 27, 2026 and last revised

August 17, 2026; engineering drawings prepared by RTM Engineering Consultants dated July 27, 2026 and last revised on August 17, 2026, landscape drawings prepared by Design Perspectives Inc. dated July 27, 2026 and last revised on August 17, 2026 and photometric drawings prepared by Kohrs Lonneman Heil Engineers, Inc. dated July 24, 2026 and last revised on August 17, 2026.

2. All test drives are limited to arterial streets as defined in the Guiding DG Comprehensive Plan. Arterial streets include: Ogden Avenue, Belmont/Finley Road, Highland Avenue, Main Street, and 55th Street.

3. Any required night lighting should follow the International Dark-Sky Association's IDA Five Principles for Responsible Outdoor Lighting.

4. All vehicle deliveries must be completed on private property. Deliveries may not take place on Ogden Avenue.

SECTION 3. The above conditions are hereby made part of the terms under which the Special Use is granted. Violation of any or all of such conditions shall be deemed a violation of the Village of Downers Grove Zoning Ordinance, the penalty for which may include, but is not limited to, a fine and/or revocation of the Special Use granted herein.

SECTION 4. It is the Petitioner's obligation to maintain compliance with all applicable Federal, State, County and Village laws, ordinances, regulations, and policies.

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

_____

By: Mayor

Passed:

Published:

Attest:

_____

By: Village Clerk

Village of Downers Grove

Planning and Zoning Commission - Report

Table 1 - Detailed information on this Planning and Zoning Commission Report.

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	August 24, 2026 at 7:00 PM
Subject	26-PZC-0042. 2100 Ogden Avenue
Type	Special Use
Submitted by	Flora León, AICP, Senior Planner

Request.

The petitioner is requesting approval of a Special Use to construct a new automobile dealership at 2100 Ogden Avenue.

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.

Petitioner Name	**Petitioner Address**
GMZ Real Estate Group, LLC Todd Smutz	3000 Dundee Road, Suite 408 Northbrook, Illinois 60062

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

Owner Name	Owner Address
WJK 2100 Associates LTD P	601 Ogden Avenue Lisle, IL 60532

Property Information.

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

Existing Zoning	B-3, General Services and Highway Business
Existing Land Use	Automobile Dealership and Inventory Parking Lot
Property Size	4.6 acres (200,376 square feet)
PINs	08-01-401-003

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

Direction	Zoning	Future Land Use
East	B-3, General Services and Highway Business	Corridor Commercial
West	M-1, Light Manufacturing	Corridor Commercial
North	M-1, Light Manufacturing and Tollway Right-of-Way	Corridor Commercial
South	B-3, General Services and Highway Business	Corridor Commercial

Analysis.

Submittals.

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

1. Project Narrative
2. Approval Criteria
3. Plat of Survey
4. Site Plan
5. Engineering Plans
6. Landscape Plans
7. Elevations
8. Traffic Impact Study
9. Photometric Plan

Project Description.

The petitioner is requesting approval of a Special Use to construct a new automobile dealership. The 4.6-acre property is located on the north side of Ogden Avenue and approximately 470 feet east of Finley Road and is zoned B-3, General Services and Highway Business.

The petitioner is proposing to improve the subject property by demolishing the existing Bill Kay Corvette Dealership, which consists of two existing buildings and related site improvements. The petitioner proposes to construct a new automobile dealership with a total footprint of 51,232 square feet. The new dealership will house a Rivian showroom, service offices, a vehicle delivery bay, an automotive service center and ancillary uses including waiting areas, parts storage and break rooms. The primary building façade will be composed of aluminum storefront windows and aluminum composite materials (ACM) panels. A new trash enclosure is proposed along the northeast portion of the site.

The petitioner will eliminate one of two existing access points onto Ogden Avenue. The remaining access point will be widened to provide for a full access two-way drive aisle, which has been preliminarily approved by the Illinois Department of Transportation. The petitioner is proposing 248 vehicle spaces in total. The

proposed parking is designed to accommodate customer parking, service parking, employee parking, vehicle inventory, and electric vehicle charging stations.

The petitioner is proposing landscaping around the proposed new automobile dealership, in conformance with the Village requirements. Parking lot and site lighting is provided around the proposed development. A photometric plan has been submitted and identifies that the proposed lighting complies with the Village requirements. Lastly, as required by Village requirements, one pedestrian connection between the building and the Ogden Avenue sidewalk is provided.

Compliance with the Comprehensive Plan.

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Corridor Commercial. Corridor commercial land uses are defined as commercial uses that are typically organized in a linear fashion and include a blend of neighborhood-oriented commercial retail, offices, auto dealerships, smaller regional commercial retail, service uses, and multi-family uses. Auto dealership businesses benefit from visibility and access without significantly contributing to traffic along the corridor or impact on nearby residential areas. The proposed automobile dealership, being an automotive use, has a regional draw and will attract commuters driving to, from, and throughout Downers Grove.

Land Use and Development: Land Use Plan.

- Corridor 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 to develop a balanced mix of land uses which is important for the Village's long-term fiscal health and economic viability.
- Targeted incentives, flexible zoning tailored to specific areas and public-private partnerships may be utilized to ensure that desired, necessary

developments occur in the correct locations.

- Continue to maintain and invest in existing stable commercial and employment centers.
- Continue to work with local businesses to improve the physical appearance and market viability of existing commercial corridors.
- Encourage new developments and redevelopments to incorporate sustainable practices, including green infrastructure and EV charging stations.

Compliance with the Zoning Ordinance.

The property is zoned B-3, General Services and Highway. The bulk requirements of the proposed development in the B-3zoning district are summarized in the following table:

Requirements.

Table 6 - Zoning regulations for 2040-2100 Ogden Avenue.

Zoning Regulation	Required	Proposed
Building Ogden Avenue Setback (South)	75 feet from Ogden Avenue centerline	132.95 feet
Building Side Interior Setback (East)	N/A	65.91 feet
Building Side Interior Setback (West)	N/A	61.78 feet
Building Rear Setback (North)	N/A	186.94 feet
Parking Ogden Avenue Setback (South)	50 feet from Ogden Avenue centerline	69.59 feet
Parking Side Interior Setback (East)	N/A	11.12 feet
Parking Side Interior Setback (West)	N/A	7.01 feet
Parking Rear Setback (North)	N/A	56.29 feet

Zoning Regulation	Required	Proposed
Other Parking Spaces	29 (2 spaces per 1,000 square feet of showroom area, plus 0.4 spaces 1,000 square feet of outdoor display space, plus 2 per service bay)	174
Other Floor Area	0.75 (max)	0.26
Other Building Height	60 feet (max)	20 feet
Other Open Space	20,037.6 square feet (10% of 200,376 square feet)	39,690 square feet (19.81% of 200,376 square feet)

Signage.

The petitioner is permitted up to 300 square feet of total signage. Signage is not part of the petitioner's request, and any signage proposed for the development shall comply with the Zoning Ordinance requirements through a separate sign permit application.

Engineering and Public Improvements.

The petitioner's proposal complies with the Village's Stormwater and Floodplain Ordinance. The improvements, will result in a net decrease in impervious surface area, and therefore no additional stormwater improvements are necessary. The subject property has access to Ogden Avenue that will be maintained.

Traffic and Parking.

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing Ogden Avenue traffic conditions and the future conditions based on the proposed construction of the new auto dealership. Access to the dealership lot is provided via one full-movement access drive on Ogden Avenue with stop sign control.

The study found that the proposed development will increase traffic, but not all traffic will be new traffic generation, since the proposed car dealership is replacing an existing dealership. Moreover, additional vehicle sales and service appointments will be distributed throughout the day. It should also be noted that the vehicle deliveries are required to take place on private property. Lastly, similar to other auto related uses, a condition of approval will require that test drives are limited to arterial streets. The traffic study found no significant impacts to the existing road network.

Public Safety Requirements.

The Fire Prevention Division has reviewed the proposed development and determined that sufficient access to and around the site is provided for emergency vehicles. The site layout permits Fire Department apparatus the opportunity to enter and exit the site from the Ogden Avenue access.

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. Staff did receive one inquiry that was general in nature.

Standards of Approval.

The petitioner is requesting approval of a Special Use to construct a new automobile dealership at 2040-2100 Ogden Avenue. The review and approval criteria is listed below:

Special Uses, Sec 28.12.050(h) Review and Approval Criteria

(1) that the proposed use is expressly authorized as a special use in the district in which it is to be located;

(2) that the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of the community;

(3) that the proposed use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood;

(4) that the establishment of the special use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.

Draft Motion.

Staff will provide a recommendation at the August 24th, 2026 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for a Special Use staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommendation of 26-PZC-0042:

1. The Special Use shall substantially conform to the staff report, architectural and drawings prepared by Reztark Design Studio dated July 27, 2026 and last revised August 17th, 2026; engineering drawings prepared by RTM Engineering Consultants dated July 27, 2026 and last revised on August 17th, 2026, landscape drawings prepared by Design Perspectives Inc. dated July 27, 2026 and last revised on August 17th, 2026 and photometric drawings prepared by Kohrs Lonneman Heil Engineers, Inc. dated July 24, 2026 and

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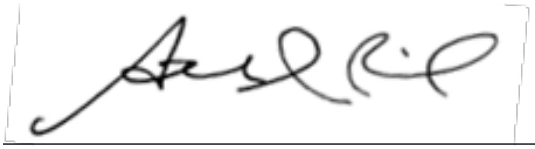
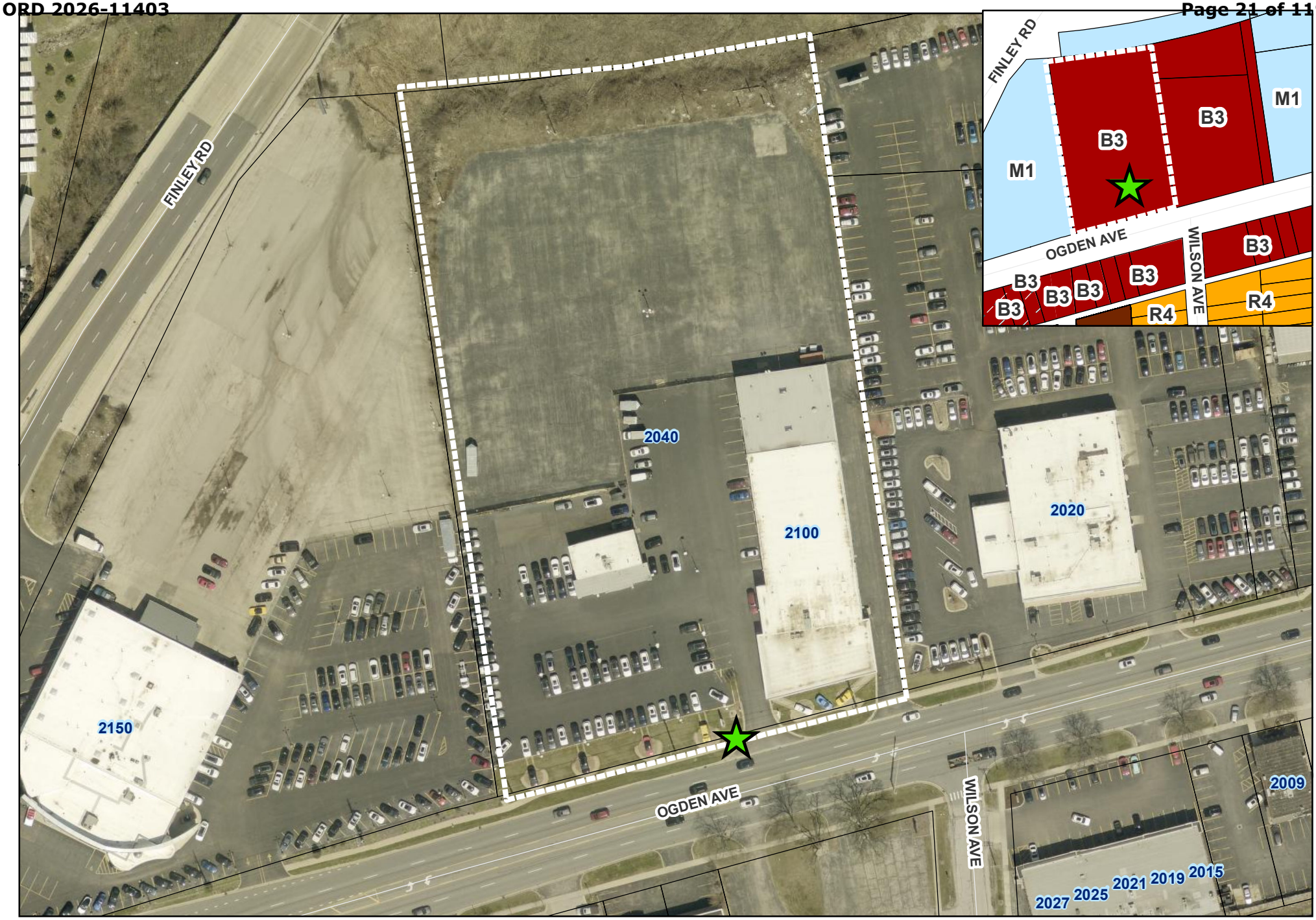
3. Any required night lighting should follow the International Dark-Sky Association's IDA Five Principles for Responsible Outdoor Lighting.

4. All vehicle deliveries must be completed on private property. Deliveries may not take place on Ogden Avenue.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development



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100 50 0 100 Feet

2040-2100 Ogden Avenue - Location Map

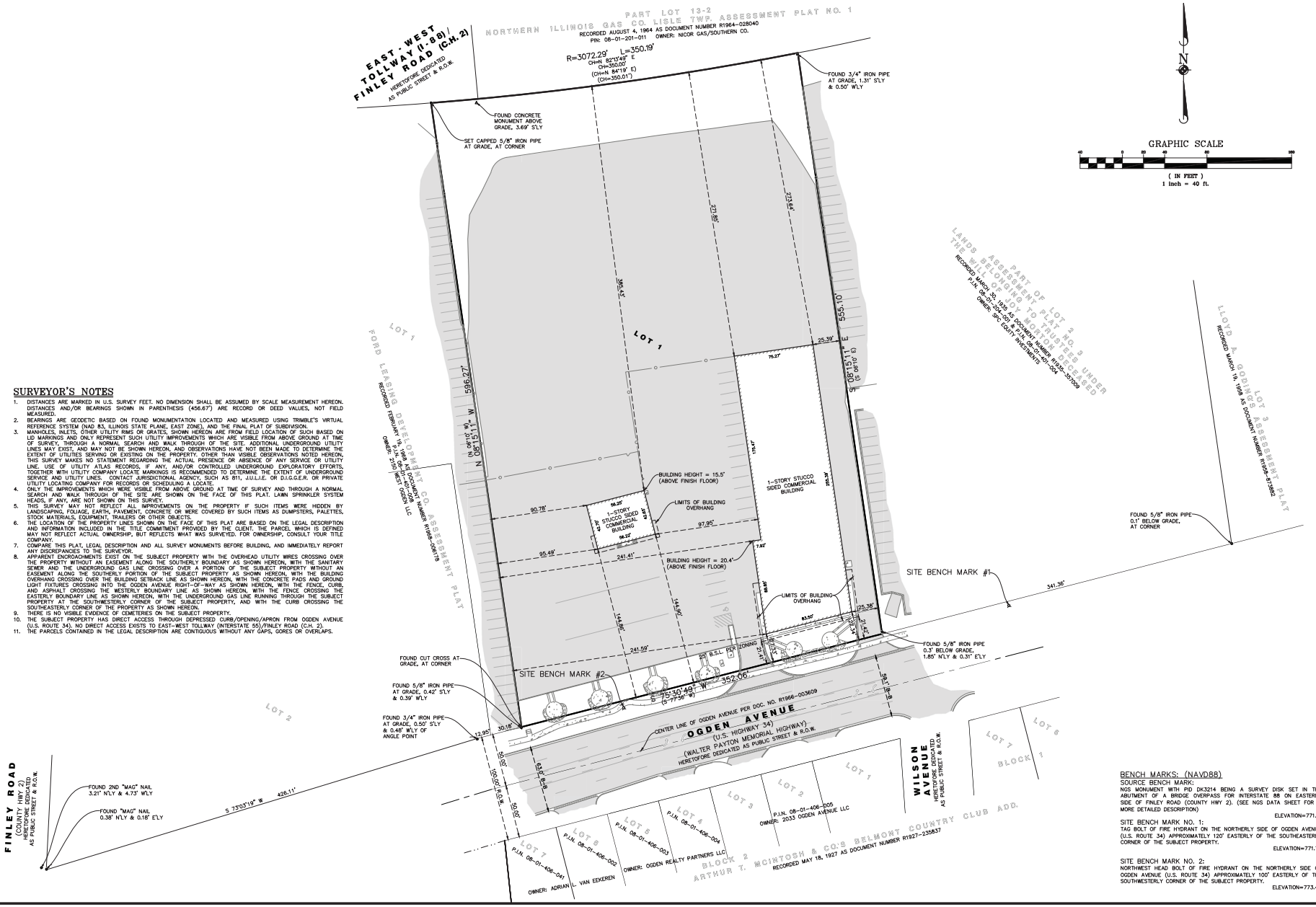
Subject Property

Site Location

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

LEGAL DESCRIPTION

LOT 1 IN OWNER'S OGDEN AVENUE SUBDIVISION OF PART OF THE EAST HALF .OF SECTION 1, TOWNSHIP 58 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 1, 1966 AS DOCUMENT R66-5609 IN DUPAGE COUNTY, ILLINOIS.



SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN U.S. SURVEY FEET. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (456.67') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
2. BEARINGS ARE GEODETIC BASED ON FOUND MONUMENTATION LOCATED AND MEASURED USING TRIMBLE'S VIRTUAL REFERENCE SYSTEM (NAD 83, ILLINOIS STATE PLANE, EAST ZONE), AND THE FINAL PLAT OF SUBDIVISION.
3. MANHOLES, INLETS, OTHER UTILITY RIMS OR GRATES, SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH BASED ON LID MARKINGS AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. ADDITIONAL UNDERGROUND UTILITY LINES MAY EXIST, AND MAY NOT BE SHOWN HEREON, AND OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXTENT OF UTILITIES SERVING OR EXISTING ON THE PROPERTY. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. USE OF UTILITY ATLAS RECORDS, IF ANY, AND/OR CONTROLLED UNDERGROUND EXPLORATORY EFFORTS, TOGETHER WITH UTILITY COMPANY LOCATE MARKINGS IS RECOMMENDED TO DETERMINE THE EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES. CONTACT JURISDICTIONAL AGENCY, SUCH AS 811, J.U.L.I.E. OR D.I.G.G.E.R. OR PRIVATE UTILITY LOCATING COMPANY FOR RECORDS OR SCHEDULING A LOCATE.
4. ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEM HEADS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
5. THIS SURVEY MAY NOT REFLECT ALL IMPROVEMENTS ON THE PROPERTY IF SUCH ITEMS WERE HIDDEN BY LANDSCAPING, FOLIAGE, EARTH, PAVEMENT, CONCRETE OR WERE COVERED BY SUCH ITEMS AS DUMPSTERS, PALETTES, STOCK MATERIALS, EQUIPMENT, TRAILERS OR OTHER OBJECTS.
6. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED ON THE LEGAL DESCRIPTION AND INFORMATION INCLUDED IN THE TITLE COMMITMENT PROVIDED BY THE CLIENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
7. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
8. APPARENT ENCROACHMENTS EXIST ON THE SUBJECT PROPERTY WITH THE OVERHEAD UTILITY WIRES CROSSING OVER THE PROPERTY WITHOUT AN EASEMENT ALONG THE SOUTHERLY BOUNDARY AS SHOWN HEREON, WITH THE SANITARY SEWER AND THE UNDERGROUND GAS LINE CROSSING OVER A PORTION OF THE SUBJECT PROPERTY WITHOUT AN EASEMENT ALONG THE SOUTHERLY PORTION OF THE SUBJECT PROPERTY AS SHOWN HEREON, WITH THE BUILDING OVERHANG CROSSING OVER THE BUILDING SETBACK LINE AS SHOWN HEREON, WITH THE CONCRETE PADS AND GROUND LIGHT FIXTURES CROSSING INTO THE OGDEN AVENUE RIGHT-OF-WAY AS SHOWN HEREON, WITH THE FENCE, CURB, AND ASPHALT CROSSING THE WESTERLY BOUNDARY LINE AS SHOWN HEREON, WITH THE FENCE CROSSING THE EASTERLY BOUNDARY LINE AS SHOWN HEREON, WITH THE UNDERGROUND GAS LINE RUNNING THROUGH THE SUBJECT PROPERTY AT THE SOUTHWESTERLY CORNER OF THE SUBJECT PROPERTY, AND WITH THE CURB CROSSING THE SOUTHEASTERLY CORNER OF THE PROPERTY AS SHOWN HEREON.
9. THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON THE SUBJECT PROPERTY.
10. THE SUBJECT PROPERTY HAS DIRECT ACCESS THROUGH DEPRESSED CURB/OPENING/APRON FROM OGDEN AVENUE (U.S. ROUTE 34). NO DIRECT ACCESS EXISTS TO EAST-WEST TOLLWAY (INTERSTATE 55)/FINLEY ROAD (C.H. 2).
11. THE PARCELS CONTAINED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAPS, GORES OR OVERLAPS.

BENCH MARKS: (NAVD88)

SOURCE BENCH MARK:
NGS MONUMENT WITH PID DK3214 BEING A SURVEY DISK SET IN THE ABUTMENT OF A BRIDGE OVERPASS FOR INTERSTATE 88 ON EASTERLY SIDE OF FINLEY ROAD (COUNTY HWY 2). (SEE NGS DATA SHEET FOR A MORE DETAILED DESCRIPTION)
ELEVATION=771.01

SITE BENCH MARK NO. 1:
TAG BOLT OF FIRE HYDRANT ON THE NORTHERLY SIDE OF OGDEN AVENUE (U.S. ROUTE 34) APPROXIMATELY 120' EASTERLY OF THE SOUTHEASTERLY CORNER OF THE SUBJECT PROPERTY.
ELEVATION=771.76

SITE BENCH MARK NO. 2:
NORTHWEST HEAD BOLT OF FIRE HYDRANT ON THE NORTHERLY SIDE OF OGDEN AVENUE (U.S. ROUTE 34) APPROXIMATELY 100' EASTERLY OF THE SOUTHWESTERLY CORNER OF THE SUBJECT PROPERTY.
ELEVATION=773.44

"WE GET CORNERS OTHER PEOPLE CUT"
LAND SURVEYING, TOPOGRAPHIC MAPPING, SITE STAKING,
SITE PLANS, GRADING PLANS, FEMA CERTIFICATES AND MORE
SIGHT ON SOLUTIONS, INC.
1900 E. GOLF ROAD, SUITE 950, SCHAUMBURG, IL 60173
PHONE: 847.356.7539 www.sightonsolutions.com
Surveyor's email: info@sightonsolutions.com

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY
2100 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

SHEET 2 OF 4

SOS#: 28021

July 17, 2026

Village of Downers Grove
Planning & Zoning
850 Curtiss Street
Downers Grove, IL 60515
630-434-5500

RE: Proposed Rivian Dealership & Service Center at 2040 Ogden Avenue

Sir/Madam,

We are excited to submit our redevelopment of the Bill Kay Corvette Dealership at 2040 Ogden Avenue with a new Rivian Dealership & Service Center and associated parking areas & driveways. Our proposed development includes the demolition of the existing dealership buildings & paving and the construction of a new +/- 51,232 SF Rivian dealership & service center within this 4.60-acre property. Our Architect has developed visually striking renderings with variation of materials, building articulation, tasteful brand recognition logo & lettering, and inclusion of storefront glazing to create what we hope will be a proud addition to the Village of Downers Grove community. As a premier nationwide Electric Vehicle dealership expanding availability of alternative fuel vehicles & charging stations, Rivian will include 17 EV charging stations to support their facility and extend availability of EV charging stations to the public. The service center will operate by appointment only so that no service line queueing will be needed. Dumpsters will be located within a four-side dumpster enclosure constructed of complimentary materials in similar appearance to the building's exterior.

Our site access onto Ogden Avenue will eliminate one of the existing driveways to provide one full-access driveway. We plan on submitting final roadwork engineering plans with the Traffic Study concurrently to IDOT for their review & approval but have already received preliminary approval for our access & allowing an expedited process to submit the TIS & engineering plans concurrently. The facility will provide 71 public parking stalls & 174 private parking stalls for car sales display & three ADA accessible parking stalls for a total of 248 auto parking stalls. We have designated an area at the rear of the development for delivery truck drop-off, confirming trucks can maneuver using AutoTurn analysis. Additionally, we have completed a separate fire truck turning analysis to confirm that fire trucks can

access all sides of the proposed building. We have included an IDOT tollway monument sign allowed by the Village Zoning ordinance for your consideration within our application. The green spaces within our proposed development will be handsomely landscaped with sod & planting beds with a variety of shrubs, shade trees, and ornamental trees. Additionally, we respectfully request consideration for a Special Use Permit which will be detailed within a separate memorandum.

Thank you for the opportunity to submit this application for your consideration, and we welcome any comments you might have & look forward to presenting our development to the Planning Commission.

Best Regards,

Todd A. Smutz

Todd A. Smutz
Director of Development
GMX Real Estate Group
E: tsmutz@gmxre.com
C: 502-229-8337

Special Uses

Form #PZC2

Review and Approval Criteria

Address of Project Site: 2040 Odgen Avenue

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

Section 28.12.050.H. Approval Criteria (Special Uses)
No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is consistent with and in substantial compliance with all Village Council policies and plans, including, but not limited to, the Comprehensive Plan and the Downtown Design Guidelines and that the applicant has presented evidence to support each of the following conclusions:

1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.

   Sec. 28.5.050 (p)
   4. Personal Vehicle Repair & Maintenance
   5. Personal Vehicle Sales and Rentals

2. That the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of the community.

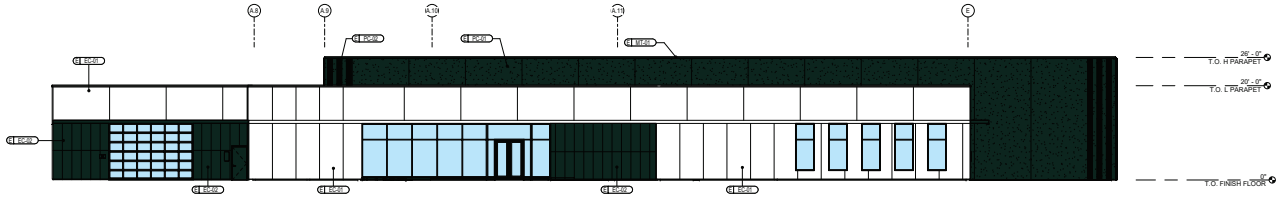
   This corridor of Ogden Avenue currently has the existing Bill Kay Corvette dealership which we are redeveloping, Castle Volkswagen & Castle Hyundai, and Chicago Auto Place. Our requests for the two special uses allowing for personal vehicle sales & personal vehicle repair & maintenance are similar & complementary uses to the adjacent auto dealerships & service centers.

3. That the proposed use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood.

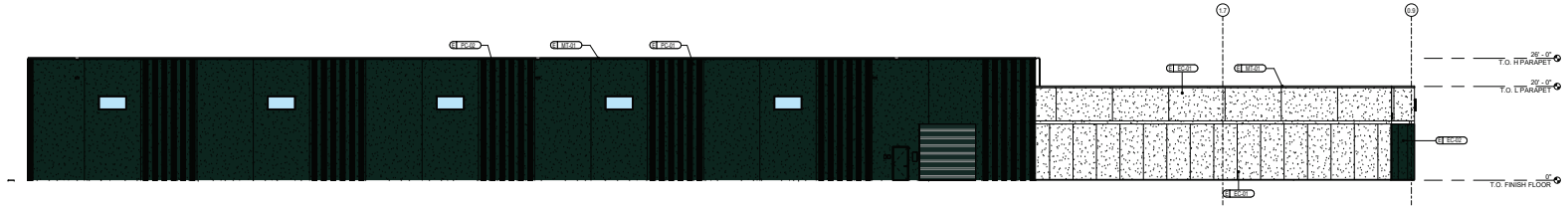
   This block of Ogden Avenue is comprised of existing auto dealerships & service centers, and our redevelopment would not be injurious to the use and enjoyment of other properties in the immediate area which are of similar uses. Property values would likely be increased through the redevelopment of our property with a new top tier Rivian electrical personal vehicle sales & service facility.

4. That the establishment of the special use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.

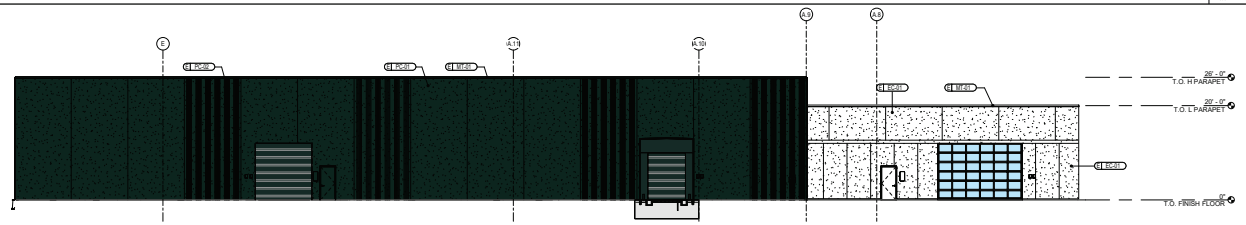
   The adjacent properties are of similar personal automotive sales & service uses which would not impede adjacent developments already allowed the same uses on the north side of Ogden Avenue. The south side of Odgen Avenue is also commercially zoned, and there are no residential neighbors abutting our property which would be adversely affected by our requested special use permit.



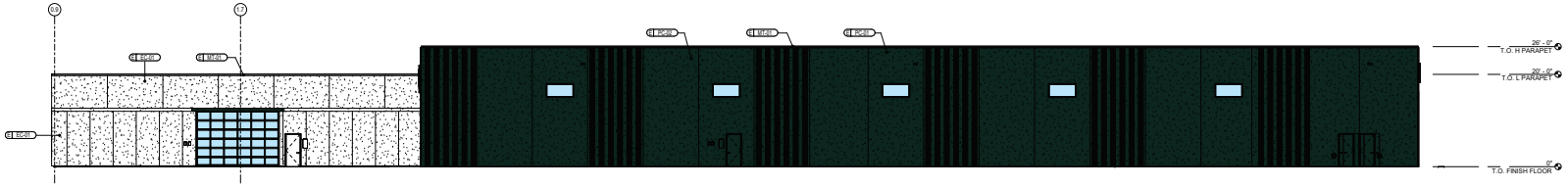
EXTERIOR ELEVATION - SOUTH | SCALE 3/32" = 1'-0" | 3



EXTERIOR ELEVATION - WEST | SCALE 3/32" = 1'-0" | 4



EXTERIOR ELEVATION - NORTH | SCALE 3/32" = 1'-0" | 2



EXTERIOR ELEVATION - EAST | SCALE 3/32" = 1'-0" | 1

LEGEND

PC-01 — LOCATION OF FINISH IN SPACE
E = EXTERIOR
FINISH TAG

EXTERIOR FINISH SCHEDULE

PC-01 — PRECAST CONCRETE PANEL:
STEEL FORM FINISH, COLOR: BENJAMIN MOORE HC-187 BLACK FOREST

PC-02 — PRECAST CONCRETE PANEL:
NATURAL FINISH, UNIFORM RIB, 2.5" WIDE, COLOR: BENJAMIN MOORE HC-187 BLACK FOREST

EC-01 — EXTERIOR CLADDING:
FIBER CEMENT OR ALUMINUM COMPOSITE PANEL
MFR: TBD
PRODUCT: TBD
COLOR: SHW9016 TRAFFIC WHITE

EC-02 — EXTERIOR CLADDING:
FIBER CEMENT OR ALUMINUM COMPOSITE PANEL
MFR: TBD
PRODUCT: TBD
COLOR: BENJAMIN MOORE HC-187 BLACK FOREST

M-01 — PREFINISHED METAL
HICKMAN COPING PERMASNAP (.050")
BOX GUTTERS, CONDUCTOR HEADS AND MISCELLANEOUS METALS
COLOR: BLACK

RIVIAN

PROJECT NAME:
DOWNERS GROVE

2100 OGDEN AVE
DOWNERS GROVE, IL 60515

Owner
GMX Real Estate Group, LLC
3000 Dundee Road, Suite 408
Northbrook, IL 60062
CONTACT - Todd Smutz
PHONE - 847-680-8600

Architect
Rezlark Design Studio
601 Main St, Suite 200
CONTACT - Ian Ramous
PHONE - 513-233-3333

Structural Engineer
Thorson Baker + Associates
2055 Reading Rd, Suite 450
CONTACT - Nick Steinert
PHONE - 513-579-8200

MEP Engineer
Kohrs Lonneman Heil Engineers, Inc.
1538 Alexandria Pike, Suite 11
CONTACT - Justin Marquardt
PHONE - 859-547-0239

Civil Engineer
RTM Engineering Consultants
1933 N. Meacham, Suite 700
Schaumburg, IL 60173
CONTACT - Lucas Keller
PHONE - 847-756-4180

ISSUANCE:
REV. DATE DESCRIPTION

STANDARDS VERSION:

SIGNATURE & SEAL:
NOT FOR CONSTRUCTION

THIS DRAWING IS ISSUED FOR REFERENCE PURPOSES ONLY, AND NOT FOR CONSTRUCTION. THIS DRAWING IS CURRENTLY UNDER DEVELOPMENT AND IS NOT READY FOR USE BY CONTRACTORS AT THIS TIME IN ACCORDANCE WITH THE OWNER'S REQUEST. THE INFORMATION CONTAINED IN THIS DRAWING IS INTENDED TO SUPPLEMENT TAG OTHER DOCUMENTS CURRENTLY BEING ISSUED FOR CONSTRUCTION. ANY USE OF THIS DRAWING PRIOR TO THE COMPLETION OF THE DEVELOPMENT OF THIS AREA IS SUBJECT TO CHANGE BASED ON OWNER AND OPERATOR INPUT AND DEVELOPMENT OF THE DESIGN. THE OWNER AND ARCHITECT ASSUME NO RESPONSIBILITY FOR DOCUMENTS' USE OF THESE DOCUMENTS AT THIS STAGE OF DEVELOPMENT IS AT THE SOLE RISK OF THE RECIPIENT.

FOS CODE:
AOR CODE LOCATION

TITLE:
COLOR ELEVATIONS

DRAWING NO.:
A-201.1

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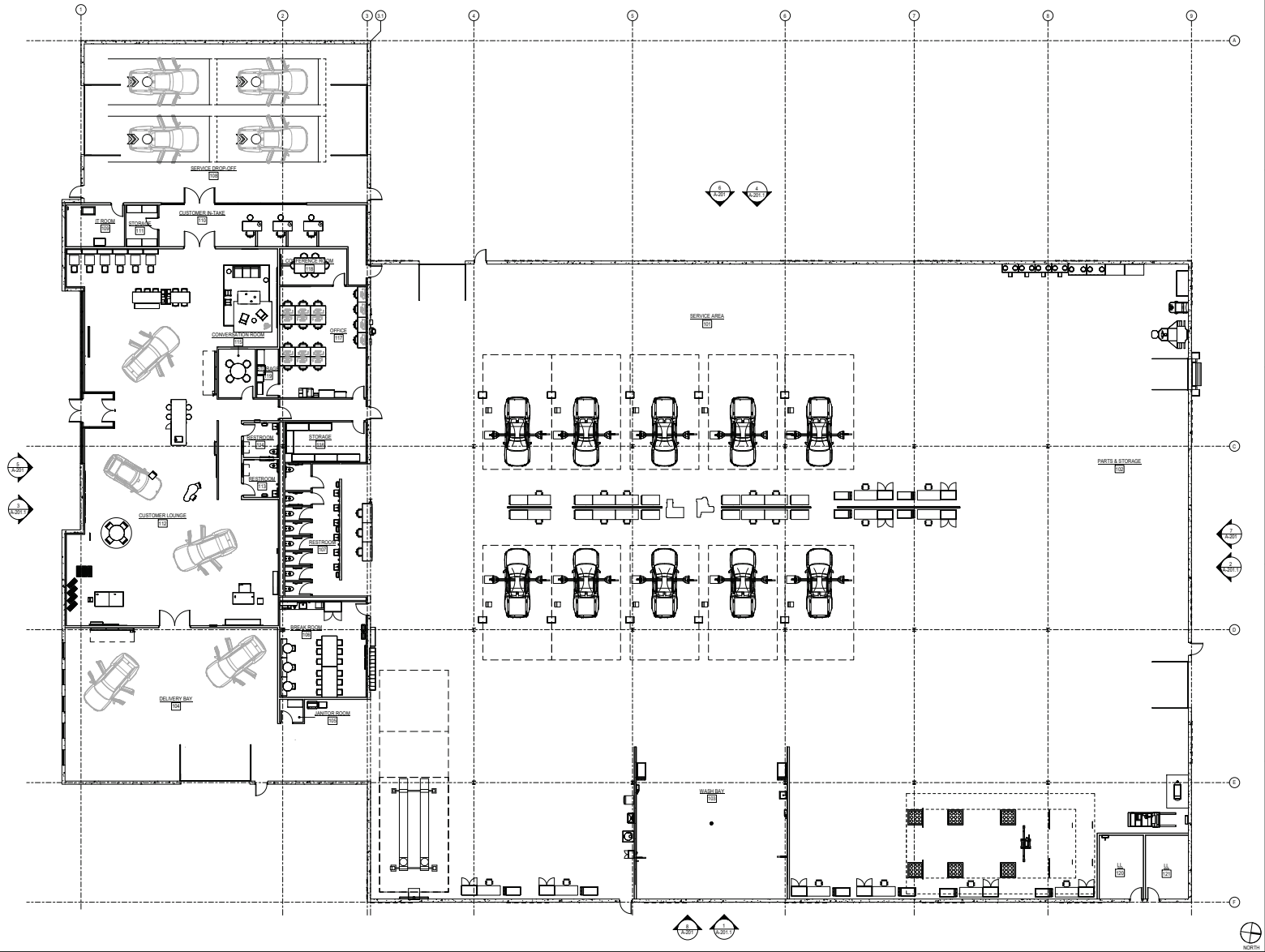

RIVIAN

PROJECT NAME:

DOWNERS GROVE

2100 OGDEN AVE
DOWNERS GROVE, IL 60515

Owner
GMX Real Estate Group, LLC
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Schaumburg, IL 60173
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ISSUANCE:

REV.	DATE	DESCRIPTION

STANDARDS VERSION: Q2 2026

SIGNATURE & SEAL:

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FOS CODE:
AOR CODE LOCATION

TITLE:

FLOOR PLAN

DRAWING NO.:

A-111.1

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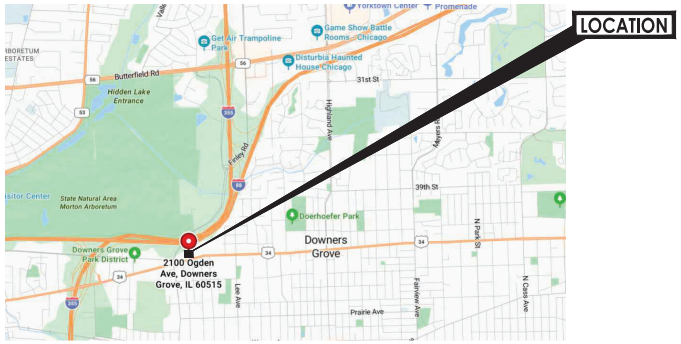
Keep the world adventurous forever.

SYMBOL AND LINE LEGEND

VALVE VAULT	W	WATERMAIN PIPE
WATER B-BOX		STORM SEWER PIPE
WATER VALVE BOX		STORM UNDERDRAIN
FIRE HYDRANT		SANITARY SEWER PIPE
WELL HEAD	IRR	IRRIGATION SLEEVE/PIPING
FIRE DEPARTMENT CONNECTION	E	ELECTRICAL DUCT BANK
STORM INLET	G	NATURAL GAS LINE
STORM MANHOLE	COM	COMMUNICATIONS LINE
CATCH BASIN	CWS	CHILLED WATER SUPPLY
STORM CLEANOUT	CWR	CHILLED WATER RETURN
DOWNSPOUT	TV	TELEVISION CABLE
FLARED END SECTION	UGW	UNDERGROUND WIRE
SANITARY MANHOLE	T	TELEPHONE CABLE
SANITARY CLEANOUT	FO	FIBER OPTIC CABLE
LIGHT POLE	A	AERIAL WIRES
TELEPHONE MANHOLE		CONSTRUCTION LIMITS
POWER POLE		PROPERTY LINE
GAS VALVE		EASEMENT LINE
GAS METER		VENT LINE
HAND HOLE	HWL	HIGH WATER LINE
MAIL BOX	NWL	NORMAL WATER LINE
ELECTRICAL MANHOLE		CHAIN LINK FENCE
CABLE TV PEDESTAL	X	BARBED-WIRE FENCE
TELEPHONE PEDESTAL		WOODEN FENCE
TRAFFIC OR STREET SIGN		SILT FENCE
SOIL BORING		
21.56 SPOT ELEVATION		DECIDUOUS TREE
SURFACE FLOW		
100-YEAR OVERFLOW		SHRUB OR BUSH
		EVERGREEN TREE

LOCATION MAP



CIVIL ENGINEERING PLANS

RIVIAN DOWNERS GROVE
2100 OGDEN AVE, DOWNERS GROVE, IL

OWNER INFORMATION
NAME: GMX REAL ESTATE GROUP
EMAIL: TSMUTZ@GMXRE.COM
PHONE: 847.919.4757
ADDRESS: 3000 DUNDEE ROAD, SUITE 408
NORTHBROOK, IL 60062

NOTES

1. SITE ACCESS CONTROL INCLUDING SAFETY FENCES AND TRAFFIC CONTROL, ALL CONSTRUCTION MEANS AND METHODS, AND SITE SAFETY ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTORS SHALL NOTIFY ALL UTILITY COMPANIES FOR FIELD LOCATIONS OF THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. ALL UTILITIES SHOWN IN THE PLANS ARE FROM RECORDS OR FIELD OBSERVABLE IN FORMATION LOCATED BY SURVEYOR. ANY UTILITY LOCATIONS SHOWN SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

DUTY TO INDEMNIFY

THE CONTRACTOR SHALL DEFEND, INDEMNIFY, KEEP AND SAVE HARMLESS THE MUNICIPALITY, OWNER, AND ENGINEER, AND THEIR RESPECTIVE BOARD MEMBERS, REPRESENTATIVES, AGENTS AND EMPLOYEES, IN BOTH INDIVIDUAL AND OFFICIAL CAPACITIES, AGAINST ALL SUITS, CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES, CAUSED BY, GROWING OUT OF, OR INCIDENTAL TO, THE PERFORMANCE OF THE WORK UNDER THE CONTRACT BY THE CONTRACTOR OR ITS SUBCONTRACTORS TO THE FULL EXTENT AS ALLOWED BY THE LAWS OF THE STATE OF ILLINOIS AND NOT BEYOND ANY EXTENT WHICH WOULD RENDER THESE PROVISIONS VOID OR UNENFORCEABLE. THIS OBLIGATION INCLUDES BUT IS NOT LIMITED TO, THE ILLINOIS LAWS REGARDING STRUCTURAL WORK (IL REV. STAT. CH. 48, PAR.60 AT SEQ.), AND REGARDING THE PROTECTION OF ADJACENT LANDOWNERS (IL. REV. STAT. CH.17 ½ PAR.51 ET. SEQ.); IN THE EVENT OF ANY SUCH INJURY (INCLUDING DEATH) OR LOSS OR DAMAGE, OR CLAIMS THEREFORE, THE CONTRACTOR SHALL GIVE PROMPT NOTICE TO THE OWNER.

SCOTT A. DIGILIO P.E. 062-044869 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

I, SCOTT DIGILIO P.E. HEREBY CERTIFY THAT THERE IS NO PRESENCE OF LPDA, FLOODPLAIN, WETLANDS, AND/OR BUFFERS ON THIS SITE.

DRAINAGE STATEMENT

SCOTT A. DIGILIO P.E. 062-044869 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

I, SCOTT DIGILIO, P.E. HEREBY CERTIFY THAT ADEQUATE STORMWATER STORAGE AND DRAINAGE CAPACITY HAS BEEN PROVIDED BY THIS DEVELOPMENT, SUCH THAT SURFACE WATER FROM THE DEVELOPMENT WILL NOT BE DIVERTED ONTO AND CAUSE DAMAGE TO ADJACENT PROPERTY FOR STORMS UP TO AND INCLUDING THE ONE HUNDRED (100) YEAR EVENT, AND THE THE DESIGN PLANS ARE IN COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, COUNTY, AND VILLAGE LAWS AND ORDINANCES.

Sheet List Table

Sheet Number	Sheet Title
C0.0	COVER SHEET
C0.1	SPECIFICATIONS
C1.0	DEMOLITION PLAN
C1.1	DEMOLITION PLAN
C1.2	DEMOLITION PLAN
C2.0	SITE PLAN
C2.1	SITE PLAN
C2.2	SITE PLAN
C2.3	FIRE TRUCK TURN PLAN
C2.4	TRUCK TURN PLAN
C3.0	UTILITY PLAN
C3.1	UTILITY PLAN
C3.2	UTILITY PLAN
C4.0	GRADING PLAN
C4.1	GRADING PLAN
C4.2	GRADING PLAN
C4.3	ADA GRADING DETAIL
C5.0	EROSION CONTROL PLAN
C5.1	EROSION CONTROL PLAN
C5.2	EROSION CONTROL PLAN
C5.3	EROSION CONTROL NOTES
C5.4	EROSION CONTROL DETAILS
C6.0	DETAILS
C6.1	DETAILS
C6.2	DETAILS
C6.3	DETAILS
C7.0	EXISTING DRAINAGE PLAN
C7.1	PROPOSED DRAINAGE PLAN

BENCHMARKS

SOURCE BENCHMARK:

NGS MONUMENT WITH PID DK3214 BEING A SURVEY DISK SET IN THE ABUTMENT OF A BRIDGE OVERPASS FOR INTERSTATE 88 ON EASTERLY SIDE OF FINLEY ROAD (COUNTY HWY 2). (SEE NGS DATA SHEET FOR A MORE DETAILED DESCRIPTION)

ELEVATION=771.01

SITE BENCH MARK NO. 1:
TAG BOLT OF FIRE HYDRANT ON THE NORTHERLY SIDE OF OGDEN AVENUE (U.S. ROUTE 34) APPROXIMATELY 120' EASTERLY OF THE SOUTHEASTERLY CORNER OF THE SUBJECT PROPERTY.

ELEVATION=771.76

SITE BENCH MARK NO. 2:
NORTHWEST HEAD BOLT OF FIRE HYDRANT ON THE NORTHERLY SIDE OF OGDEN AVENUE (U.S. ROUTE 34) APPROXIMATELY 100' EASTERLY OF THE SOUTHWESTERLY CORNER OF THE SUBJECT PROPERTY.

ELEVATION=773.44

Sheets CX to CX were prepared at or under the direction of:

SCOTT A. DIGILIO P.E. 062-044869 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

ILLINOIS REGISTERED PROFESSIONAL ENGINEER No. 062-044869
SCOTT A. DIGILIO
LICENSE EXPIRES: 11/30/2027
SIGNED: 07/30/2026

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

CALL 48 HOURS BEFORE YOU DIG WITH THE FOLLOWING INFORMATION

COUNTY NAME: DUPAGE
TOWNSHIP, RANGE: 38N, 10E
SECTION NUMBER: 4

NO	DATE	DESCRIPTION
	7/22/2026	PRELIMINARY ENGINEERING SUBMITTAL

rtm engineering consultants
1933 N. Meacham Road
Suite 700
Schaumburg, IL 60173
Telephone: (847) 705-4280
www.rtmec.com
IL Design Firm: 184.008977-0002

SHEET NAME: COVER SHEET

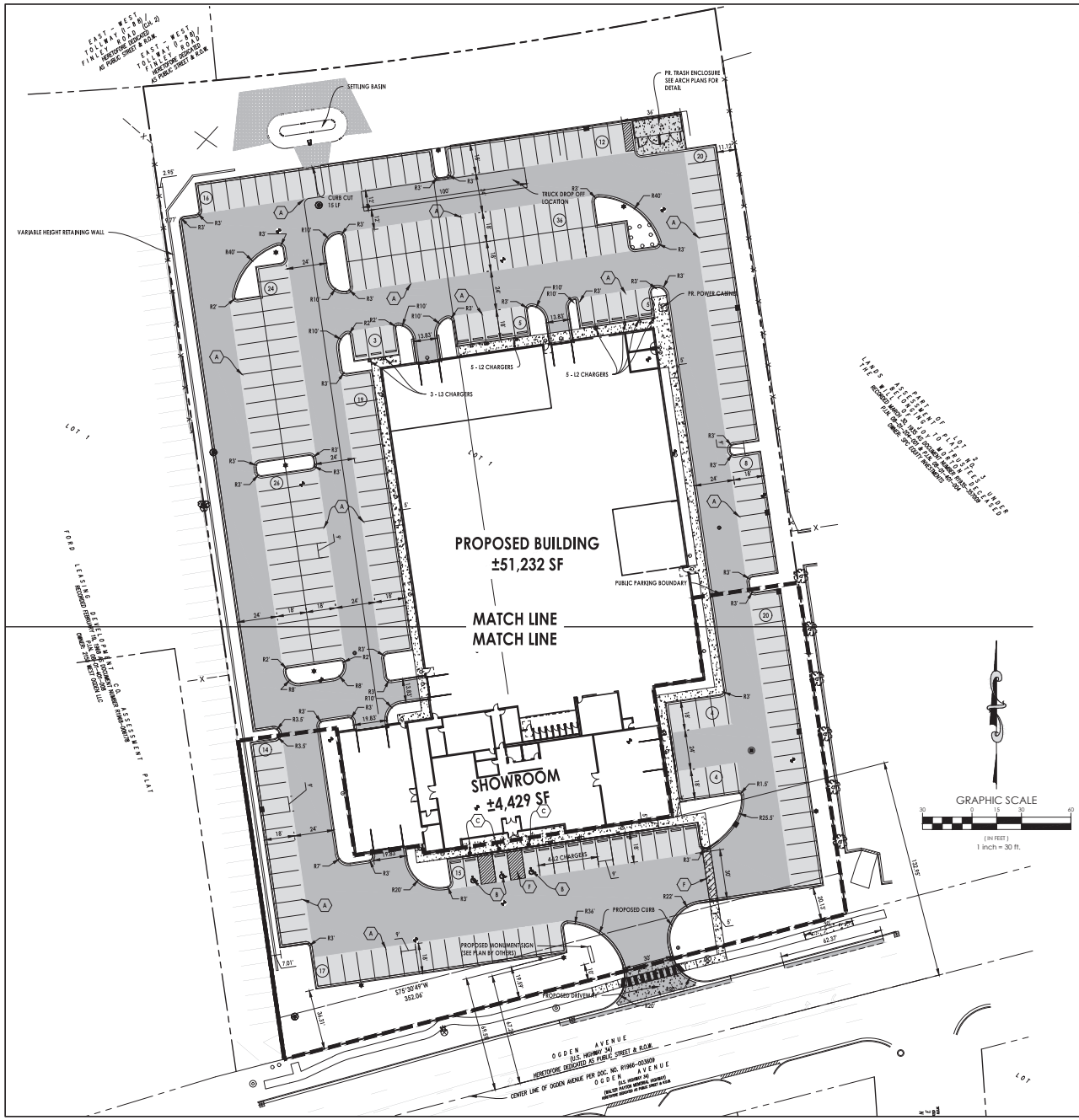
PROJECT NAME: RIVIAN DOWNERS GROVE
2100 OGDEN AVE DOWNERS GROVE, IL

PROJECT No. 26.0160.2366

SHEET No. C0.0
OF 28 SHEETS

User: hsu.duong File: \\ULCdrive.com\CDV\01-Proj\01.602366.0AM Rivian\Downers Grove\03.DWG\02.SHEETSET\C0.0 - COVER SHEET.dwg Time: Aug 17, 2026 - 10:26am

MATCH LINE
MATCH LINE
EAST - WEST TOLLWAY ROAD (CH. 2) FINK PROPERTIES DEDICATED AS PUBLIC STREET & ROW
EAST - WEST TOLLWAY ROAD TEMPORARY EASEMENT AGREEMENT AS PUBLIC STREET & ROW
FOUND CONCRETE MONUMENT ABOVE GRADE, 3.69' S'LY
FOUND 3/4" IRON PIPE AT GRADE, 1.31' S'LY & 0.50' W'LY
ASPHALT CORNER 0.4' E'LY
END OF FENCE 0.4' W'LY
SET CAPPED 5/8" IRON PIPE AT GRADE, AT CORNER
FENCE CORNER 0.3' E'LY
BLOCK WALL 0.1' W'LY
CONCRETE BLOCK WALL
EX. LIGHT POLE TO BE REMOVED (TYP.)
ASPHALT CORNER 1.6' W'LY
BASE ONLY 0.8' W'LY
EX. ELECTRICAL LINE TO BE REMOVED
FENCE CORNER 0.5' E'LY
BLOCK WALL 0.9' W'LY
CONCRETE CURB 0.1' E'LY
CONCRETE CURB 0.1' W'LY
EX. FENCE TO BE REMOVED
FENCE CORNER 1.3' E'LY
FENCE CORNER 0.9' E'LY
ASPHALT 0.6' W'LY
LANDS NOW OR FORMERLY OF FORD LEASING DEVELOPMENT CO. AS DESCRIBED IN DOC. NO. R1988-053509 & R1988-053510 & AS SHOWN ON PLAT OF SURVEY RECORDED AS DOC. NO. R1988-053511 & R1988-053512 & R1988-053513 & R1988-053514 & R1988-053515 & R1988-053516 & R1988-053517 & R1988-053518 & R1988-053519 & R1988-053520 & R1988-053521 & R1988-053522 & R1988-053523 & R1988-053524 & R1988-053525 & R1988-053526 & R1988-053527 & R1988-053528 & R1988-053529 & R1988-053530 &



LEGEND:

- ADA TRUNCATED DOMES
- EXISTING BARRIER CURB
- EXISTING CURB AND GUTTER
- EXISTING CURB AND GUTTER - DEPRESSED
- B6.12 CURB AND GUTTER UNLESS NOTED OTHERWISE
- B6.12 CURB AND GUTTER - DEPRESSED
- B6.12 CURB AND GUTTER - TRANSITION (ZERO TO FULL HEIGHT)
- BARRIER CURB UNLESS NOTED OTHERWISE
- BARRIER CURB - DEPRESSED
- B6.12 CURB - TRANSITION (ZERO TO FULL HEIGHT)
- SAWCUT LINE
- PROPOSED FULL-DEPTH REGULAR ASPHALT PAVEMENT. SEE DETAIL ON SHEET C6.0.
- PROPOSED FULL-DEPTH HEAVY-DUTY ASPHALT PAVEMENT. SEE DETAIL ON SHEET C6.0.
- PROPOSED CONCRETE PAVEMENT. SEE DETAIL ON SHEET C6.3.
- PROPOSED CONCRETE SIDEWALK. SEE DETAIL ON SHEET C6.0

NOTES:

1. ALL DIMENSIONS ALONG CURB LINES ARE TO FACE OF CURB, UNLESS NOTED OTHERWISE.
2. BUILDINGS AND ADJACENT TO BUILDING IMPROVEMENTS SHOWN ON THESE PLANS ARE BASED UPON THE BUILDING PLANS PROVIDED BY OTHERS AT THE DATE OF THESE PLANS BEING PREPARED. BUILDING PLANS NORMALLY CONTINUE TO CHANGE AFTER SITE PLANS HAVE BEEN APPROVED. THEREFORE THE CONTRACTOR SHALL USE THE BUILDING PLANS FOR FINAL BUILDING IMPROVEMENTS, AND VERIFY THAT ALL ADJACENT IMPROVEMENTS ARE CONSISTENT WITH THE DESIGN INTENT AND REQUIREMENTS OF THE SITE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF CLARIFICATION IS NEEDED, OR IF CONFLICTS OR INCONSISTENCIES EXIST.
3. ADA DETECTABLE WARNING STRIPS SHALL BE CAST IRON TILES, WET SET INTO CONCRETE SURFACE. PER MANUFACTURERS INSTALLATION RECOMMENDATIONS.
4. TOPOGRAPHIC AND BOUNDARY SURVEY PREPARED BY SIGHT ON SOLUTIONS, INC.

(X) SIGNING AND STRIPING SCHEDULE

- A. 4" YELLOW STRIPING
- B. YELLOW HANDICAP PARKING STRIPING (SEE DETAIL)
- C. "ACCESSIBLE" PARKING STALL SIGN ASSEMBLY (S350 FINE)
- D. "STOP" SIGN R1-1 (30"X30")
- E. 24" WHITE THERMOPLASTIC STOP BAR
- F. 4" PAINTED CROSS STRIPING 4' C-C
- G. DIRECTIONAL ARROW
- H. RIGHT TURN ONLY R3-5 (24"X30")
- I. THERMOPLASTIC RIGHT TURN ONLY STRIPING
- J. 4" YELLOW LINES, 5.5' C-C SKIP-DASH AND SOLID
- K. 6" SOLID WHITE THERMOPLASTIC.
- L. "NO LEFT TURN" SIGN (30"X30")
- M. 6" WHITE THERMOPLASTIC 4' SKIP 2' DASH

STRIPING NOTE: ON-SITE PAVEMENT MARKINGS AND GRAPHICS SHALL CONSIST OF TWO (2) COATS OF TRAFFIC-RATED PAINT APPLIED A MINIMUM OF 30 DAYS APART. STRIPING AND GRAPHICS AT ENTRY DRIVES SHALL BE THERMOPLASTIC AS NOTED. MATERIALS SHALL MEET DEPARTMENT OF TRANSPORTATION STANDARDS.

(X) PARKING SUMMARY

	EXISTING	PROPOSED
REGULAR STALLS (9'x18')(PUBLIC)	–	71
REGULAR STALLS (9'x18')(PRIVATE)	–	174
ACCESSIBLE STALLS (9'x18') (PUBLIC)	–	3
TOTAL STALL COUNT	–	248

L2 CHARGERS: 14
L3 CHARGERS: 3

(X) SERVICE BAY SUMMARY

	PROPOSED
WASH BAYS	2
LIFT BAYS	10
DETAILS/FLAT BAYS	10
TOTAL BAY COUNT	22

PROJECT NAME	RIVIAN DOWNERS GROVE
ADDRESS:	2100 OGDEN AVENUE, DOWNERS GROVE, IL 60515
PIN (S):	08-01-401-003
ZONING DISTRICT:	B-3
EXISTING USE:	AUTOMOBILE DEALERSHIP
PROPOSED USE:	AUTOMOBILE DEALERSHIP
PETITION TYPE:	SPECIAL USE AND SITE PLAN REVIEW
DEVIATIONS:	NONE

REQUIREMENT	FACTOR	REQUIRED	PROPOSED/EXISTING	MEETS REQ?	DIFFERENCE
LOT FRONTAGE	MINIMUM	75'	350'	YES	+275
BUILDING OGDEN AVENUE SETBACK (SOUTH)	MINIMUM	75' FROM OGDEN AVENUE CENTERLINE	133' FROM OGDEN AVENUE CENTERLINE	YES	+58
PARKING OGDEN AVENUE SETBACK (SOUTH)	MINIMUM	50' FROM OGDEN AVENUE CENTERLINE	69' FROM OGDEN AVENUE CENTERLINE	YES	+19
LOT AREA	MINIMUM	NONE	4.60 AC	–	–
LOT WIDTH	MINIMUM	75'	350'	YES	+275
STREET YARD	MINIMUM	25'	97'	YES	+72
REAR YARD	MINIMUM	NONE	–	–	–
SIDE YARD	MINIMUM	NONE	–	–	–
HEIGHT	MAXIMUM	60'	26'	YES	–34
OPEN SPACE	MINIMUM	10%	20%	YES	+10%
FAR	MAXIMUM	0.75	0.26	YES	–0.49
PARKING	MINIMUM	62	248	YES	+186

NO	DESCRIPTION	DATE

rtm engineering consultants
1933 N. Meacham Road
Suite 700
Schaumburg, IL 60173
Telephone: (847) 705-4280
www.rtmec.com
IL Design Firm: 184.006977-0002

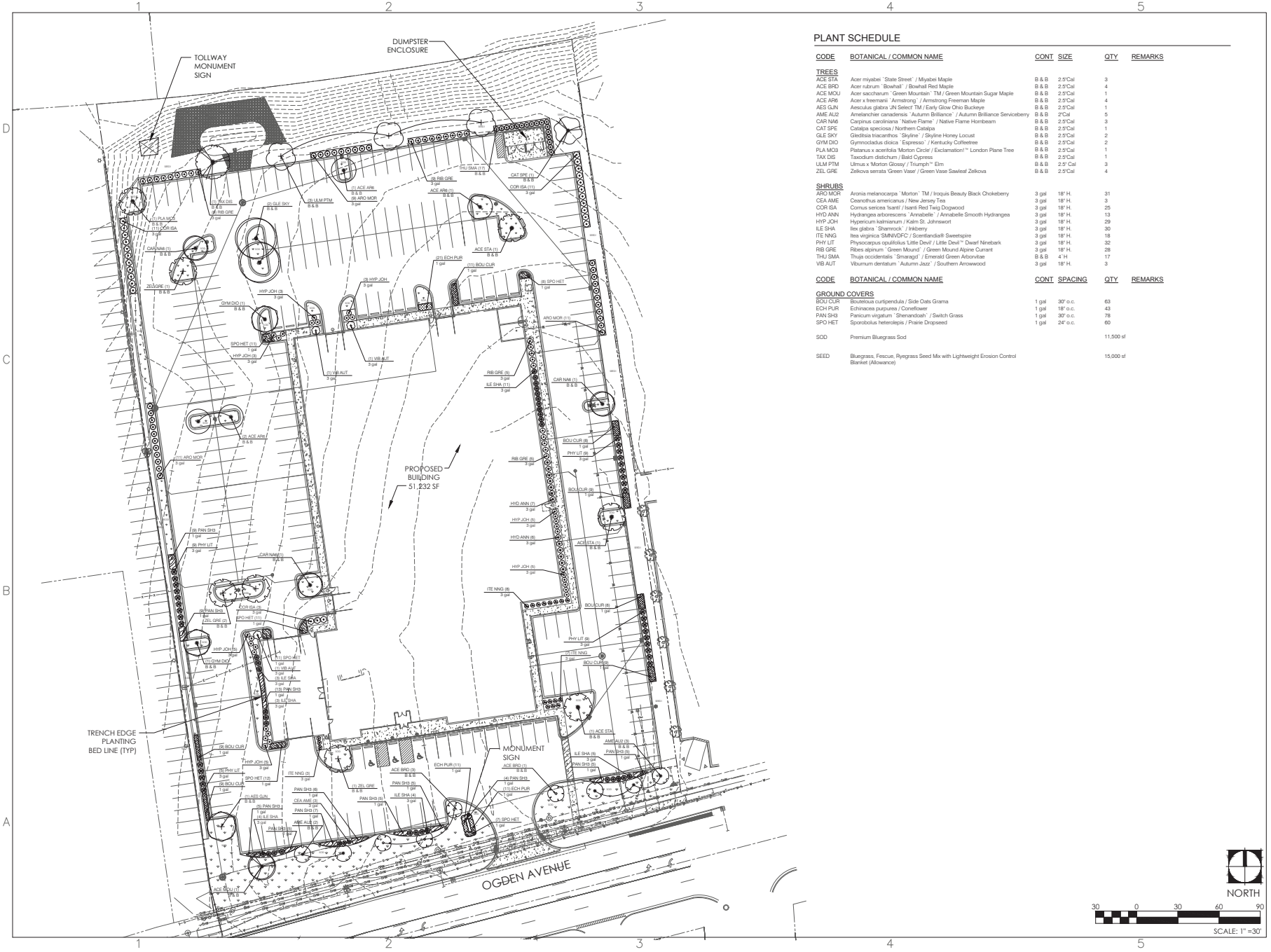
SHEET NAME: SITE PLAN

PROJECT NAME: RIVIAN DOWNERS GROVE
2100 OGDEN AVE DOWNERS GROVE, IL

PROJECT No. 26.0160.2366

SHEET No. C2.0
OF 28 SHEETS

User: kcrosslen File: \\autodesk\cosm1\CIVIL\Projects\26\0160.2366 RIVIAN Downers Grove\03 SW\02\SHEET SETS\C2.0- SITE PLAN.dwg Time: Aug 17, 2026 - 1:46pm



PLANT SCHEDULE

CODE	BOTANICAL / COMMON NAME	CONT	SIZE	QTY	REMARKS
TREES					
ACE STA	Acer miyabei `State Street` / Miyabei Maple	B & B	2.5"Cal	3	
ACE BRD	Acer rubrum `Bowhall` / Bowhall Red Maple	B & B	2.5"Cal	4	
ACE MOU	Acer saccharum `Green Mountain` TM / Green Mountain Sugar Maple	B & B	2.5"Cal	1	
ACE AR6	Acer x freemanii `Armstrong` / Armstrong Freeman Maple	B & B	2.5"Cal	4	
AES GLN	Aesculus glabra `JN Select` TM / Early Glow Ohio Buckeye	B & B	2.5"Cal	1	
AME AU2	Amelanchier canadensis `Autumn Brilliance` / Autumn Brilliance Serviceberry	B & B	2"Cal	5	
CAR NA6	Carpinus caroliniana `Native Flame` / Native Flame Hornbeam	B & B	2.5"Cal	3	
CAT SPE	Catalpa speciosa / Northern Catalpa	B & B	2.5"Cal	1	
GLE SKY	Gleditsia triacanthos `Skyline` / Skyline Honey Locust	B & B	2.5"Cal	2	
GYM DIO	Gymnocladus dioica `Espresso` / Kentucky Coffeetree	B & B	2.5"Cal	2	
PLA MO3	Platanus x acerifolia 'Morton Circle' / Exclamation!™ London Plane Tree	B & B	2.5"Cal	1	
TAX DIS	Taxodium distichum / Bald Cypress	B & B	2.5"Cal	1	
ULM PTM	Ulmus x 'Morton Glossy' / Triumph™ Elm	B & B	2.5" Cal	3	
ZEL GRE	Zelkova serrata 'Green Vase' / Green Vase Sawleaf Zelkova	B & B	2.5"Cal	4	
SHRUBS					
ARO MOR	Aronia melanocarpa `Morton` TM / Iroquis Beauty Black Chokeberry	3 gal	18" H.	31	
CEA AME	Ceanothus americanus / New Jersey Tea	3 gal	18" H.	3	
COR ISA	Cornus sericea 'Isanti' / Isanti Red Twig Dogwood	3 gal	18" H.	25	
HYD ANN	Hydrangea arborescens `Annabelle` / Annabelle Smooth Hydrangea	3 gal	18" H.	13	
HYP JOH	Hypericum kalmianum / Kalm St. Johnswort	3 gal	18" H.	29	
ILE SHA	Ilex glabra `Shamrock` / Inkberry	3 gal	18" H.	30	
ITE NNG	Itea virginica 'SMNNVDFC' / Scentlandia® Sweetspire	3 gal	18" H.	18	
PHY LIT	Physocarpus opulifolius 'Little Devil' / Little Devil™ Dwarf Ninebark	3 gal	18" H.	32	
RIB GRE	Ribes alpinum `Green Mound` / Green Mound Alpine Currant	3 gal	18" H.	28	
THU SMA	Thuja occidentalis `Smaragd` / Emerald Green Arborvitae	B & B	4`H	17	
VIB AUT	Viburnum dentatum `Autumn Jazz` / Southern Arrowwood	3 gal	18" H.	3	

CODE	BOTANICAL / COMMON NAME	CONT	SPACING	QTY	REMARKS
GROUND COVERS					
BOU CUR	Bouteloua curtipendula / Side Oats Grama	1 gal	30" o.c.	63	
ECH PUR	Echinacea purpurea / Coneflower	1 gal	18" o.c.	43	
PAN SH3	Panicum virgatum `Shenandoah` / Switch Grass	1 gal	30" o.c.	78	
SPO HET	Sporobolus heterolepis / Prairie Dropseed	1 gal	24" o.c.	60	
SOD	Premium Bluegrass Sod			11,500 sf	
SEED	Bluegrass, Fescue, Ryegrass Seed Mix with Lightweight Erosion Control Blanket (Allowance)			15,000 sf	

NORTH

30 0 30 60 90

SCALE: 1" =30'

GMX REAL ESTATE GROUP

Rivian Development
2100 Ogden Avenue
Downers Grove, IL 60515

Design Perspectives Inc.
Grounded in Creativity

1167 Hobson Mill Drive
Naperville, Illinois 60540
Telephone: (630) 606-0776
www.design-perspectives.net

REV.	COMMENT	DATE
1	VILLAGE RE-SUBMITTAL	8-17-26

SEAL:

Tod J. Stanton
No. 184-001070
LANDSCAPE ARCHITECT
STATE OF ILLINOIS

DATE: 7/27/2026
JOB NO.:25-838D
DRAWN BY:TS
CHECKED BY:TS

DRAWING TITLE:
LANDSCAPE PLAN

SHEET NO.:
LP-100

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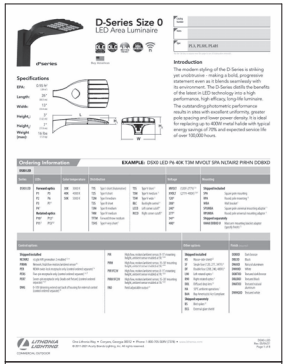

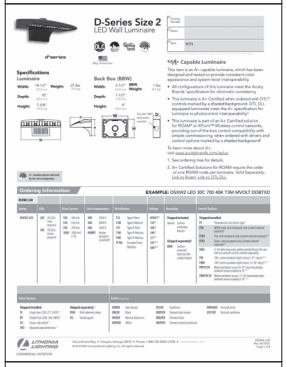

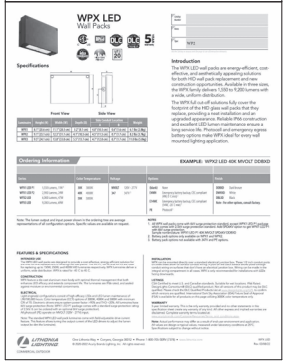

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
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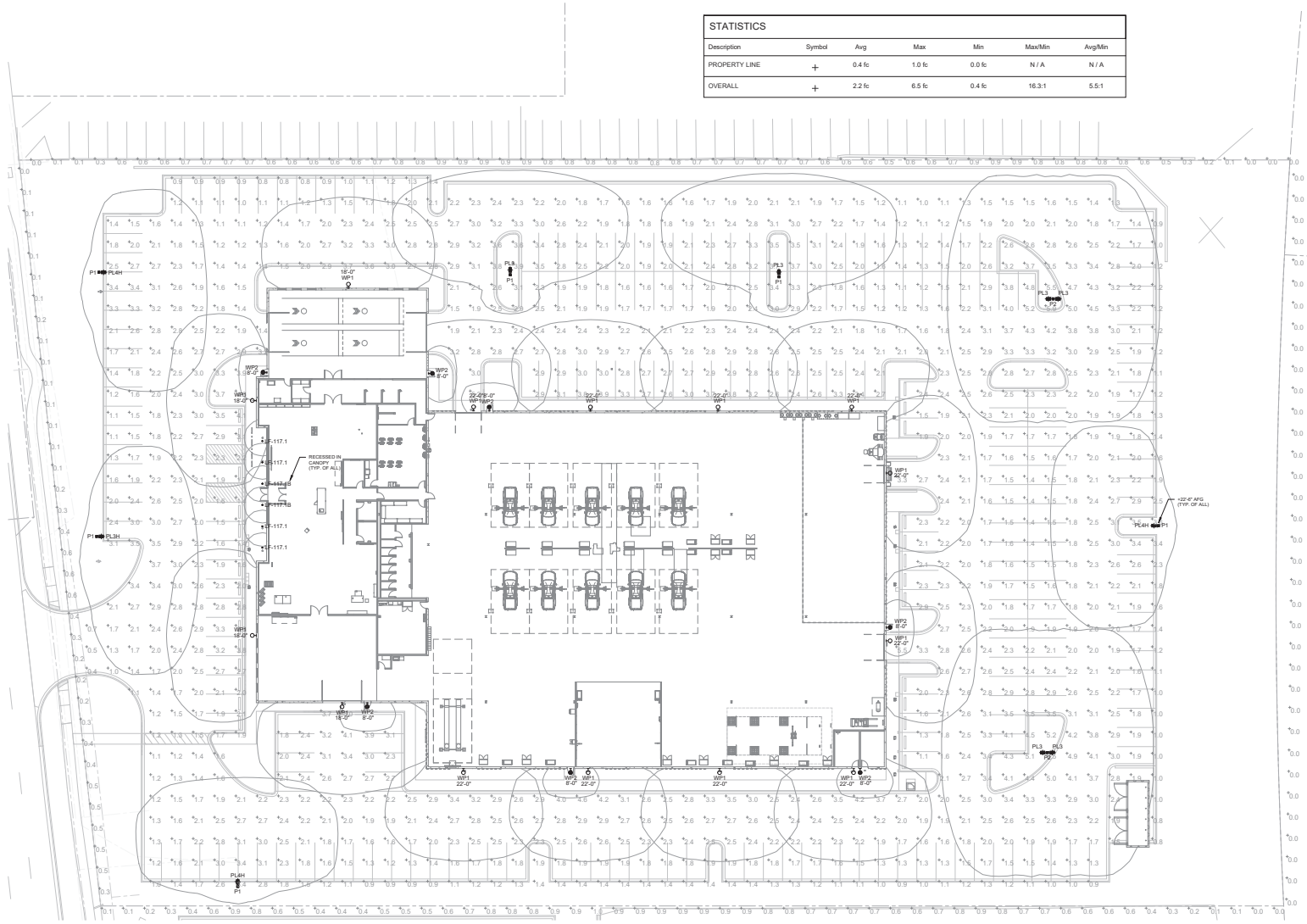
OVERALL	+	2.2 fc	6.5 fc	0.4 fc	16.3:1	5.5:1



1 ELECTRIC SITE PHOTOMETRIC PLAN
1" = 20'-0"

ELECTRIC LUMINAIRE SCHEDULE - SITE

TYPE	DESCRIPTION	MANUFACTURER / SERIES	SIZE	HOUSING / MOUNTING	MATERIAL	LENS DESCRIPTION	LAMP QTY	LAMP TYPE	LAMP BASE	BALLAST / DRIVER QTY	BALLAST / DRIVER	FINISH	COMMENTS	FIXTURE LOAD	VOLTAGE
LF-117.1	4" ROUND DOWNLIGHT	ELITE LTG HHA-LED	4"DIAx5-3/4"	RECESSED	STEEL	MD OPTIC, 4501-W-WH TRIM	1	LED, 3500K, 90 CRI	1,200 LUMENS	1	ELECTRONIC, 0-10V 1% DIMMING	WHITE	WET LISTED	14 VA	120 V
LF-117.1B	4" ROUND DOWNLIGHT - BATTERY	ELITE LTG HHA-LED	4"DIAx5-3/4"	RECESSED	STEEL	MD OPTIC, 4501-W-WH TRIM	1	LED, 3500K, 90 CRI	1,200 LUMENS	1	ELECTRONIC, 0-10V 1% DIMMING	WHITE	10W BATTERY BACKUP	14 VA	120 V
PL3	EXTERIOR POLE LIGHT	LITHONIA DSX0	26"x14"x8"	POLE	ALUMINUM	T3M OPTIC	1	LED, 4000K, 80 CRI	17,000 LUMENS	1	ELECTRONIC, 0-10V DIMMING	BLACK	WET LISTED, PIR SENSOR	137 VA	480 V
PL3H	EXTERIOR POLE LIGHT	LITHONIA DSX0	26"x14"x8"	POLE	ALUMINUM	T3M OPTIC	1	LED, 4000K, 80 CRI	17,000 LUMENS	1	ELECTRONIC, 0-10V DIMMING	BLACK	WET LISTED, PIR SENSOR, HOUSESIDE SHIELD	137 VA	480 V
PL4H	EXTERIOR POLE LIGHT	LITHONIA DSX0	26"x14"x8"	POLE	ALUMINUM	T4M OPTIC	1	LED, 4000K, 80 CRI	17,000 LUMENS	1	ELECTRONIC, 0-10V DIMMING	BLACK	WET LISTED, PIR SENSOR, HOUSESIDE SHIELD	137 VA	480 V
WP1	EXTERIOR WALL PACK	LITHONIA DSXW2	16"x10"x8"	WALL	ALUMINUM	T4M OPTIC	1	LED, 4000K, 80 CRI	14,500 LUMENS	1	ELECTRONIC, 0-10V DIMMING	BLACK	WET LISTED	104 VA	277 V
WP2	EXTERIOR WALL PACK - BATTERY	LITHONIA WPX1	9"x11"x3"	WALL	ALUMINUM	ACRYLIC LENS	1	LED, 4000K, 80 CRI	1,500 LUMENS	1	ELECTRONIC, 0-10V DIMMING	BLACK	WET LISTED, 20DEG BATTERY	11 VA	277 V

ELECTRIC LUMINAIRE POLE SCHEDULE

ALL FIELDS LEFT BLANK IN THE SCHEDULE BELOW ARE TBD BY POLE MANUFACTURER. MANUFACTURER IS RESPONSIBLE FOR PERFORMING CALCULATIONS AND FURNISHING A POLE THAT MEETS EPA REQUIREMENTS FOR THE PROJECT LOCATION AND THE SELECTED POLE MOUNTED LUMINAIRES. REFER TO SITE LIGHTING PLAN FOR OTHER ITEMS THAT MAY BE INSTALLED ON POLE, SUCH AS SECURITY EQUIPMENT, AND ACCOUNT FOR THIS IN THE CALCULATIONS.

TYPE	DESCRIPTION	MATERIAL	MANUFACTURER	MODEL	HEIGHT	MOUNTING	FINISH	COMMENTS
P1	SQUARE STRAIGHT	STEEL	LITHONIA	SSS	20' - 0"	1@90DEG	BLACK	
P2	SQUARE STRAIGHT	STEEL	LITHONIA	SSS	20' - 0"	2@180DEG	BLACK	

RIVIAN

PROJECT NAME:
DOWNERS GROVE

2100 OGDEN AVE
DOWNERS GROVE, IL 60515

Owner
Rivian LLC
14600 Myford Rd, Irvine, CA 92606

Architect
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601 Main St, Suite 200
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PHONE - 513-233-3333

Structural Engineer
Thorson Baker + Associates
2055 Reading Rd, Suite 450
CONTACT - Nick Stalnaker
PHONE - 513-579-8200

MEP Engineer
Kohrs Lonneman Heil Engineers, Inc.
1538 Alexandria Pike, Suite 11
CONTACT - Justin Marquardt
PHONE - 859-547-0239

KEYPLAN:

ISSUANCE:

REV.	DATE	DESCRIPTION
	07-24-2026	SITE PHOTOMETRICS

STANDARDS VERSION:

SIGNATURE & SEAL:
NOT FOR CONSTRUCTION

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FOS CODE:
AOR CODE LOCATION

TITLE:
ELECTRICAL SITE PHOTOMETRIC PLAN

DRAWING NO.:
E-100

KLH PROJECT #: 28501

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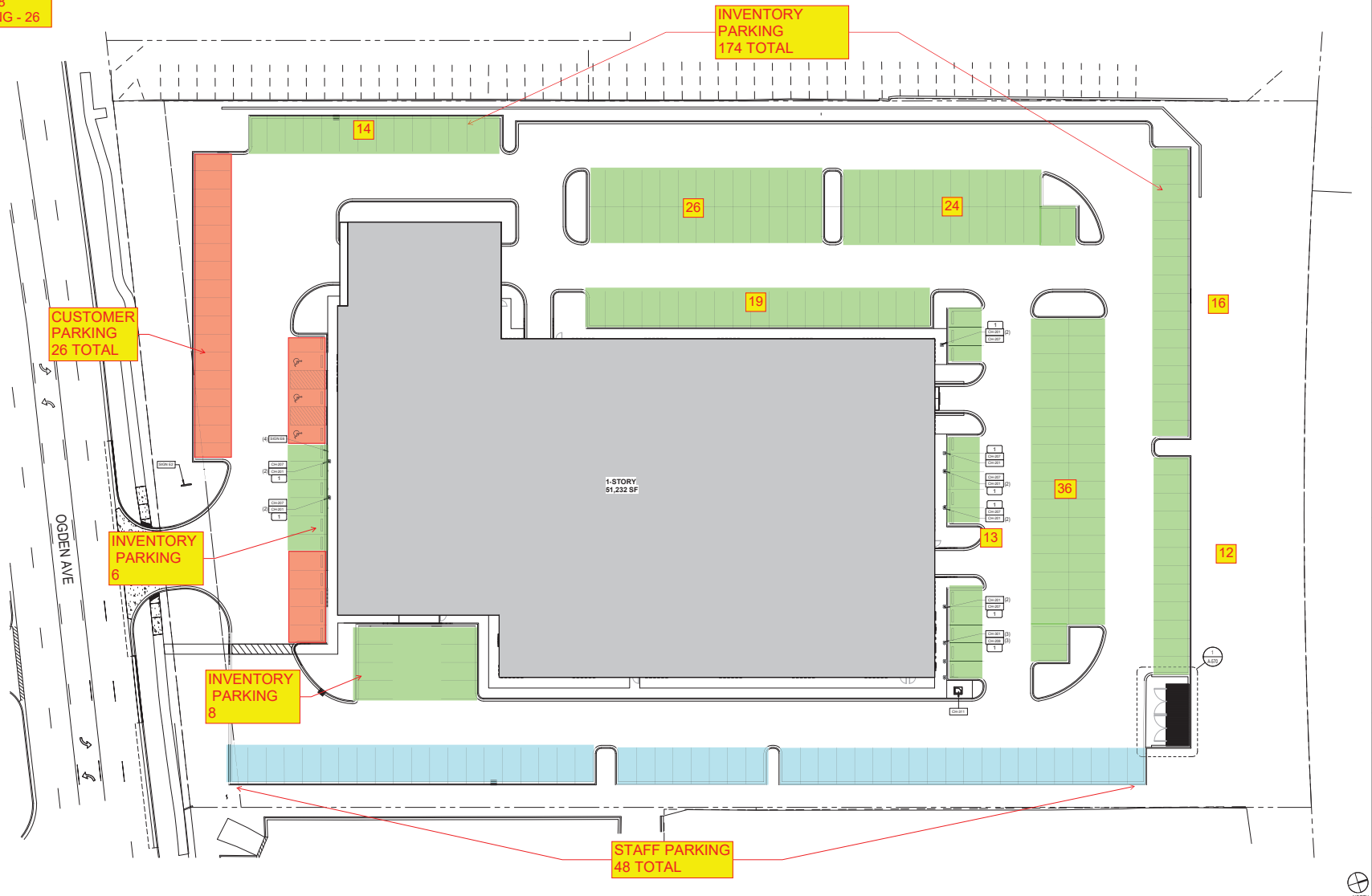
13 AUGUST 2026

INVENTORY PARKING - 174
STAFF PARKING - 48
CUSTOMER PARKING - 26



GENERAL NOTES

WALKS AND SIDEWALKS

1. WALKS AND SIDEWALKS SUBJECT TO THESE REGULATIONS SHALL HAVE A CONTINUOUS COMMON SURFACE, NOT INTERRUPTED BY STEPS OR BY ABRUPT CHANGES IN LEVEL EXCEEDING 1/2". AEOR TO LINEOUT/UPDATE NOTES ACCORDING TO PROJECT SPECIFIC SCOPE.
2. WALKS AND SIDEWALKS SHALL BE 48" MINIMUM IN WIDTH. EOR TO CONFIRM WITH AHJ REQUIREMENTS
3. WHEN CHANGE IN LEVEL NOT EXCEEDING 1/2 INCH OCCUR, THEY SHALL BE BEVELED WITH A SLOPE NO GREATER THAN ONE UNIT VERTICAL TO 2 UNITS HORIZONTAL (50 PERCENT), EXCEPT THAT LEVEL CHANGES NOT EXCEEDING 1/4 INCH MAY BE VERTICAL.
4. WHEN ABRUPT CHANGES IN LEVEL GREATER THAT 1/2" ARE NECESSARY; THEY SHALL COMPLY WITH THE REQUIREMENTS FOR CURB CUTS.
5. WALK AND SIDEWALK SURFACES SHALL BE SLIP-RESISTANT AS FOLLOWS: A SURFACES WITH A SLOPE OF LESS THAN 5 PERCENT GRADIENT SHALL BE AT LEAST AS SLIP-RESISTANT AS THAT DESCRIBED AS A MEDIUM SALTED FINISH. B. SURFACES WITH A SLOPE OF 5 PERCENT GRADIENT OR GREATER SHALL BE SLIP-RESISTANT.
6. WHEN THE SLOPE IN THE DIRECTION OF TRAVEL OF ANY WALK EXCEEDS ONE VERTICAL TO 20 UNITS HORIZONTAL (5 PERCENT GRADIENT), IT SHALL COMPLY WITH THE PROVISIONS FOR PEDESTRIAN RAMPS .
7. WALK AND SIDEWALK SURFACE CROSS SLOPES SHALL NOT EXCEED 1/4 INCH PER FOOT. ALL WALKS WITH CONTINUOUS GRADIENTS SHALL HAVE LEVEL AREAS OF AT LEAST 5 FEET IN LENGTH AT INTERVALS OF AT LEAST EVERY 400 FEET.
8. WALKS SHALL BE PROVIDED WITH A LEVEL AREA NOT LESS THAN 60 INCHES BY 60 INCHES AT A DOOR OR GATE THAT SWINGS TOWARD THE WALK, AND NOT LESS THAN 48 INCHES WIDE BY 44 INCHES DEEP THAT A DOOR OR GATE THAT SWINGS AWAY FROM THE WALK.
9. LEVEL AREA OF WALKS SHALL EXTEND 24 INCHES TO THE SIDE OF THE STRIKE EDGE OF A DOOR OR GATE THAT SWINGS TOWARD THE WALK.
10. WALKS, SIDEWALKS AND PEDESTRIAN WAYS SHALL BE FREE OF GRATING WHENEVER POSSIBLE. FOR GRATINGS LOCATED IN THE SURFACE OF ANY OF THESE AREAS, GRID OPENINGS IN THE GRATINGS SHALL BE LIMITED TO 1/2 INCH IN THE DIRECTION OF TRAFFIC FLOW. IF GRATINGS HAVE ELONGATED OPENINGS, THEY SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
11. IF A WALK CROSSES OR ADJOINS A VEHICULAR WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILINGS, OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND VEHICULAR AREAS, THE BOUNDARY BETWEEN THE AREAS SHALL BE DEFINED BY A CONTINUOUS DETECTABLE WARNING WHICH IS 36 INCHES WIDE. ONLY APPROVED DSA/AC DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE INSTALLED.

CURB RAMPS

1. CURB RAMPS SHALL BE CONSTRUCTED AT EACH CORNER OF STREET INTERSECTIONS. WHERE A PEDESTRIAN WAY CROSSES A CURB, THE PREFERRED AND RECOMMENDED LOCATION FOR CURB RAMPS IS IN THE CENTER OF THE CROSSWALK OF EACH STREET CORNER. WHERE IT IS NECESSARY TO LOCATE A CURB RAMP IN THE CENTER OF THE CURB RETURN AND THE STREET SURFACES ARE MARKED TO IDENTIFY PEDESTRIAN CROSSWALKS, THE LOWER END OF THE CURB RAMPS SHALL TERMINATE WITHIN SUCH CROSSWALK AREAS.
2. CURB RAMPS SHALL BE A MINIMUM OF 4 FEET IN WIDTH AND SHALL LIE, GENERALLY, IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE.
3. 1:6 OR 16.66% MAX SLOPE FOR CAR RAMPS. LONGER/SHALLOWER PITCH ARE PREFERRED. THE SLOPE OF THE FANNED OR FLARED SIDES OF CURB RAMPS SHALL NOT EXCEED ONE UNIT VERTICAL TO 10 UNITS HORIZONTAL.
4. 6" HEIGHT FOR WHEEL STOPS. 09/A-573
5. (ADA) TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
6. MAXIMUM SLOPES OF ADJOINING GUTTERS, ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP OR ACCESSIBLE ROUTE, SHALL NOT EXCEED ONE VERTICAL UNIT TO 20 UNITS HORIZONTAL (5 PERCENT SLOPE) WITHIN 4 FEET OF THE TOP AND BOTTOM OFF THE CURB RAMP. THE SLOPE OF THE FANNED OR FLARED SIDES OF CURB RAMPS SHALL NOT EXCEED ONE UNIT VERTICAL TO 10 HORIZONTAL (10 PERCENT SLOPE)
7. A LEVEL LANDING 4 FEET DEEP SHALL BE PROVIDED AT THE UPPER END OF EACH CURB RAMP OVER ITS FULL WIDTH TO PERMIT SAFE EGRESS FROM THE RAMP SURFACE. OR THE SLOPE OF THE FANNED OR FLARED SIDES OF THE CURB RAMP SHALL NOT EXCEED ONE UNIT VERTICAL TO 12 UNITS HORIZONTAL (8.33 PERCENT SLOPE). GROUND AND FLOOR SURFACES SHALL BE OF CONTRASTING FINISH FROM THAT OF THE ADJACENT SIDEWALK.
8. ALL CURB RAMPS SHALL HAVE A GROOVED BORDER 12 INCHES WIDE AT THE LEVEL SURFACE OF THE SIDEWALK ALONG THE TOP AND EACH SIDE APPROXIMATELY 1/4 INCH ON CENTER. ALL CURB RAMPS CONSTRUCTED BETWEEN THE FACE OF THE CURB AND THE STREET SHALL HAVE A GROOVED BORDER AT THE LEVEL SURFACE OF THE SIDEWALK. CURB RAMPS SHALL HAVE A DETECTABLE WARNING THAT EXTENDS THE FULL WIDTH AND DEPTH OF THE CURB RAMP, EXCLUDING THE FLARED SIDES, INSIDE THE GROOVED BORDER. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES WITH DIAMETER OF NOMINAL 0.9 INCH AT THE BASE, TAPERING TO 0.45 INCH AT THE TOP, A HEIGHT OF NOMINAL 0.2 INCH, AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCHES. THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. THE DOMES MAY BE CONSTRUCTED IN A VARIETY OF METHODS, INCLUDING CAST-IN-PLACE OR STAMPED, OR MAY BE A PART OF A PREFABRICATED SURFACE TREATMENT. ONLY APPROVED DSA-AC DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE INSTALLED. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED CARS.

SITE

1. ALL ACCESSIBLE PARKING SPACES SHALL NOT EXCEED THE MAXIMUM PERMITTED SLOPE OF 2.0% IN ANY DIRECTION.
2. THE CONTRACTOR SHALL REMOVE EXISTING STRIPING BY SANDBLASTING ALL AREAS TO BE RESTRIPED, PRIOR TO PAINTING NEW STRIPING.
3. THE SIX INCHES OF CURB OR ROADWAY ADJACENT TO ROAD EDGE SHALL BE PAINTED RED ALONG THE ENTIRE LENGTH OF THE FIRE LANE.
4. THE WORDS "FIRE LANE" SHALL BE PAINTED IN WHITE LETTERS AT LEAST EVERY 50 LF. ON THE ROADWAY EDGE. THE LETTERS SHALL BE A MINIMUM OF FOUR INCHES IN HEIGHT WITH A MINIMUM 1/2" STROKE.
5. SIGNS DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY AND DIRECTION OF TRAVEL (SEE DETAILS) SHALL BE LOCATED AT EVERY MAJOR JUNCTION ALONG OR LEADING TO AN ACCESSIBLE ROUTE OF TRAVEL.
6. THE CONTRACTOR SHALL VERIFY THAT ACCESSIBLE PARKING NOTIFICATION SIGNS ARE POSTED CONSPICUOUSLY AT EACH ENTRANCE TO THE SITE. IF MISSING, THE CONTRACTOR SHALL INSTALL NEW NOTIFICATION SIGNS PER DETAIL 04/A-031 & 09/A-032.
7. SPACE TYPES INDICATED ON PLAN ARE FOR REFERENCE AND ARE NOT TO BE PAINTED ON THE PAVING

KEYNOTES

1	GC TO PROVIDE AND INSTALL PEDESTALS AND PREFAB FOOTINGS FOR L2 AND L3 CHARGERS. FINAL LOCATIONS TO BE DETERMINED IN THE FIELD TO AVOID EXISTING CURB. REFER TO A-565 & A-566 FOR PREFAB FOOTING DETAIL.

ARCHITECTURAL SITE PLAN

SCALE: 1" = 20'-0"

1

NORTH

RIVIAN

PROJECT NAME:
DOWNERS GROVE

2100 OGDEN AVE
DOWNERS GROVE, IL 60515

Owner
GMX Real Estate Group, LLC
3000 Dundee Road, Suite 408
Northbrook, IL 60062
CONTACT - Todd Smutz
PHONE - 847-680-8600

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CONTACT - Ian Ramous
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Structural Engineer
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PHONE - 513-579-8200

MEP Engineer
Kohrs Lonneman Heil Engineers, Inc.
1538 Alexandria Pike, Suite 11
CONTACT - Justin Marquardt
PHONE - 859-547-0239

Civil Engineer
RTM Engineering Consultants
1933 N. Meacham, Suite 700
Schaumburg, IL 60173
CONTACT - Lucas Keller
PHONE - 847-756-4180

ISSUANCE:

REV:	DATE	DESCRIPTION
	8-6-2026	75% CD

STANDARDS VERSION: R3.03.02

SIGNATURE & SEAL:
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FOS CODE:
AOR CODE LOCATION

TITLE:
ARCHITECTURAL SITE PLAN

DRAWING NO.:
A-041

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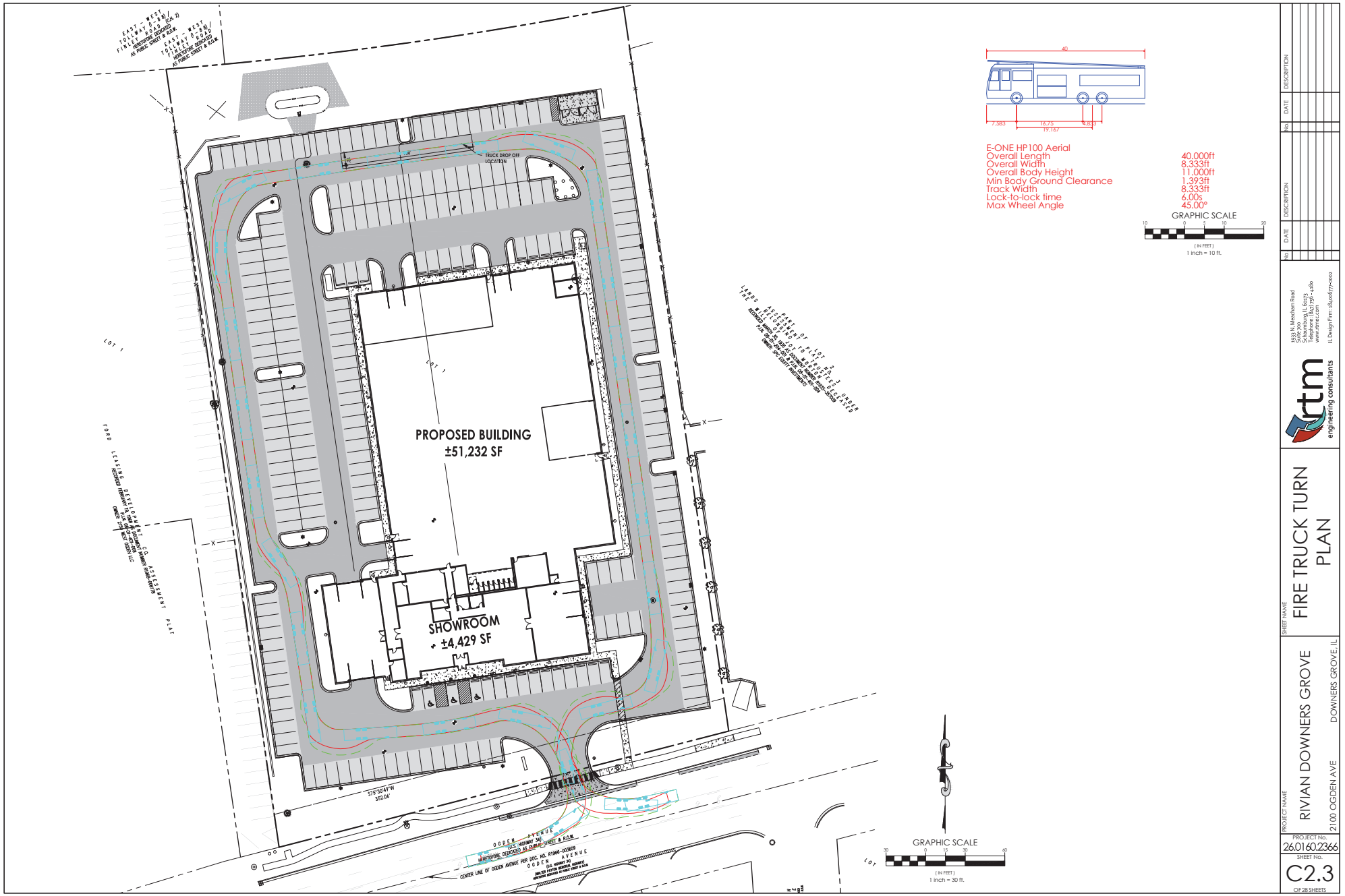
Keep the world adventurous forever.



NO	DESCRIPTION	NO	DATE

rtm engineering consultants
1933 N. Meacham Road
Suite 700
Schaumburg, IL 60173
Telephone: (847) 705-4280
www.rtmec.com
IL Design Firm: 184.008777-0002

SHEET NAME
FIRE TRUCK TURN PLAN

PROJECT NAME
RIVIAN DOWNERS GROVE
2100 OGDEN AVE DOWNERS GROVE, IL

PROJECT No.
26.0160.2366

SHEET No.
C2.3
OF 28 SHEETS

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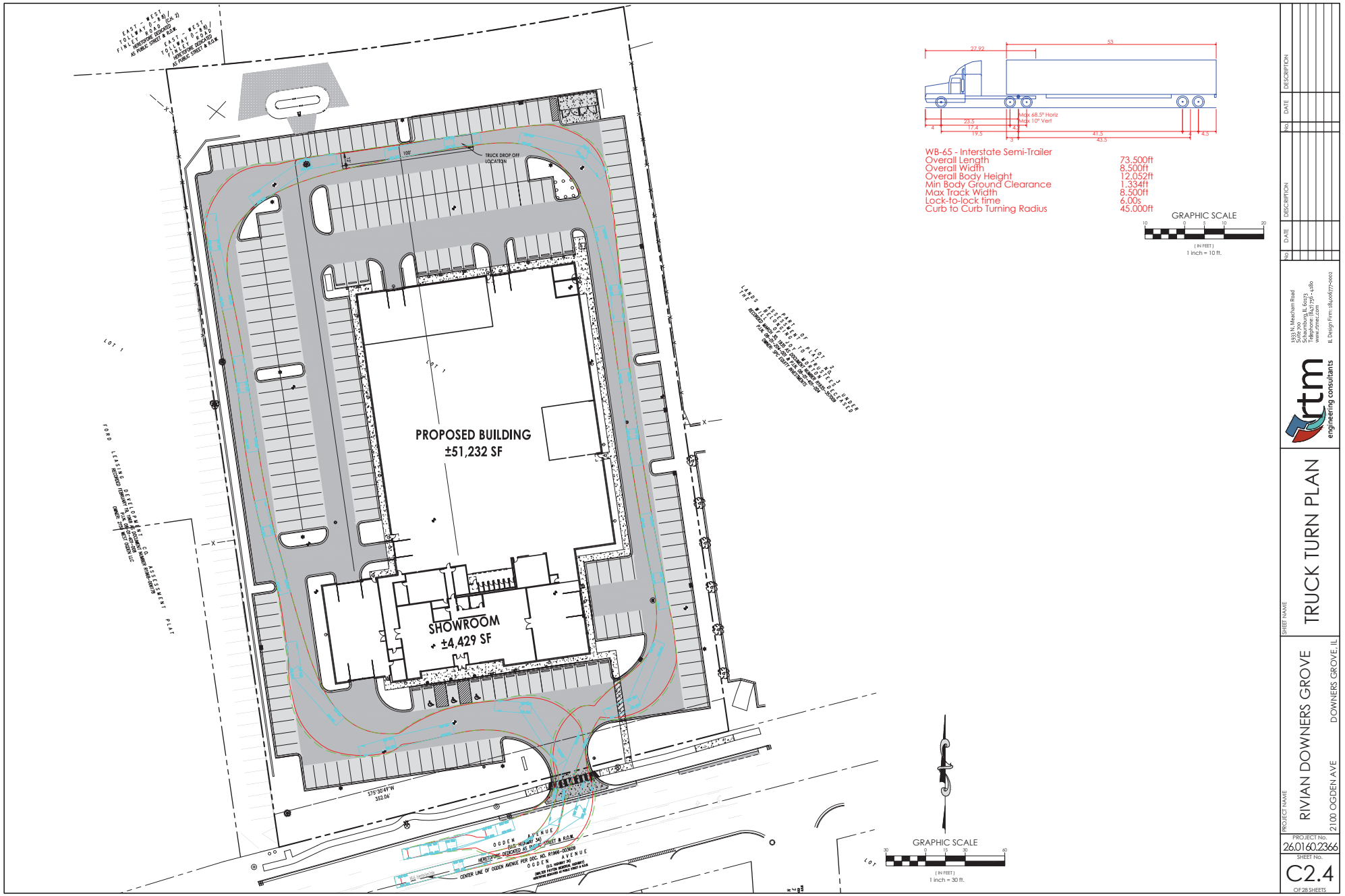

WB-65 - Interstate Semi-Trailer

Overall Length	73.500ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	45.000ft

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 inch = 10 ft.

NO	DATE	DESCRIPTION

rtm engineering consultants
1933 N. Meacham Road
Suite 700
Schaumburg, IL 60173
Telephone: (847) 795-4280
www.rtmec.com
IL Design Firm: 184.008777-0002

SHEET NAME: TRUCK TURN PLAN

PROJECT NAME: RIVIAN DOWNERS GROVE
2100 OGDEN AVE DOWNERS GROVE, IL

PROJECT No. 26.0160.2366

SHEET No. C2.4
OF 28 SHEETS

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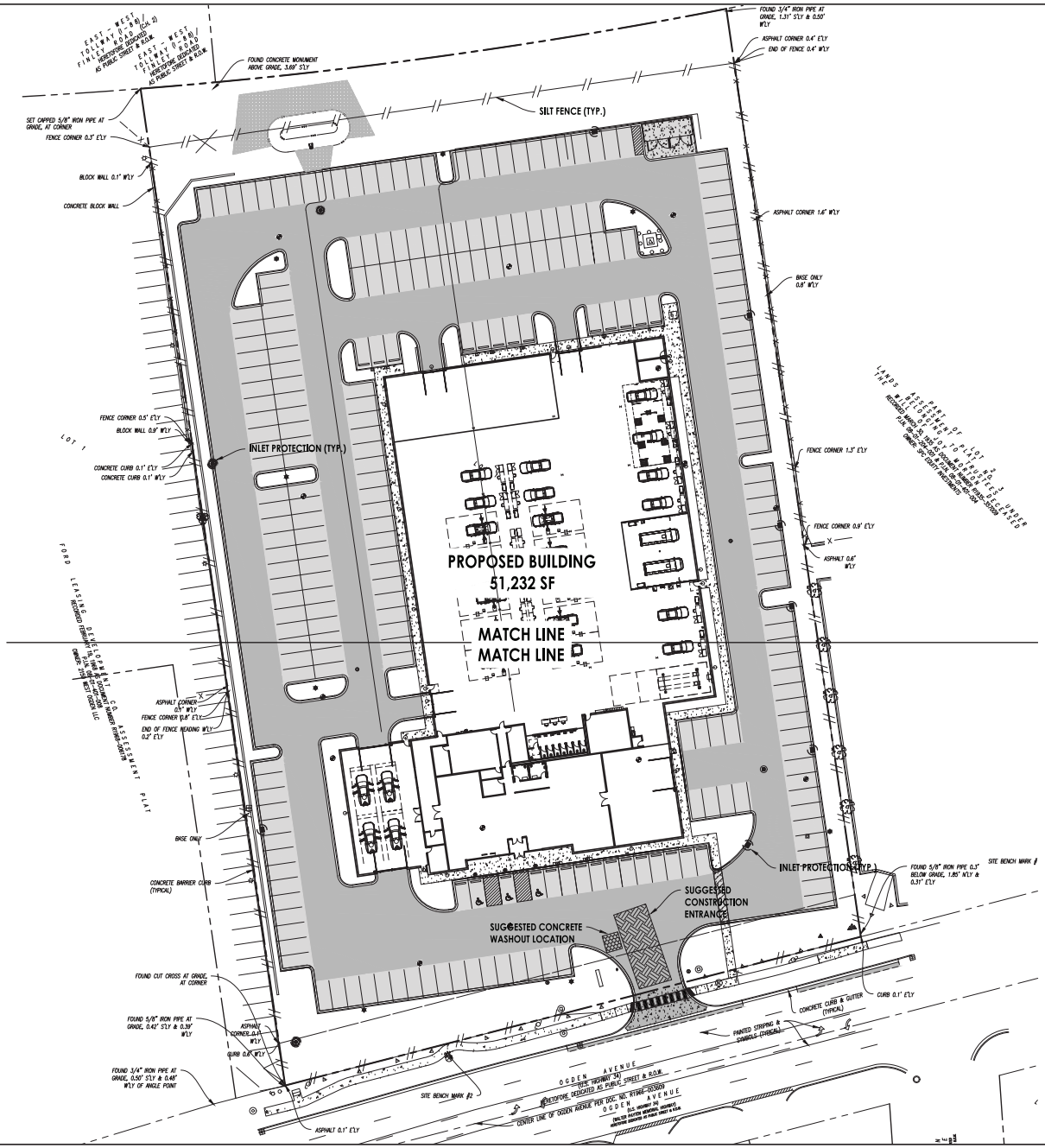

NO	DATE	DESCRIPTION

rtm engineering consultants
1933 N. Meacham Road
Suite 700
Schaumburg, IL 60173
Telephone: (847) 705-4280
www.rtmec.com
IL Design Firm: 184.008577-0002

SHEET NAME: EROSION CONTROL PLAN

PROJECT NAME: RIVIAN DOWNERS GROVE
2100 OGDEN AVE DOWNERS GROVE, IL

PROJECT No. 26.0160.2366

SHEET No. C5.0
OF 28 SHEETS

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Traffic Impact Study
Proposed Rivian Car Dealership

Downers Grove, Illinois

Prepared For:

GMX REAL ESTATE GROUP

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

August 14, 2026

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 Rivian dealership to be located in Downers Grove, Illinois. The site is located at 2100 Ogden Avenue and is currently occupied by the Bill Kay Corvettes dealership. The plans call for a 51,232 square-foot building providing auto sales and services. Access will continue to be provided off Ogden Avenue via the existing full access drive.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions on site and in the area, determine if any roadway or access improvements are necessary, and identify the existing parking supply and its adequacy in accommodating the future parking demand.

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 sections of this report present the following:

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

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

1. Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes obtained from the traffic counts.

2. Year 2032 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes increased by an ambient area growth factor not attributable to any particular development and the traffic that will be generated by area under construction or planned developments.

3. Year 2032 Total Projected Conditions – Analyzes the capacity of the future roadway system assuming the Year 2032 no-build traffic volumes and the traffic estimated to be generated by the proposed development.

Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented 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 is located on the north side of Ogden Avenue approximately 650 feet east of Finley Road/Belmont Road. Land uses in the vicinity of the site are primarily commercial/car dealerships along Ogden Avenue.

Existing Roadway System Characteristics

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

Ogden Avenue (U.S. Route 34)

- East-west other principal arterial roadway
- Provides two travel lanes in each direction divided by a two-way left-turn lane (TWLTL)
- Unsignalized at its intersection with Wilson Avenue and the site's access drive
- Under the jurisdiction of Illinois Department of Transportation (IDOT)
- Carries an annual average daily traffic (AADT) volume of 31,600 vehicles (IDOT 2025)
- Posted speed limit of 35 miles per hour

Wilson Avenue

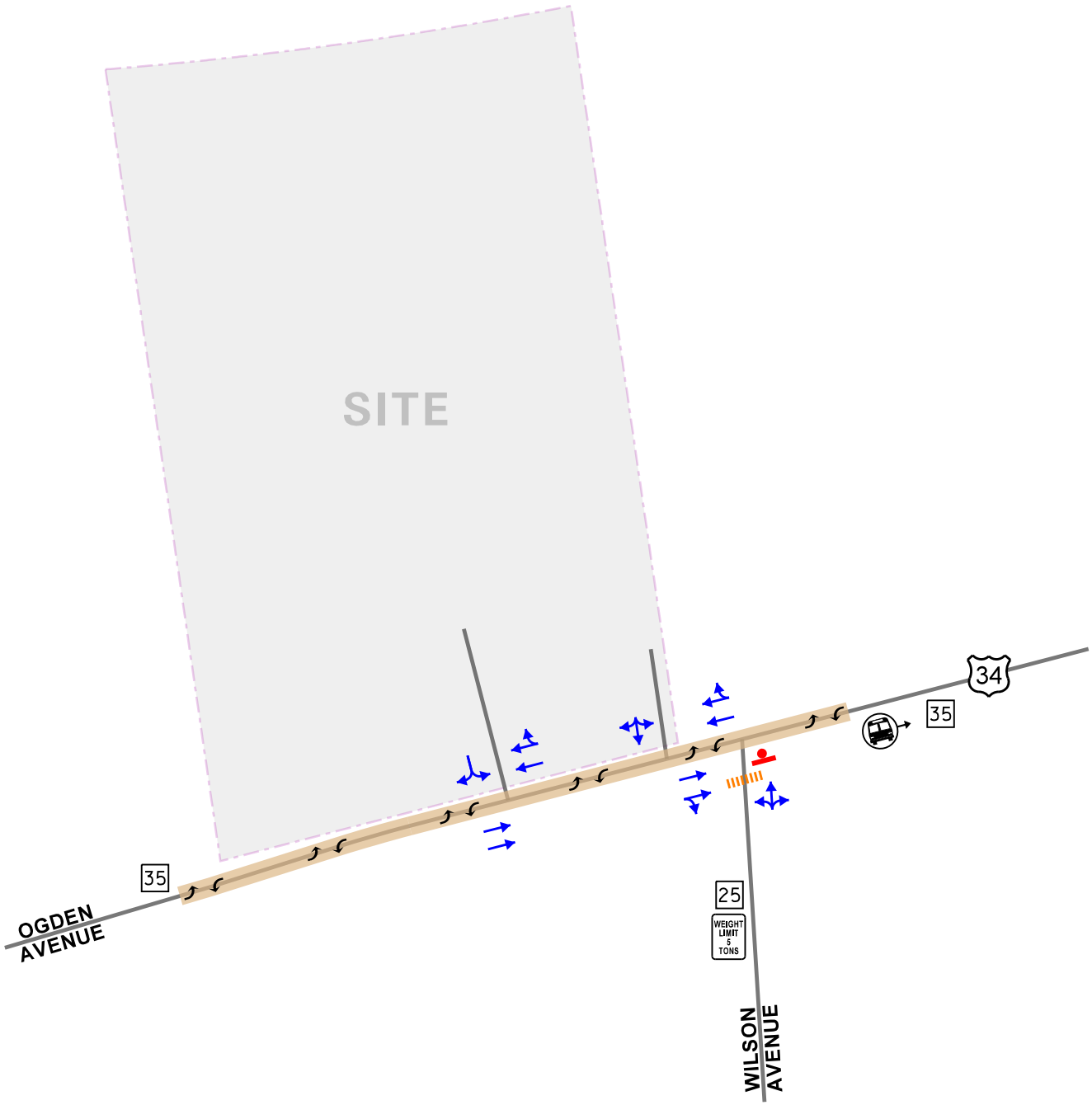
- North-south local roadway
- Provides one travel lane in each direction
- Under stop sign control at its intersection with Ogden Avenue
- Under the jurisdiction of Village of Downers Grove
- Posted speed limit of 25 miles per hour

LEGEND

- TRAVEL LANE
- STOP SIGN
- SPEED LIMIT SIGN
- BUS STOP
- TWO-WAY LEFT TURN LANE
- HIGH VISIBILITY CROSSWALK

N

NOT TO SCALE



Rivian Dealership
Downers Grove,
Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-159 Figure: 3

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts on Thursday, May 14, 2026, during the weekday morning (7:00 to 9:00 A.M.), weekday evening (4:00 to 6:00 P.M.), and Saturday midday (11:30 A.M. to 2:00 P.M.) peak periods at the following intersections:

- Ogden Avenue with Wilson Avenue/East Access Drive
- Ogden Avenue with Main Access Drive

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M., the weekday evening peak hour of traffic occurs from 4:15 P.M. to 5:15 P.M., and the Saturday midday peak hour of traffic occurs from 11:30 A.M. to 12:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Summary

KLOA, Inc. obtained crash data[1] from IDOT's Division of Traffic Safety for the past five years (2020 to 2024) for the intersection of Ogden Avenue with Wilson Avenue, as summarized in **Tables 1**. The crash data indicated that the frequency of crashes was low.

Table 1
OGDEN AVENUE WITH WILSON AVENUE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	P	Total	PD	I	F
2020	0	0	0	1	0	0	1	2	0	1	1
2021	1	0	0	0	0	0	0	1	0	1	0
2022	0	0	0	0	0	1	0	1	0	1	0
2023	0	0	0	2	0	0	0	2	1	1	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**0**	**0**	**3**	**0**	**1**	**1**	**6**	**1**	**4**	**1**
Avg	**<1.0**	**0**	**0**	**<1.0**	**0**	**<1.0**	**<1.0**	**1.2**	**<1.0**	**<1.0**	**<1.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning; P - Pedestrian
PD – Property Damage; I – Injury; F - Fatal

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

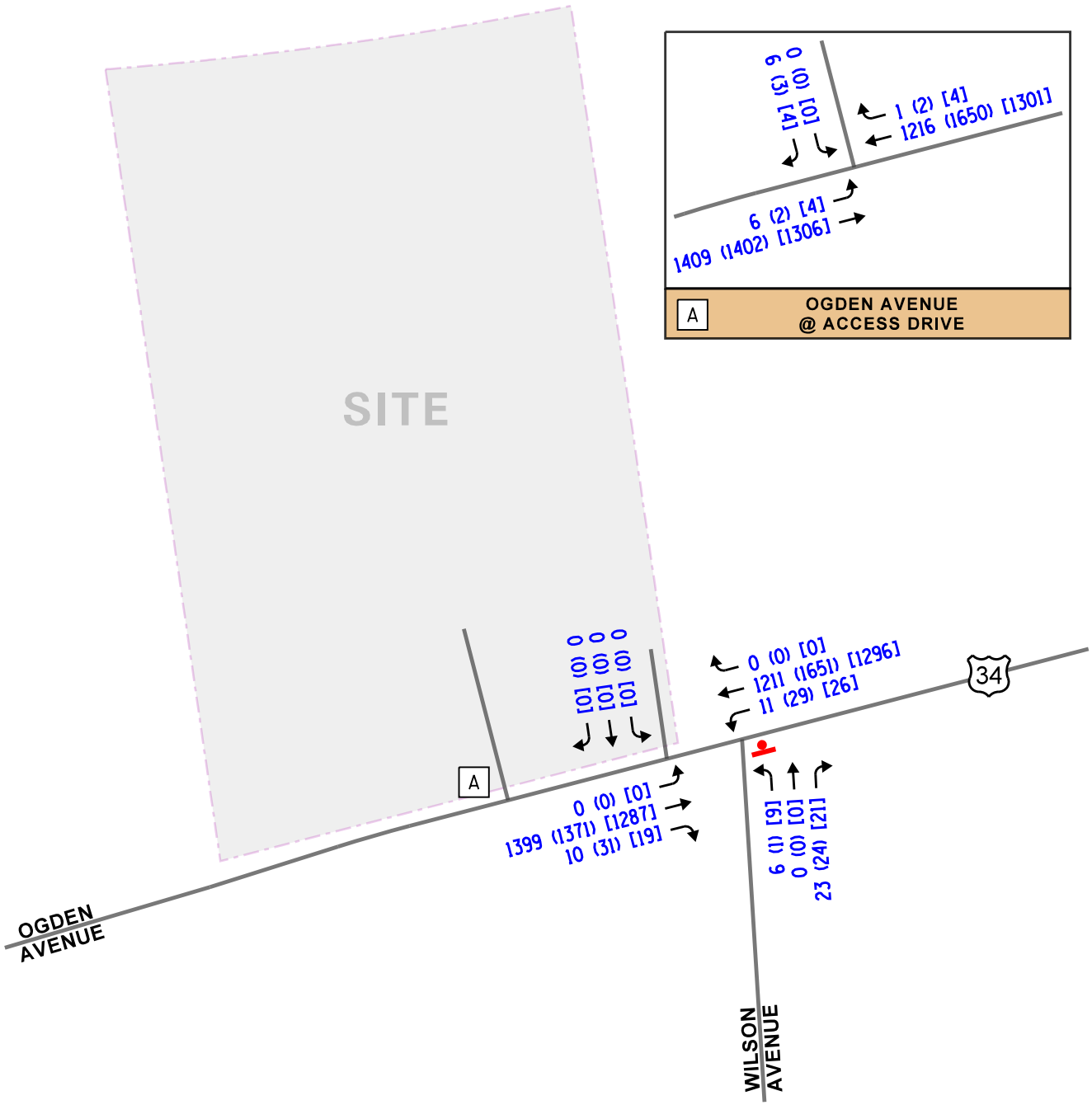
LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (11:30 AM -12:30 PM)

NOT TO SCALE



Rivian Dealership
Downers Grove,
Illinois

Existing Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-159 Figure: 4

3. Traffic Characteristics of the Development

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

Proposed Development Plan

As proposed, the site will be redeveloped with an approximately 51,232 square-foot Rivian car dealership replacing the existing dealership on site. The dealership will be generally open between 9:00 A.M. and 6:00 P.M. Monday through Saturday.

Currently, the site is served by two access drives. The main full-movement access drive is located approximately 160 feet west of Wilson Avenue and provides one inbound lane and one outbound lane. The east access drive is located approximately 40 feet east of Wilson Avenue and is primarily utilized as a service drive. Under the proposed plans, the east access drive will be eliminated and the site will be served by the existing full-movement access drive. The elimination of the east access drive will have a positive impact on traffic flow along Ogden Avenue by reducing the number of conflict points with nearby intersections that are within close proximity.

A copy of the site plan is included in the Appendix.

Directional Distribution

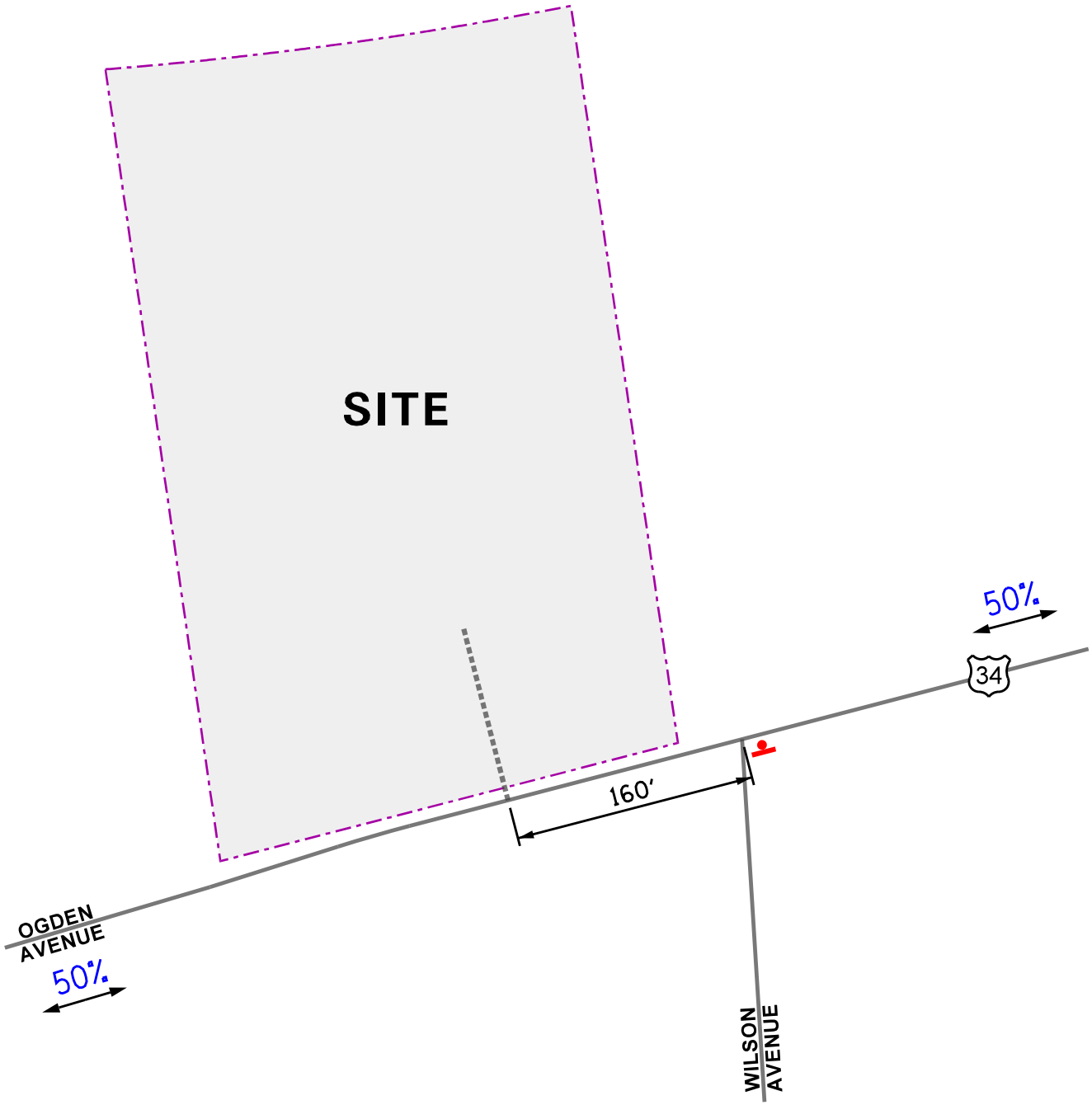
The directions from which residents of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the site-generated traffic

LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

NOT TO SCALE



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Directional Distribution

KLOA
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Job No: 26-159 Figure: 5

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed car dealership was based on data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition. Land Use Code 840 (Automobile Sales – New) was utilized. **Table 2** shows the estimated vehicle trip generation for the weekday morning, weekday evening, and Saturday midday peak hours.

It should be noted that the proposed dealership will amount to a net increase in traffic in the area. However, given that the existing dealership on site is currently generating traffic, as shown by the results of the traffic counts, not all of the trips the proposed dealership will generate will be new or additive to the area roadway system. In order to provide a conservative analysis, the traffic currently generated by the existing dealership was not removed from the traffic along Ogden Avenue. Furthermore, the dealership will not open until after 9:00 A.M., which is after the weekday morning peak hour of traffic. A copy of the ITE trip generation sheets is included in the Appendix.

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
840	New Car Dealership (51,232 s.f.)	66	24	90	42	62	104	68	59	127

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 development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the development is illustrated in **Figure 6.**

Background (No-Build) Traffic Volumes

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 AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated May 12, 2026, the area roadways are projected to experience a compounded growth rate of approximately 0.35 percent per year. As such, a total background growth of 2.2 percent was added to project Year 2032 conditions (Year 2027 plus five years). A copy of the CMAP projections letter is included in the Appendix.

In addition, the traffic that will be generated by a proposed warehouse building to be located in the northwest quadrant of the intersection of Warrenville Road with Cross Street was added to the roadway network.

The Year 2032 no-build traffic volumes are illustrated in **Figure 7**.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2032 total projected traffic volumes, as shown in **Figure 8**.

LEGEND

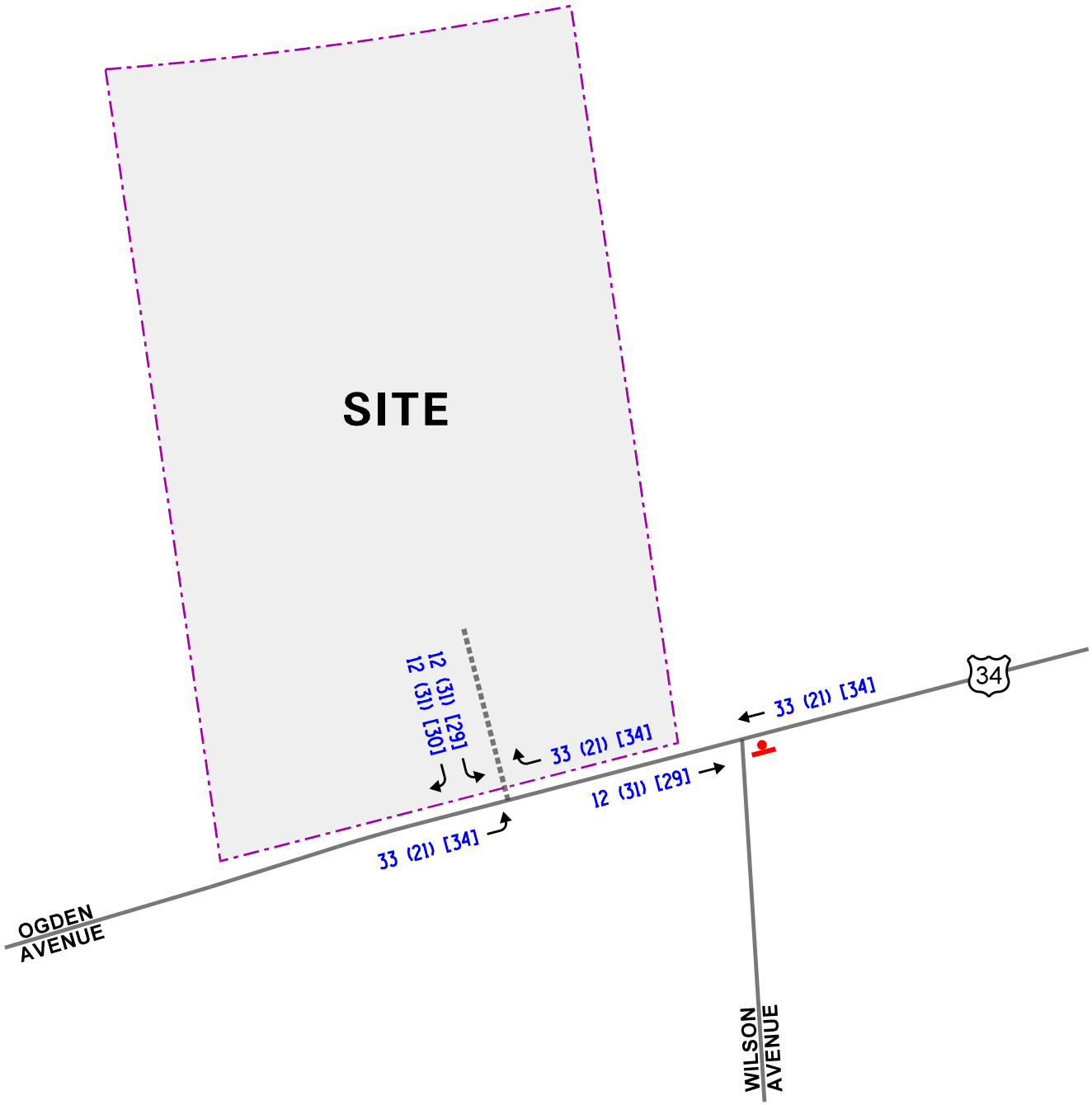
00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (11:30 AM -12:30 PM)

N

NOT TO SCALE



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Site-Generated Traffic Volumes

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Job No: 26-159 Figure: 6

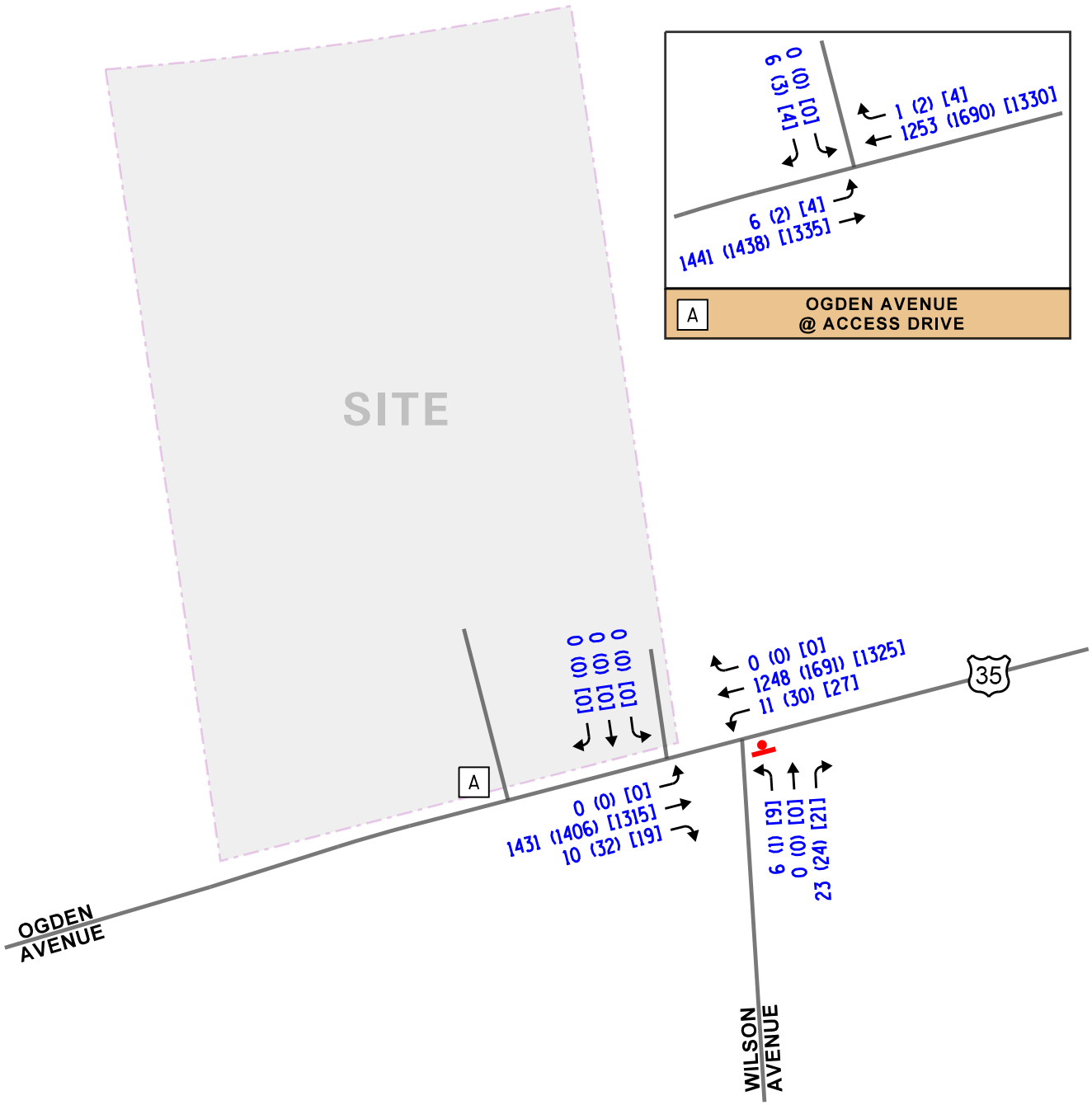
LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (11:30 AM -12:30 PM)

NOT TO SCALE



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Year 2032 No-Build Traffic Volumes

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-159 Figure: 7

LEGEND

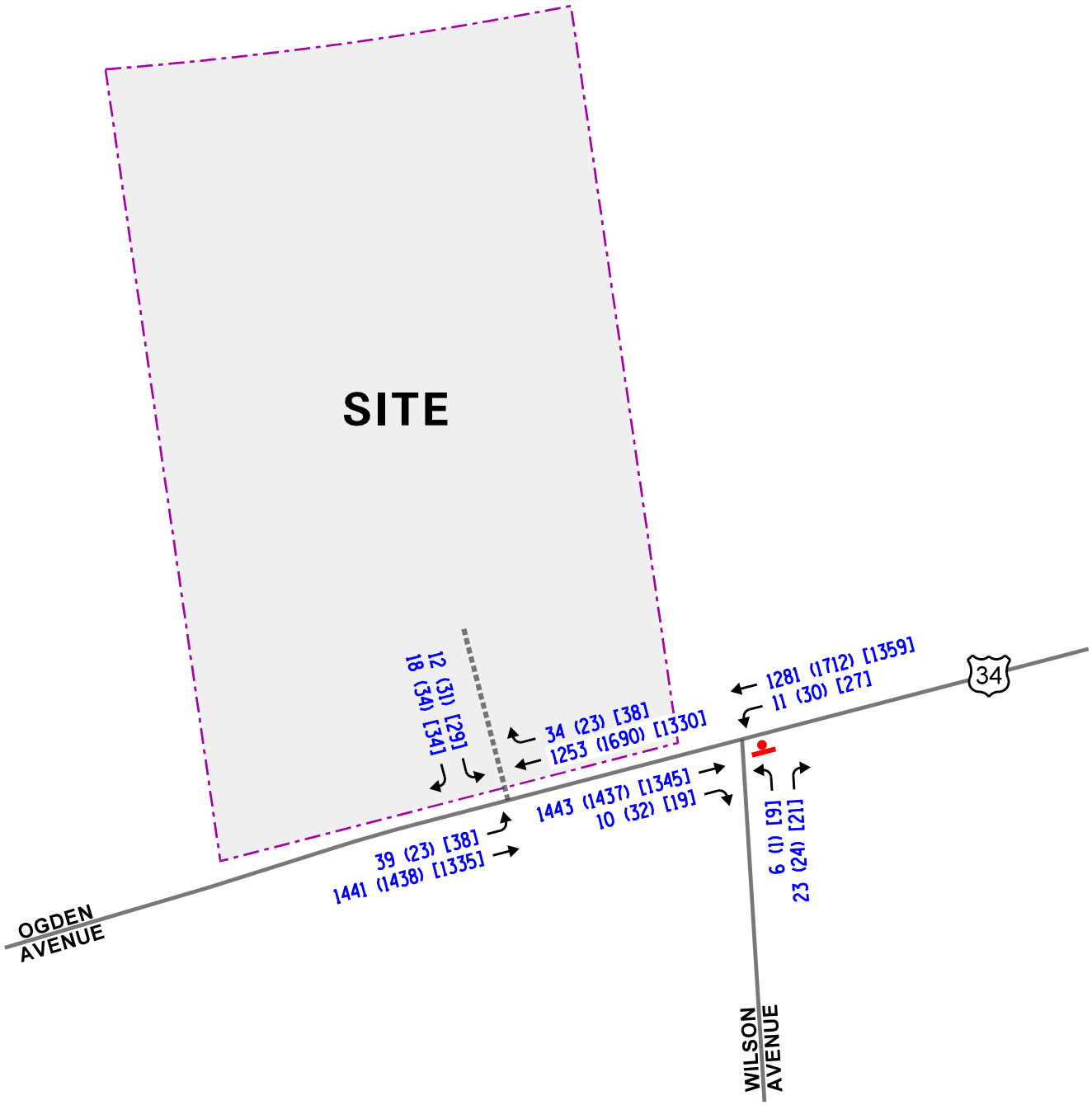
00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (11:30 AM -12:30 PM)

N

NOT TO SCALE



Rivian Dealership
Downers Grove,
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Year 2032 Total Traffic Volumes

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Job No: 26-159 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday peak hours. The analysis included conducting capacity analyses to determine how well the roadway system and access drive 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, weekday evening, and Saturday midday peak hours for the existing (Year 2026), no-build (Year 2032), and total projected (Year 2032) 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 computer software.

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, no-build, and Year 2032 total projected conditions are presented in **Tables 3** through **5**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Ogden Avenue with Wilson Avenue/East Access Drive[1]						
• Northbound Approach	D	28.2	C	17.3	C	23.7
• Southbound Approach	--	--	--	--	--	--
• Westbound Left Turn	B	13.2	B	13.9	B	12.4
• Eastbound Left Turn	--	--	--	--	--	--
Ogden Avenue with Main Access Drive[2]						
• Southbound Approach	B	13.5	C	16.8	B	14.1
• Eastbound Left Turn	A	11.6	B	14.6	B	12.1

LOS = Level of Service
Delay is measured in seconds.
1 - Two-way stop control
2- One way stop control

Table 4
CAPACITY ANALYSIS RESULTS – NO BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Ogden Avenue with Wilson Avenue/East Access Drive[1]						
• Northbound Approach	D	28.2	C	17.7	C	24.5
• Southbound Approach	--	--	--	--	--	--
• Westbound Left Turn	B	13.4	B	14.2	B	12.6
• Eastbound Left Turn	--	--	--	--	--	--
Ogden Avenue with Main Access Drive[2]						
• Southbound Approach	B	13.8	C	17.2	B	14.3
• Eastbound Left Turn	B	11.8	C	15.5	B	12.3

LOS = Level of Service
Delay is measured in seconds.
1 - Two-way stop control
2- One way stop control

Table 5
CAPACITY ANALYSIS RESULTS - PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Ogden Avenue with Wilson Avenue[1]						
• Northbound Approach	D	25.8	C	17.6	C	22.1
• Westbound Left Turn	B	13.5	B	14.5	B	12.9
Ogden Avenue with Main Access Drive[1]						
• Southbound Approach	C	23.9	E	44.6	D	32.7
• Eastbound Left Turn	B	12.5	C	15.8	B	13.1

LOS = Level of Service
Delay is measured in seconds.
1 -One 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 future traffic volumes.

Ogden Avenue with Wilson Avenue

The results of the capacity analyses indicate that the northbound approach currently operates at a Level of Service (LOS) D during the weekday morning peak hour and LOS C during the weekday evening and Saturday midday peak hours. Furthermore, the westbound and eastbound left-turn movements operate at LOS B or better during the weekday morning, weekday evening, and Saturday midday peak hours. Under Year 2032 no-build conditions, all the approaches and critical movements are projected to continue operating at the same LOS as existing conditions.

As previously indicated, the north leg (east access drive) at this intersection will be eliminated. This will have a positive impact on traffic flow along Ogden Avenue by reducing the number of curb cuts and conflict points within close proximity. Under Year 2032 total projected conditions, the northbound approach is projected to operate LOS D during the weekday morning peak hour and LOS C during the weekday evening and Saturday midday peak hours. Furthermore, the westbound left-turn movement is projected to continue operating at LOS B during all peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development.

Ogden Avenue with Main Access Drive

The results of the capacity analyses indicate that the southbound approach currently operates at LOS B during the weekday morning and Saturday midday peak hours and at LOS C during the weekday evening peak hour. Under Year 2032 no-build conditions, all of the critical movements will continue to operate at acceptable levels of service.

Under Year 2032 total projected conditions, the southbound approach is projected to operate at LOS C during the weekday morning peak hour, LOS E during the weekday evening peak hour, and LOS D during the Saturday midday peak hour. The eastbound left-turn movement is projected to operate at LOS B during the weekday morning and Saturday midday peak hours and LOS C during the weekday evening peak hour. It is important to note that the LOS E during the weekday evening peak hour is typical and expected when a minor access drive intersects a major arterial roadway such as Ogden Avenue. Furthermore, inspection of the capacity analysis indicates that the southbound 95th percentile queue will be two vehicles or less. When the projected traffic volumes at this access drive are compared to the right-turn lane guidelines in Chapter 36 of IDOT's *Bureau of Design and Environment* (BDE) Manual, a right-turn lane will not be warranted on Ogden Avenue. As such, this access drive will be sufficient in accommodating the traffic estimated to be generated by the proposed development.

7. Conclusion

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

- As proposed, the site will be redeveloped with an approximately 51,232 square-foot Rivian dealership.
- The development will increase traffic, but not all will be new since it is replacing an existing dealership.
- Overall, the traffic generated by the proposed car dealership is not anticipated to have a significant impact on the surrounding roadway network.
- The full-movement access drive on Ogden Avenue will adequately accommodate the inbound and outbound traffic generated by the proposed development.
- Outbound movements from this access drive should be under stop sign control.
- The elimination of the east access drive will have a positive impact on traffic flow along Ogden Avenue by reducing the number of conflict points with other intersections that are within close proximity.
- The existing two-way left-turn lane on Ogden Avenue will adequately accommodate vehicles entering the proposed development and will allow outbound vehicles desiring to travel east on Ogden Avenue to make a two-part left-turn movement. .
- Based on a review of the projected traffic volumes and the right-turn lane guidelines in Chapter 36 of IDOT's BDE Manual, an exclusive westbound right-turn lane on Ogden Avenue at the proposed main access drive will not be warranted.

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

Ogden ave and access drive TMC - TMC

Thu May 14, 2026
Full Length (11:30 AM-2 PM, 7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

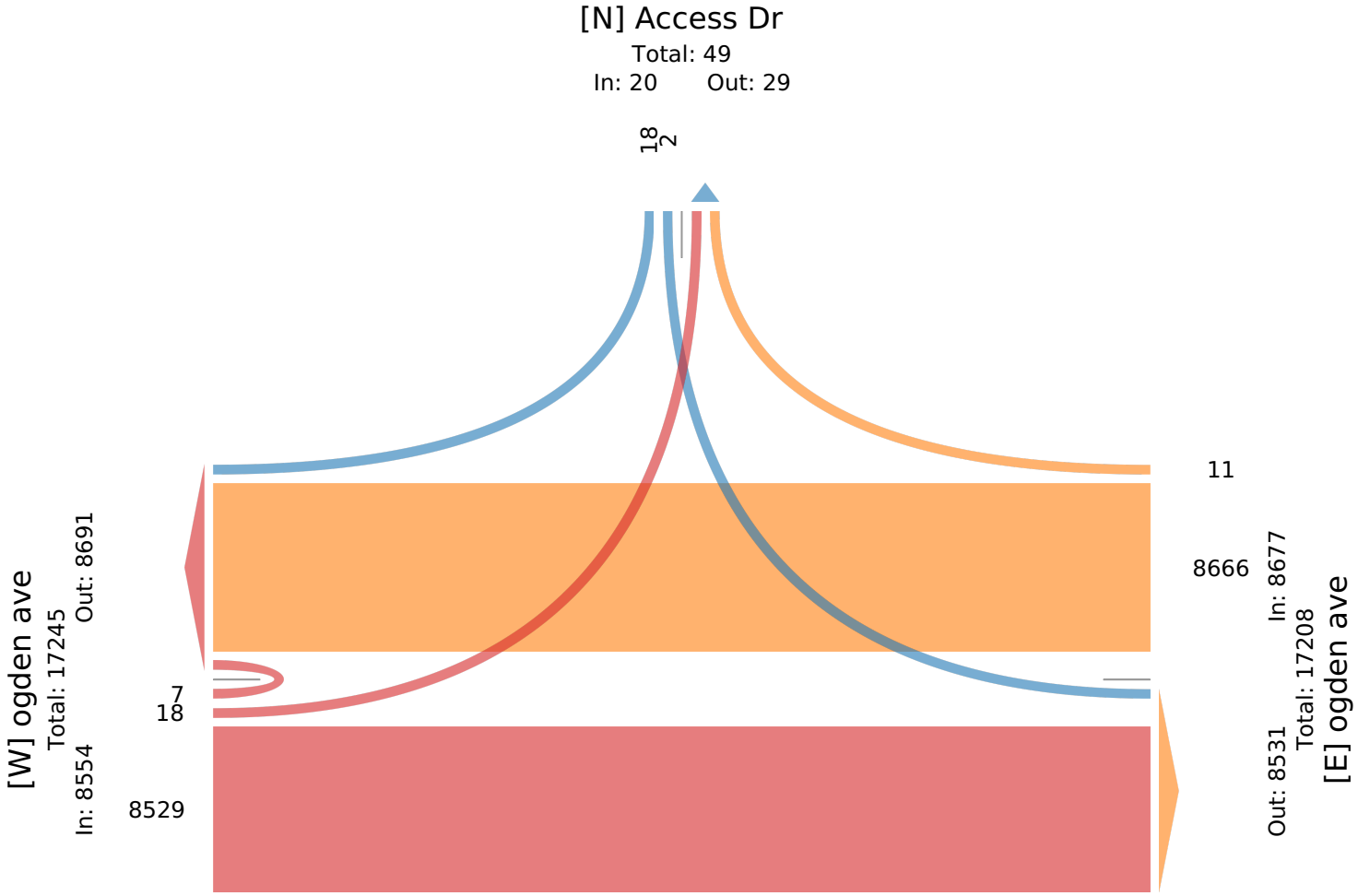
Leg	Access Dr					ogden ave					ogden ave					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2026-05-14 7:00AM	0	0	0	**0**	0	0	220	0	**220**	0	302	0	1	**303**	0	**523**
7:15AM	0	0	0	**0**	0	0	294	0	**294**	0	313	0	0	**313**	0	**607**
7:30AM	0	0	0	**0**	0	0	288	0	**288**	0	380	0	0	**380**	0	**668**
7:45AM	0	0	0	**0**	0	1	310	0	**311**	0	339	0	0	**339**	0	**650**
Hourly Total	0	0	0	**0**	0	1	1112	0	**1113**	0	1334	0	1	**1335**	0	**2448**
8:00AM	1	0	0	**1**	0	0	266	0	**266**	0	350	2	0	**352**	0	**619**
8:15AM	5	0	0	**5**	0	0	303	0	**303**	0	333	4	0	**337**	0	**645**
8:30AM	0	0	0	**0**	0	0	299	0	**299**	0	338	0	0	**338**	0	**637**
8:45AM	1	1	0	**2**	0	0	248	0	**248**	0	339	4	0	**343**	0	**593**
Hourly Total	7	1	0	**8**	0	0	1116	0	**1116**	0	1360	10	0	**1370**	0	**2494**
4:00PM	0	0	0	**0**	0	0	391	0	**391**	0	307	0	0	**307**	0	**698**
4:15PM	0	0	0	**0**	0	1	412	0	**413**	0	374	0	0	**374**	0	**787**
4:30PM	1	0	0	**1**	0	0	456	0	**456**	0	312	1	0	**313**	0	**770**
4:45PM	2	0	0	**2**	0	1	366	0	**367**	0	347	1	0	**348**	0	**717**
Hourly Total	3	0	0	**3**	0	2	1625	0	**1627**	0	1340	2	0	**1342**	0	**2972**
5:00PM	0	0	0	**0**	0	0	416	0	**416**	0	369	0	0	**369**	0	**785**
5:15PM	0	0	0	**0**	0	1	414	0	**415**	0	335	0	0	**335**	0	**750**
5:30PM	0	0	0	**0**	0	0	405	0	**405**	0	337	0	0	**337**	0	**742**
5:45PM	0	0	0	**0**	0	3	383	0	**386**	0	325	0	1	**326**	0	**712**
Hourly Total	0	0	0	**0**	0	4	1618	0	**1622**	0	1366	0	1	**1367**	0	**2989**
2026-05-16 11:30AM	2	0	0	**2**	0	0	354	0	**354**	0	311	1	0	**312**	0	**668**
11:45AM	2	0	0	**2**	0	2	321	0	**323**	0	349	1	0	**350**	0	**675**
Hourly Total	4	0	0	**4**	0	2	675	0	**677**	0	660	2	0	**662**	0	**1343**
12:00PM	0	0	0	**0**	0	0	342	0	**342**	0	316	1	1	**318**	0	**660**
12:15PM	0	0	0	**0**	0	0	277	0	**277**	0	325	1	1	**327**	0	**604**
12:30PM	1	1	0	**2**	0	0	338	0	**338**	0	300	0	0	**300**	0	**640**
12:45PM	0	0	0	**0**	0	0	324	0	**324**	0	328	0	0	**328**	0	**652**
Hourly Total	1	1	0	**2**	0	0	1281	0	**1281**	0	1269	2	2	**1273**	0	**2556**
1:00PM	1	0	0	**1**	0	0	312	0	**312**	0	300	1	1	**302**	0	**615**
1:15PM	1	0	0	**1**	0	1	309	0	**310**	0	287	1	1	**289**	0	**600**
1:30PM	0	0	0	**0**	0	0	284	0	**284**	0	311	0	0	**311**	0	**595**
1:45PM	1	0	0	**1**	0	1	334	0	**335**	0	302	0	1	**303**	0	**639**
Hourly Total	3	0	0	**3**	0	2	1239	0	**1241**	0	1200	2	3	**1205**	0	**2449**
Total	18	2	0	**20**	0	11	8666	0	**8677**	0	8529	18	7	**8554**	0	**17251**
% Approach	90.0%	10.0%	0%	**-**	-	0.1%	99.9%	0%	**-**	-	99.7%	0.2%	0.1%	**-**	-	-
% Total	0.1%	0%	0%	**0.1%**	-	0.1%	50.2%	0%	**50.3%**	-	49.4%	0.1%	0%	**49.6%**	-	-
Lights	18	2	0	**20**	-	11	8480	0	**8491**	-	8367	18	7	**8392**	-	16903
% Lights	100%	100%	0%	**100%**	-	100%	97.9%	0%	**97.9%**	-	98.1%	100%	100%	**98.1%**	-	98.0%
Single-Unit Trucks	0	0	0	**0**	-	0	113	0	**113**	-	74	0	0	**74**	-	187
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	1.3%	0%	**1.3%**	-	0.9%	0%	0%	**0.9%**	-	1.1%
Articulated Trucks	0	0	0	**0**	-	0	29	0	**29**	-	55	0	0	**55**	-	84
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.3%	0%	**0.3%**	-	0.6%	0%	0%	**0.6%**	-	0.5%
Buses	0	0	0	**0**	-	0	44	0	**44**	-	31	0	0	**31**	-	75
% Buses	0%	0%	0%	**0%**	-	0%	0.5%	0%	**0.5%**	-	0.4%	0%	0%	**0.4%**	-	0.4%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	2	0	0	**2**	-	2
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and access drive TMC - TMC

Thu May 14, 2026
Full Length (11:30 AM-2 PM, 7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Ogden ave and access drive TMC - TMC

Thu May 14, 2026
AM Peak (May 14 2026 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

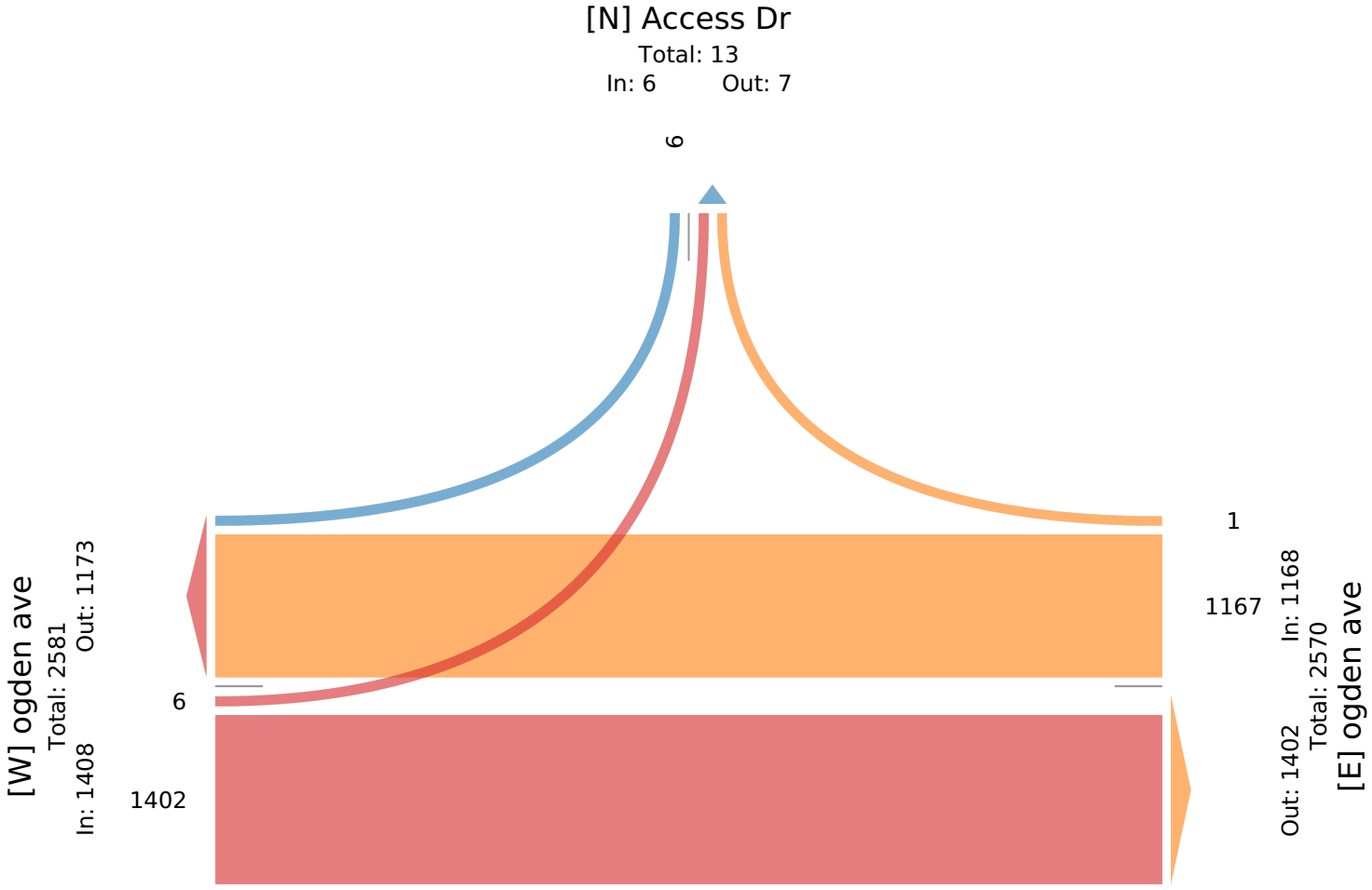
Leg Direction	Access Dr Southbound					ogden ave Westbound					ogden ave Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2026-05-14 7:30AM	0	0	0	**0**	0	0	288	0	**288**	0	380	0	0	**380**	0	**668**
7:45AM	0	0	0	**0**	0	1	310	0	**311**	0	339	0	0	**339**	0	**650**
8:00AM	1	0	0	**1**	0	0	266	0	**266**	0	350	2	0	**352**	0	**619**
8:15AM	5	0	0	**5**	0	0	303	0	**303**	0	333	4	0	**337**	0	**645**
Total	6	0	0	**6**	0	1	1167	0	**1168**	0	1402	6	0	**1408**	0	**2582**
% Approach	100%	0%	0%	**-**	-	0.1%	99.9%	0%	**-**	-	99.6%	0.4%	0%	**-**	-	**-**
% Total	0.2%	0%	0%	**0.2%**	-	0%	45.2%	0%	**45.2%**	-	54.3%	0.2%	0%	**54.5%**	-	**-**
PHF	0.300	-	-	**0.300**	-	0.250	0.941	-	**0.939**	-	0.922	0.375	-	**0.926**	-	0.966
Lights	6	0	0	**6**	-	1	1116	0	**1117**	-	1366	6	0	**1372**	-	2495
% Lights	100%	0%	0%	**100%**	-	100%	95.6%	0%	**95.6%**	-	97.4%	100%	0%	**97.4%**	-	96.6%
Single-Unit Trucks	0	0	0	**0**	-	0	28	0	**28**	-	15	0	0	**15**	-	43
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	2.4%	0%	**2.4%**	-	1.1%	0%	0%	**1.1%**	-	1.7%
Articulated Trucks	0	0	0	**0**	-	0	8	0	**8**	-	13	0	0	**13**	-	21
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.7%	0%	**0.7%**	-	0.9%	0%	0%	**0.9%**	-	0.8%
Buses	0	0	0	**0**	-	0	15	0	**15**	-	8	0	0	**8**	-	23
% Buses	0%	0%	0%	**0%**	-	0%	1.3%	0%	**1.3%**	-	0.6%	0%	0%	**0.6%**	-	0.9%
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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and access drive TMC - TMC

Thu May 14, 2026
AM Peak (May 14 2026 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Ogden ave and access drive TMC - TMC

Thu May 14, 2026
PM Peak (May 14 2026 4:15PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

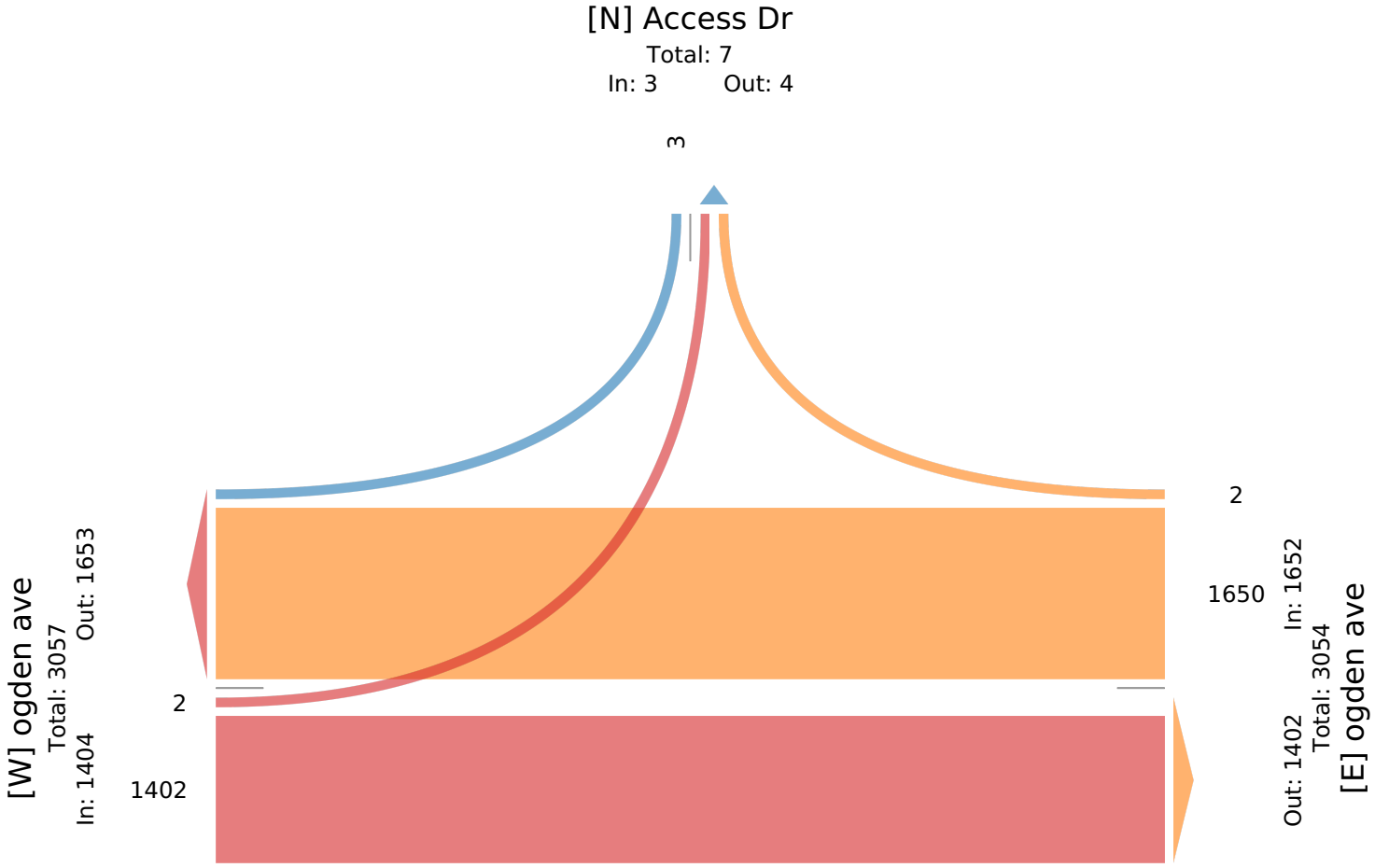
Leg	Access Dr					ogden ave					ogden ave					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2026-05-14 4:15PM	0	0	0	**0**	0	1	412	0	**413**	0	374	0	0	**374**	0	**787**
4:30PM	1	0	0	**1**	0	0	456	0	**456**	0	312	1	0	**313**	0	**770**
4:45PM	2	0	0	**2**	0	1	366	0	**367**	0	347	1	0	**348**	0	**717**
5:00PM	0	0	0	**0**	0	0	416	0	**416**	0	369	0	0	**369**	0	**785**
Total	3	0	0	**3**	0	2	1650	0	**1652**	0	1402	2	0	**1404**	0	**3059**
% Approach	100%	0%	0%	**-**	-	0.1%	99.9%	0%	**-**	-	99.9%	0.1%	0%	**-**	-	-
% Total	0.1%	0%	0%	**0.1%**	-	0.1%	53.9%	0%	**54.0%**	-	45.8%	0.1%	0%	**45.9%**	-	-
PHF	0.375	-	-	**0.375**	-	0.500	0.905	-	**0.906**	-	0.937	0.500	-	**0.939**	-	0.972
Lights	3	0	0	**3**	-	2	1626	0	**1628**	-	1385	2	0	**1387**	-	3018
% Lights	100%	0%	0%	**100%**	-	100%	98.5%	0%	**98.5%**	-	98.8%	100%	0%	**98.8%**	-	98.7%
Single-Unit Trucks	0	0	0	**0**	-	0	16	0	**16**	-	6	0	0	**6**	-	22
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	1.0%	0%	**1.0%**	-	0.4%	0%	0%	**0.4%**	-	0.7%
Articulated Trucks	0	0	0	**0**	-	0	4	0	**4**	-	8	0	0	**8**	-	12
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0.6%	0%	0%	**0.6%**	-	0.4%
Buses	0	0	0	**0**	-	0	4	0	**4**	-	3	0	0	**3**	-	7
% Buses	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0.2%	0%	0%	**0.2%**	-	0.2%
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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and access drive TMC - TMC

Thu May 14, 2026
PM Peak (May 14 2026 4:15PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Ogden ave and access drive TMC - TMC

Sat May 16, 2026
Midday Peak (WKND) (May 16 2026 11:30AM - 12:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Access Dr Southbound					ogden ave Westbound					ogden ave Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2026-05-16 11:30AM	2	0	0	**2**	0	0	354	0	**354**	0	311	1	0	**312**	0	**668**
11:45AM	2	0	0	**2**	0	2	321	0	**323**	0	349	1	0	**350**	0	**675**
12:00PM	0	0	0	**0**	0	0	342	0	**342**	0	316	1	1	**318**	0	**660**
12:15PM	0	0	0	**0**	0	0	277	0	**277**	0	325	1	1	**327**	0	**604**
Total	4	0	0	**4**	0	2	1294	0	**1296**	0	1301	4	2	**1307**	0	**2607**
% Approach	100%	0%	0%	**-**	-	0.2%	99.8%	0%	**-**	-	99.5%	0.3%	0.2%	**-**	-	**-**
% Total	0.2%	0%	0%	**0.2%**	-	0.1%	49.6%	0%	**49.7%**	-	49.9%	0.2%	0.1%	**50.1%**	-	**-**
PHF	0.500	-	-	**0.500**	-	0.250	0.914	-	**0.915**	-	0.931	1.000	0.500	**0.932**	-	0.965
Lights	4	0	0	**4**	-	2	1276	0	**1278**	-	1283	4	2	**1289**	-	2571
% Lights	100%	0%	0%	**100%**	-	100%	98.6%	0%	**98.6%**	-	98.6%	100%	100%	**98.6%**	-	98.6%
Single-Unit Trucks	0	0	0	**0**	-	0	12	0	**12**	-	7	0	0	**7**	-	19
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0.9%	0%	**0.9%**	-	0.5%	0%	0%	**0.5%**	-	0.7%
Articulated Trucks	0	0	0	**0**	-	0	2	0	**2**	-	4	0	0	**4**	-	6
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0.3%	0%	0%	**0.3%**	-	0.2%
Buses	0	0	0	**0**	-	0	4	0	**4**	-	5	0	0	**5**	-	9
% Buses	0%	0%	0%	**0%**	-	0%	0.3%	0%	**0.3%**	-	0.4%	0%	0%	**0.4%**	-	0.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	2	0	0	**2**	-	2
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.2%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and access drive TMC - TMC

Sat May 16, 2026
Midday Peak (WKND) (May 16 2026 11:30AM - 12:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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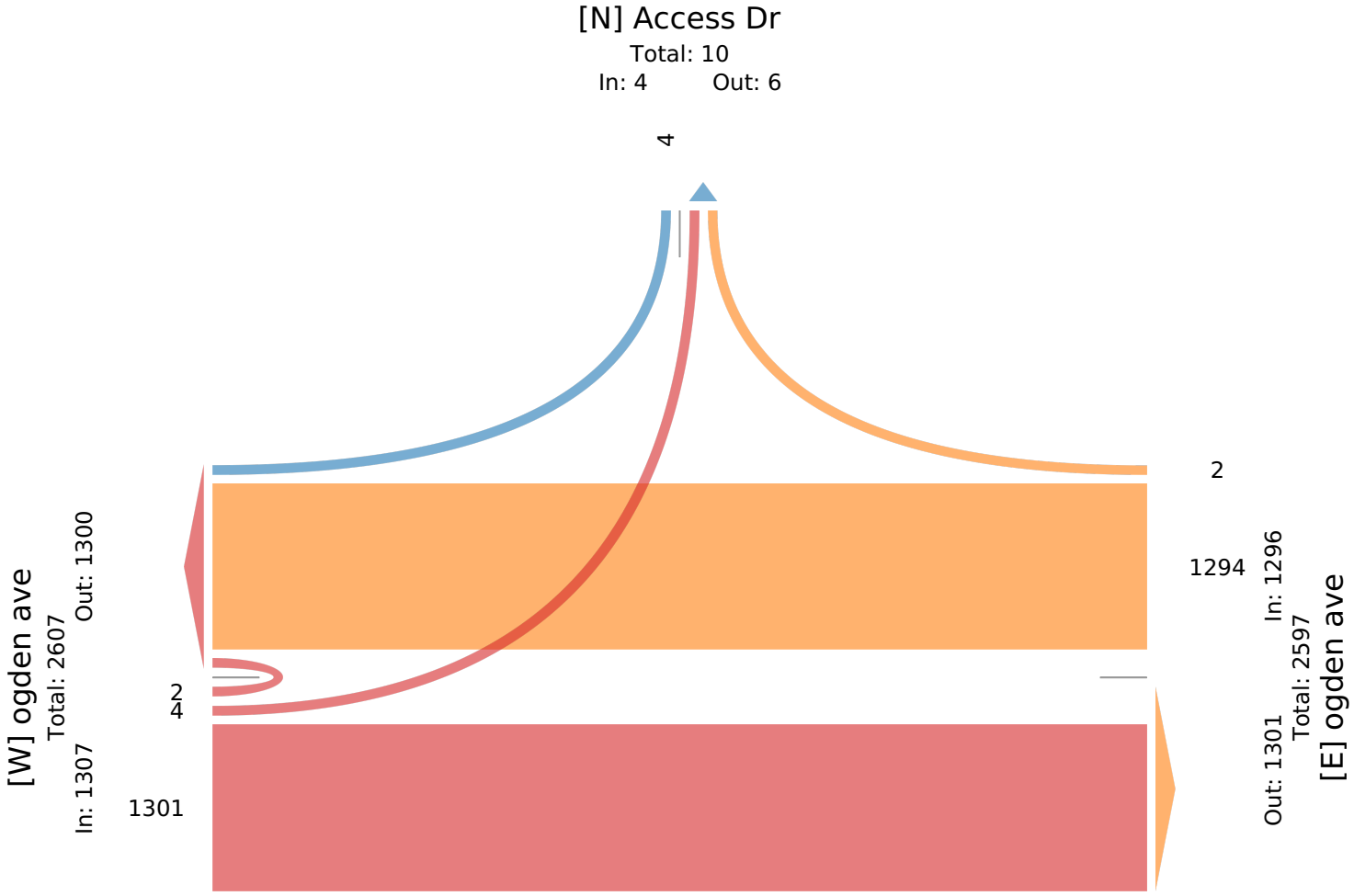

Ogden ave and access drive TMC - TMC

Sat May 16, 2026
PM Peak (WKND) (May 16 2026 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Access Dr Southbound					ogden ave Westbound					ogden ave Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2026-05-16 1:00PM	1	0	0	**1**	0	0	312	0	**312**	0	300	1	1	**302**	0	**615**
1:15PM	1	0	0	**1**	0	1	309	0	**310**	0	287	1	1	**289**	0	**600**
1:30PM	0	0	0	**0**	0	0	284	0	**284**	0	311	0	0	**311**	0	**595**
1:45PM	1	0	0	**1**	0	1	334	0	**335**	0	302	0	1	**303**	0	**639**
Total	3	0	0	**3**	0	2	1239	0	**1241**	0	1200	2	3	**1205**	0	**2449**
% Approach	100%	0%	0%	**-**	-	0.2%	99.8%	0%	**-**	-	99.6%	0.2%	0.2%	**-**	-	**-**
% Total	0.1%	0%	0%	**0.1%**	-	0.1%	50.6%	0%	**50.7%**	-	49.0%	0.1%	0.1%	**49.2%**	-	**-**
PHF	0.750	-	-	**0.750**	-	0.500	0.927	-	**0.926**	-	0.965	0.500	0.750	**0.969**	-	0.958
Lights	3	0	0	**3**	-	2	1224	0	**1226**	-	1187	2	3	**1192**	-	2421
% Lights	100%	0%	0%	**100%**	-	100%	98.8%	0%	**98.8%**	-	98.9%	100%	100%	**98.9%**	-	98.9%
Single-Unit Trucks	0	0	0	**0**	-	0	6	0	**6**	-	8	0	0	**8**	-	14
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0.5%	0%	**0.5%**	-	0.7%	0%	0%	**0.7%**	-	0.6%
Articulated Trucks	0	0	0	**0**	-	0	5	0	**5**	-	2	0	0	**2**	-	7
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.4%	0%	**0.4%**	-	0.2%	0%	0%	**0.2%**	-	0.3%
Buses	0	0	0	**0**	-	0	4	0	**4**	-	3	0	0	**3**	-	7
% Buses	0%	0%	0%	**0%**	-	0%	0.3%	0%	**0.3%**	-	0.3%	0%	0%	**0.2%**	-	0.3%
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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and access drive TMC - TMC

Sat May 16, 2026
PM Peak (WKND) (May 16 2026 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403430, Location: 41.807399, -88.035736

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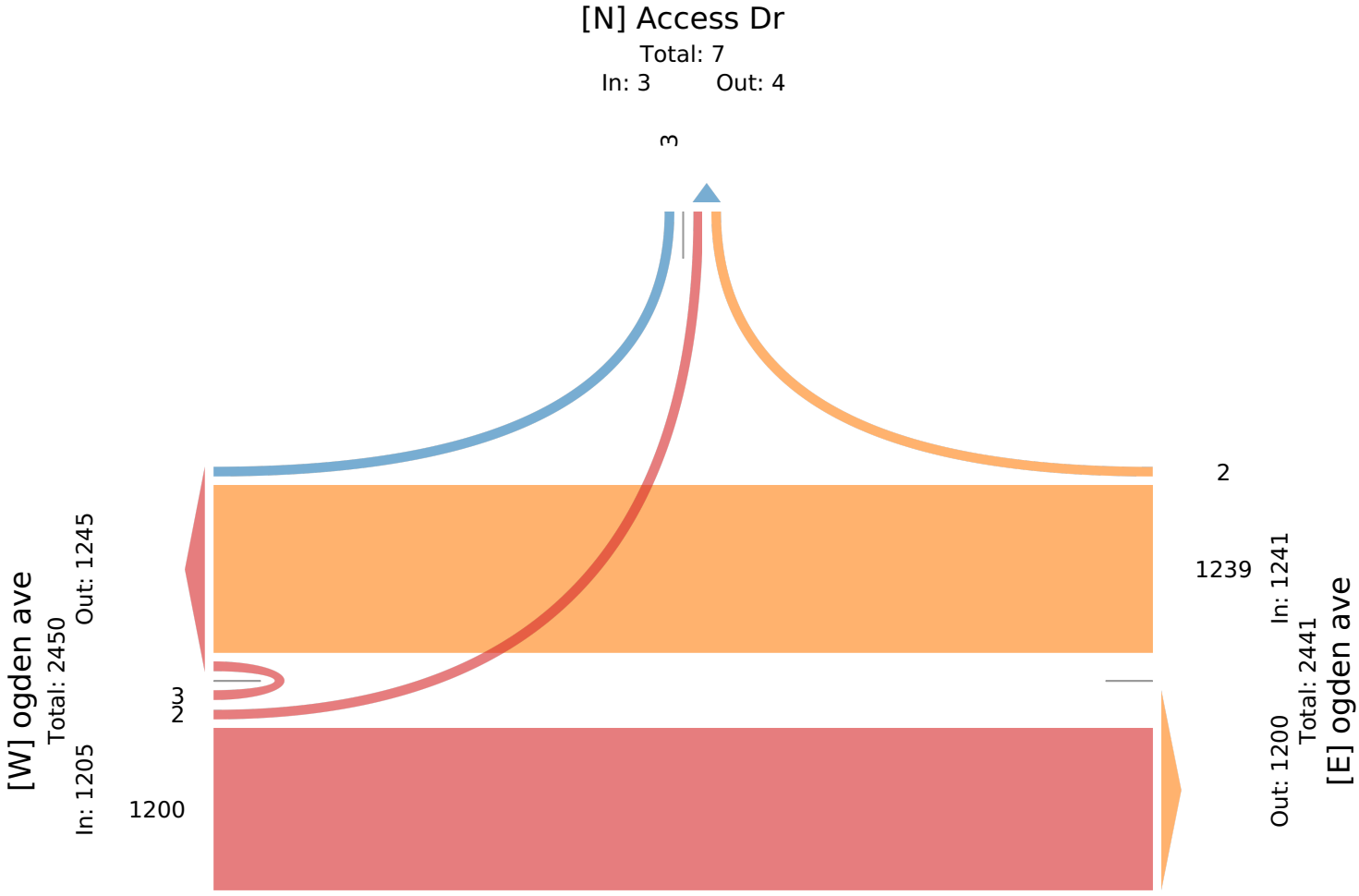


Ogden ave and Wilson rd TMC - TMC

Thu May 14, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM, 11:30 AM-2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

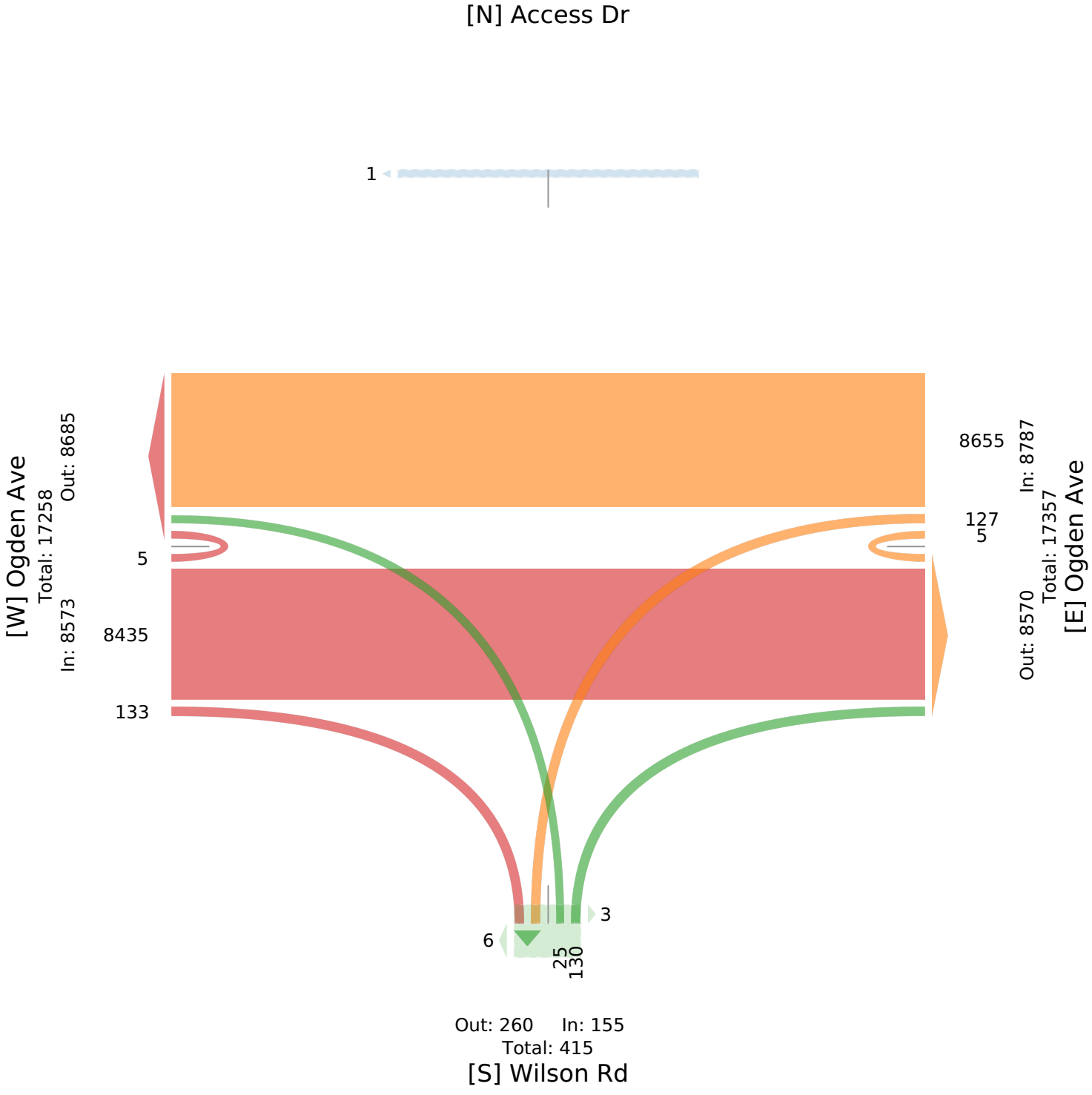
Leg	Access Dr						Ogden Ave						Wilson Rd						Ogden Ave						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-14 7:00AM	0	0	0	0	**0**	0	0	219	0	0	**219**	0	4	0	1	0	**5**	0	1	297	0	0	**298**	0	**522**
7:15AM	0	0	0	0	**0**	0	0	306	0	0	**306**	0	7	0	0	0	**7**	1	4	309	0	0	**313**	0	**626**
7:30AM	0	0	0	0	**0**	0	0	309	2	0	**311**	0	8	0	0	0	**8**	0	1	381	0	1	**383**	0	**702**
7:45AM	0	0	0	0	**0**	0	0	335	1	0	**336**	0	6	0	2	0	**8**	1	1	338	0	0	**339**	0	**683**
Hourly Total	0	0	0	0	**0**	0	0	1169	3	0	**1172**	0	25	0	3	0	**28**	2	7	1325	0	1	**1333**	0	**2533**
8:00AM	0	0	0	0	**0**	0	0	261	2	0	**263**	0	5	0	3	0	**8**	1	4	349	0	0	**353**	0	**624**
8:15AM	0	0	0	0	**0**	0	0	306	6	0	**312**	0	4	0	1	0	**5**	0	4	331	0	0	**335**	0	**652**
8:30AM	0	0	0	0	**0**	0	0	296	4	0	**300**	0	4	0	0	0	**4**	0	1	334	0	0	**335**	0	**639**
8:45AM	0	0	0	0	**0**	0	0	238	3	0	**241**	0	13	0	1	0	**14**	0	4	336	0	0	**340**	0	**595**
Hourly Total	0	0	0	0	**0**	0	0	1101	15	0	**1116**	0	26	0	5	0	**31**	1	13	1350	0	0	**1363**	0	**2510**
4:00PM	0	0	0	0	**0**	0	0	395	8	0	**403**	0	3	0	1	0	**4**	0	8	296	0	1	**305**	0	**712**
4:15PM	0	0	0	0	**0**	0	0	389	13	0	**402**	0	3	0	2	0	**5**	0	7	372	0	0	**379**	0	**786**
4:30PM	0	0	0	0	**0**	0	0	409	7	0	**416**	0	6	0	0	0	**6**	0	4	315	0	0	**319**	0	**741**
4:45PM	0	0	0	0	**0**	0	0	349	6	0	**355**	0	5	0	0	0	**5**	0	11	339	0	0	**350**	0	**710**
Hourly Total	0	0	0	0	**0**	0	0	1542	34	0	**1576**	0	17	0	3	0	**20**	0	30	1322	0	1	**1353**	0	**2949**
5:00PM	0	0	0	0	**0**	0	0	420	5	1	**426**	0	8	0	0	0	**8**	0	12	356	0	0	**368**	0	**802**
5:15PM	0	0	0	0	**0**	0	0	412	6	0	**418**	0	6	0	0	0	**6**	0	4	328	0	0	**332**	0	**756**
5:30PM	0	0	0	0	**0**	0	0	407	8	0	**415**	0	4	0	0	0	**4**	0	7	333	0	0	**340**	0	**759**
5:45PM	0	0	0	0	**0**	0	0	383	10	1	**394**	0	6	0	1	0	**7**	0	8	313	0	1	**322**	0	**723**
Hourly Total	0	0	0	0	**0**	0	0	1622	29	2	**1653**	0	24	0	1	0	**25**	0	31	1330	0	1	**1362**	0	**3040**
2026-05-16 11:30AM	0	0	0	0	**0**	0	0	352	3	0	**355**	0	6	0	4	0	**10**	0	4	307	0	0	**311**	0	**676**
11:45AM	0	0	0	0	**0**	0	0	327	9	0	**336**	0	4	0	1	0	**5**	2	1	341	0	0	**342**	0	**683**
Hourly Total	0	0	0	0	**0**	0	0	679	12	0	**691**	0	10	0	5	0	**15**	2	5	648	0	0	**653**	0	**1359**
12:00PM	0	0	0	0	**0**	0	0	334	8	0	**342**	0	4	0	3	0	**7**	0	7	306	0	0	**313**	0	**662**
12:15PM	0	0	0	0	**0**	0	0	272	6	0	**278**	0	7	0	1	0	**8**	0	7	314	0	1	**322**	0	**608**
12:30PM	0	0	0	0	**0**	1	0	341	4	0	**345**	0	4	0	1	0	**5**	0	5	301	0	0	**306**	0	**656**
12:45PM	0	0	0	0	**0**	0	0	325	6	1	**332**	0	3	0	0	0	**3**	0	3	338	0	0	**341**	0	**676**
Hourly Total	0	0	0	0	**0**	1	0	1272	24	1	**1297**	0	18	0	5	0	**23**	0	22	1259	0	1	**1282**	0	**2602**
1:00PM	0	0	0	0	**0**	0	0	316	3	0	**319**	0	6	0	1	0	**7**	0	6	307	0	0	**313**	0	**639**
1:15PM	0	0	0	0	**0**	0	0	320	2	2	**324**	0	1	0	0	0	**1**	2	1	284	0	0	**285**	0	**610**
1:30PM	0	0	0	0	**0**	0	0	291	4	0	**295**	0	2	0	1	0	**3**	2	10	304	0	0	**314**	0	**612**
1:45PM	0	0	0	0	**0**	0	0	343	1	0	**344**	0	1	0	1	0	**2**	0	8	306	0	1	**315**	0	**661**
Hourly Total	0	0	0	0	**0**	0	0	1270	10	2	**1282**	0	10	0	3	0	**13**	4	25	1201	0	1	**1227**	0	**2522**
Total	0	0	0	0	**0**	1	0	8655	127	5	**8787**	0	130	0	25	0	**155**	9	133	8435	0	5	**8573**	0	**17515**
% Approach	0%	0%	0%	0%	**-**	-	0%	98.5%	1.4%	0.1%	**-**	-	83.9%	0%	16.1%	0%	**-**	-	1.6%	98.4%	0%	0.1%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	0%	49.4%	0.7%	0%	**50.2%**	-	0.7%	0%	0.1%	0%	**0.9%**	-	0.8%	48.2%	0%	0%	**48.9%**	-	-
Lights	0	0	0	0	**0**	-	0	8488	126	5	**8619**	-	127	0	23	0	**150**	-	127	8279	0	5	**8411**	-	17180
% Lights	0%	0%	0%	0%	**-**	-	0%	98.1%	99.2%	100%	**98.1%**	-	97.7%	0%	92.0%	0%	**96.8%**	-	95.5%	98.2%	0%	100%	**98.1%**	-	98.1%
Single-Unit Trucks	0	0	0	0	**0**	-	0	98	0	0	**98**	-	1	0	1	0	**2**	-	2	75	0	0	**77**	-	177
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	1.1%	0%	0%	**1.1%**	-	0.8%	0%	4.0%	0%	**1.3%**	-	1.5%	0.9%	0%	0%	**0.9%**	-	1.0%
Articulated Trucks	0	0	0	0	**0**	-	0	26	1	0	**27**	-	1	0	0	0	**1**	-	2	46	0	0	**48**	-	76
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0.3%	0.8%	0%	**0.3%**	-	0.8%	0%	0%	0%	**0.6%**	-	1.5%	0.5%	0%	0%	**0.6%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	43	0	0	**43**	-	1	0	1	0	**2**	-	0	35	0	0	**35**	-	80
% Buses	0%	0%	0%	0%	**-**	-	0%	0.5%	0%	0%	**0.5%**	-	0.8%	0%	4.0%	0%	**1.3%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2	0	0	0	**2**	-	2
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.5%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and Wilson rd TMC - TMC

Thu May 14, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM, 11:30 AM-2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Ogden ave and Wilson rd TMC - TMC

Thu May 14, 2026
AM Peak (May 14 2026 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

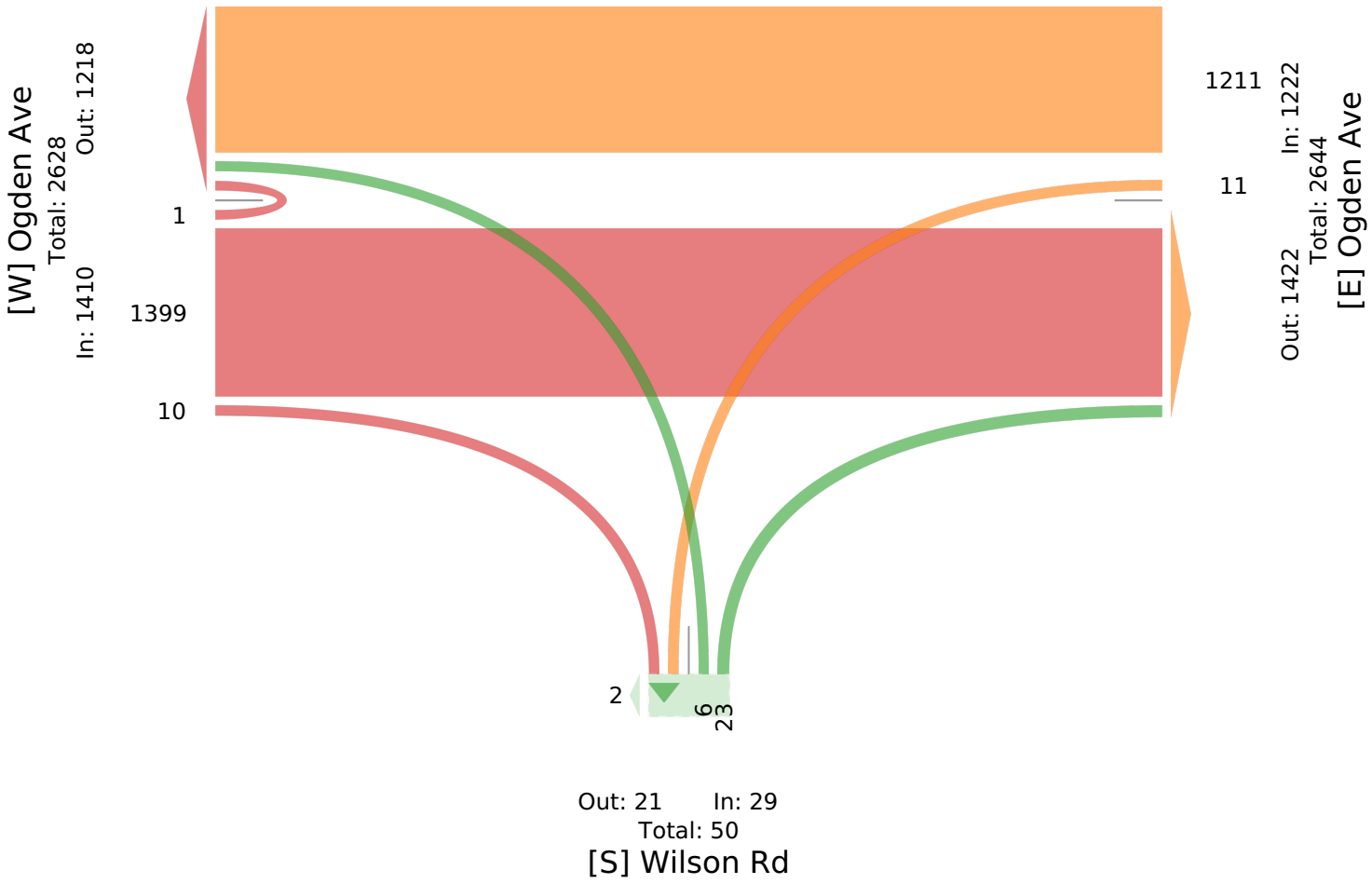
Leg	Access Dr						Ogden Ave						Wilson Rd						Ogden Ave						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-14 7:30AM	0	0	0	0	**0**	0	0	309	2	0	**311**	0	8	0	0	0	**8**	0	1	381	0	1	**383**	0	**702**
7:45AM	0	0	0	0	**0**	0	0	335	1	0	**336**	0	6	0	2	0	**8**	1	1	338	0	0	**339**	0	**683**
8:00AM	0	0	0	0	**0**	0	0	261	2	0	**263**	0	5	0	3	0	**8**	1	4	349	0	0	**353**	0	**624**
8:15AM	0	0	0	0	**0**	0	0	306	6	0	**312**	0	4	0	1	0	**5**	0	4	331	0	0	**335**	0	**652**
Total	0	0	0	0	**0**	0	0	1211	11	0	**1222**	0	23	0	6	0	**29**	2	10	1399	0	1	**1410**	0	**2661**
% Approach	0%	0%	0%	0%	**-**	-	0%	99.1%	0.9%	0%	**-**	-	79.3%	0%	20.7%	0%	**-**	-	0.7%	99.2%	0%	0.1%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	0%	45.5%	0.4%	0%	**45.9%**	-	0.9%	0%	0.2%	0%	**1.1%**	-	0.4%	52.6%	0%	0%	**53.0%**	-	-
PHF	-	-	-	-	**-**	-	-	0.904	0.458	-	**0.909**	-	0.719	-	0.500	-	**0.906**	-	0.625	0.918	-	0.250	**0.920**	-	0.948
Lights	0	0	0	0	**0**	-	0	1167	11	0	**1178**	-	22	0	4	0	**26**	-	10	1362	0	1	**1373**	-	2577
% Lights	0%	0%	0%	0%	**-**	-	0%	96.4%	100%	0%	**96.4%**	-	95.7%	0%	66.7%	0%	**89.7%**	-	100%	97.4%	0%	100%	**97.4%**	-	96.8%
Single-Unit Trucks	0	0	0	0	**0**	-	0	23	0	0	**23**	-	0	0	1	0	**1**	-	0	16	0	0	**16**	-	40
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	1.9%	0%	0%	**1.9%**	-	0%	0%	16.7%	0%	**3.4%**	-	0%	1.1%	0%	0%	**1.1%**	-	1.5%
Articulated Trucks	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	17
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.9%**	-	0.6%
Buses	0	0	0	0	**0**	-	0	16	0	0	**16**	-	1	0	1	0	**2**	-	0	9	0	0	**9**	-	27
% Buses	0%	0%	0%	0%	**-**	-	0%	1.3%	0%	0%	**1.3%**	-	4.3%	0%	16.7%	0%	**6.9%**	-	0%	0.6%	0%	0%	**0.6%**	-	1.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and Wilson rd TMC - TMC

Thu May 14, 2026
AM Peak (May 14 2026 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Ogden ave and Wilson rd TMC - TMC

Thu May 14, 2026
PM Peak (May 14 2026 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Access Dr Southbound						Ogden Ave Westbound						Wilson Rd Northbound						Ogden Ave Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-14 5:00PM	0	0	0	0	**0**	0	0	420	5	1	**426**	0	8	0	0	0	**8**	0	12	356	0	0	**368**	0	**802**
5:15PM	0	0	0	0	**0**	0	0	412	6	0	**418**	0	6	0	0	0	**6**	0	4	328	0	0	**332**	0	**756**
5:30PM	0	0	0	0	**0**	0	0	407	8	0	**415**	0	4	0	0	0	**4**	0	7	333	0	0	**340**	0	**759**
5:45PM	0	0	0	0	**0**	0	0	383	10	1	**394**	0	6	0	1	0	**7**	0	8	313	0	1	**322**	0	**723**
Total	0	0	0	0	**0**	0	0	1622	29	2	**1653**	0	24	0	1	0	**25**	0	31	1330	0	1	**1362**	0	**3040**
% Approach	0%	0%	0%	0%	**-**	-	0%	98.1%	1.8%	0.1%	**-**	-	96.0%	0%	4.0%	0%	**-**	-	2.3%	97.7%	0%	0.1%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	0%	53.4%	1.0%	0.1%	**54.4%**	-	0.8%	0%	0%	0%	**0.8%**	-	1.0%	43.8%	0%	0%	**44.8%**	-	-
PHF	-	-	-	-	**-**	-	-	0.965	0.725	0.500	**0.970**	-	0.750	-	0.250	-	**0.781**	-	0.646	0.934	-	0.250	**0.925**	-	0.948
Lights	0	0	0	0	**0**	-	0	1609	28	2	**1639**	-	24	0	1	0	**25**	-	31	1316	0	1	**1348**	-	3012
% Lights	0%	0%	0%	0%	**-**	-	0%	99.2%	96.6%	100%	**99.2%**	-	100%	0%	100%	0%	**100%**	-	100%	98.9%	0%	100%	**99.0%**	-	99.1%
Single-Unit Trucks	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	12
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.4%
Articulated Trucks	0	0	0	0	**0**	-	0	3	1	0	**4**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	10
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0.2%	3.4%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	6
% Buses	0%	0%	0%	0%	**-**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and Wilson rd TMC - TMC

Thu May 14, 2026
PM Peak (May 14 2026 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

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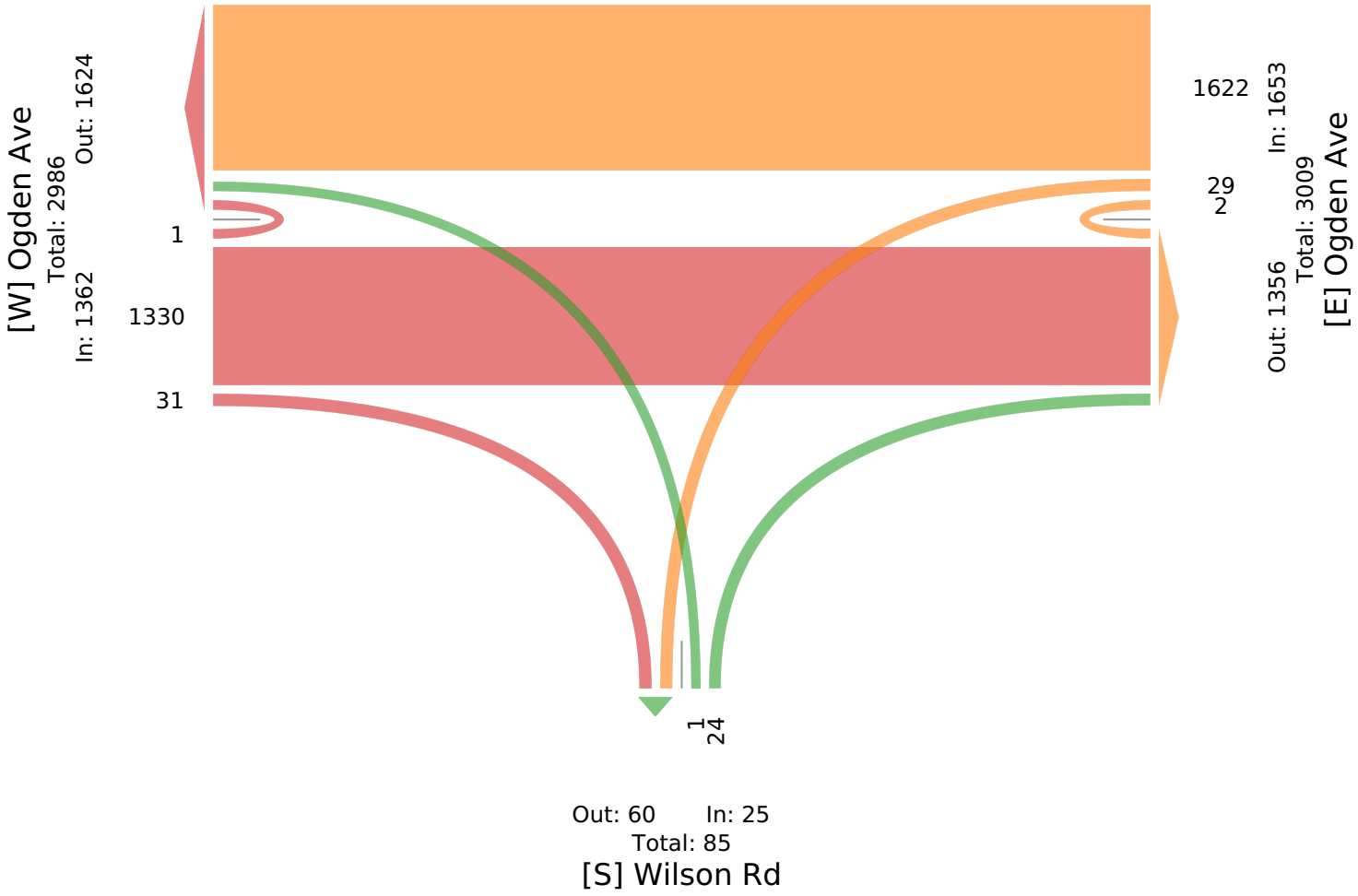


Ogden ave and Wilson rd TMC - TMC

Sat May 16, 2026
Midday Peak (WKND) (May 16 2026 11:30AM - 12:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

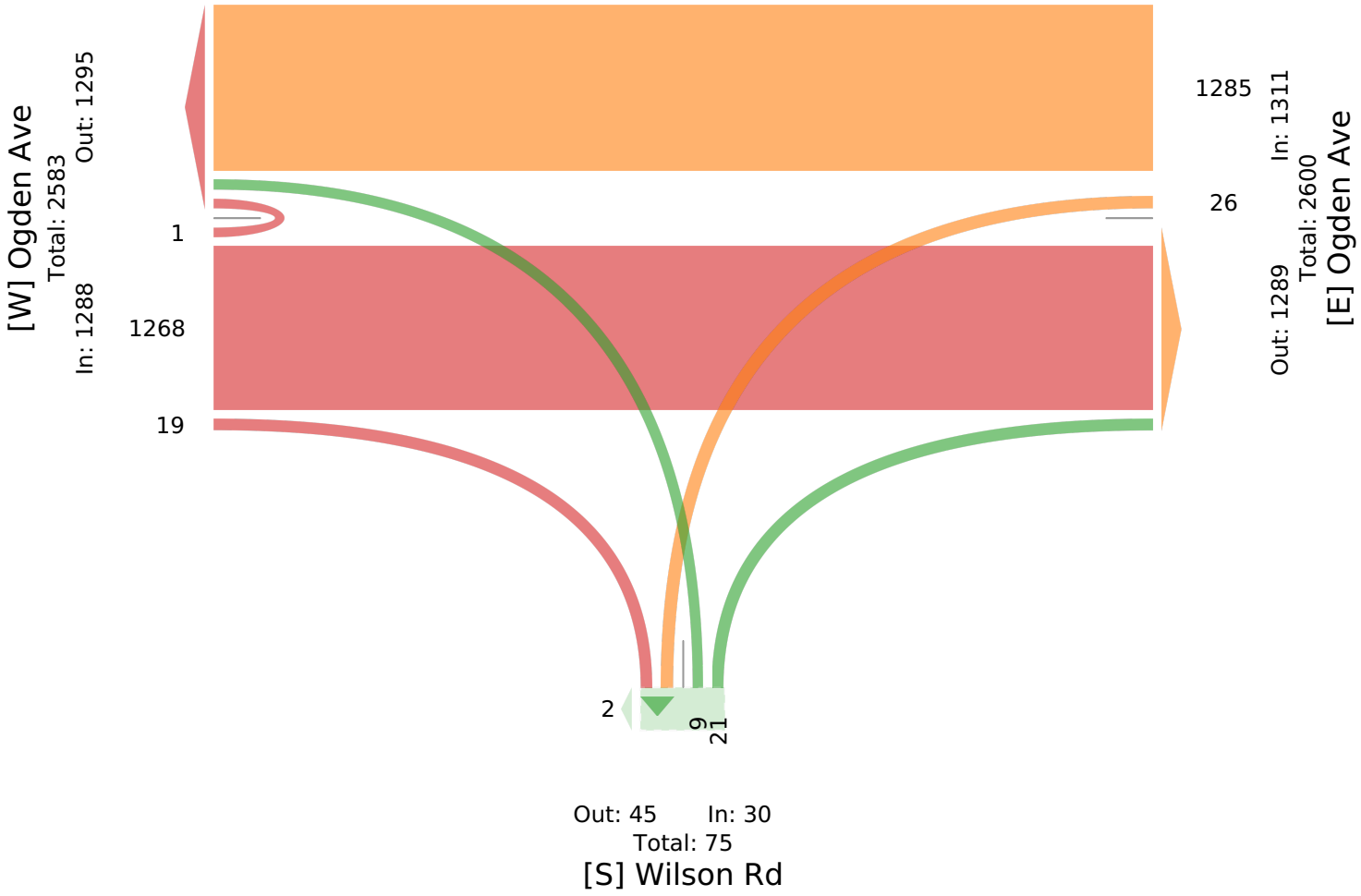
Leg / Direction	Access Dr Southbound						Ogden Ave Westbound						Wilson Rd Northbound						Ogden Ave Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-16 11:30AM	0	0	0	0	**0**	0	0	352	3	0	**355**	0	6	0	4	0	**10**	0	4	307	0	0	**311**	0	**676**
11:45AM	0	0	0	0	**0**	0	0	327	9	0	**336**	0	4	0	1	0	**5**	2	1	341	0	0	**342**	0	**683**
12:00PM	0	0	0	0	**0**	0	0	334	8	0	**342**	0	4	0	3	0	**7**	0	7	306	0	0	**313**	0	**662**
12:15PM	0	0	0	0	**0**	0	0	272	6	0	**278**	0	7	0	1	0	**8**	0	7	314	0	1	**322**	0	**608**
Total	0	0	0	0	**0**	0	0	1285	26	0	**1311**	0	21	0	9	0	**30**	2	19	1268	0	1	**1288**	0	**2629**
% Approach	0%	0%	0%	0%	**-**	-	0%	98.0%	2.0%	0%	**-**	-	70.0%	0%	30.0%	0%	**-**	-	1.5%	98.4%	0%	0.1%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	0%	48.9%	1.0%	0%	**49.9%**	-	0.8%	0%	0.3%	0%	**1.1%**	-	0.7%	48.2%	0%	0%	**49.0%**	-	-
PHF	-	-	-	-	**-**	-	-	0.913	0.722	-	**0.923**	-	0.750	-	0.563	-	**0.750**	-	0.607	0.930	-	0.250	**0.940**	-	0.962
Lights	0	0	0	0	**0**	-	0	1275	26	0	**1301**	-	20	0	9	0	**29**	-	16	1254	0	1	**1271**	-	2601
% Lights	0%	0%	0%	0%	**-**	-	0%	99.2%	100%	0%	**99.2%**	-	95.2%	0%	100%	0%	**96.7%**	-	84.2%	98.9%	0%	100%	**98.7%**	-	98.9%
Single-Unit Trucks	0	0	0	0	**0**	-	0	6	0	0	**6**	-	1	0	0	0	**1**	-	0	5	0	0	**5**	-	12
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0.5%	0%	0%	**0.5%**	-	4.8%	0%	0%	0%	**3.3%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.5%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	1	4	0	0	**5**	-	7
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	5.3%	0.3%	0%	0%	**0.4%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	7
% Buses	0%	0%	0%	0%	**-**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2	0	0	0	**2**	-	2
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	10.5%	0%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and Wilson rd TMC - TMC

Sat May 16, 2026
Midday Peak (WKND) (May 16 2026 11:30AM - 12:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Ogden ave and Wilson rd TMC - TMC

Sat May 16, 2026
PM Peak (WKND) (May 16 2026 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Access Dr						Ogden Ave						Wilson Rd						Ogden Ave						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-16 1:00PM	0	0	0	0	**0**	0	0	316	3	0	**319**	0	6	0	1	0	**7**	0	6	307	0	0	**313**	0	**639**
1:15PM	0	0	0	0	**0**	0	0	320	2	2	**324**	0	1	0	0	0	**1**	2	1	284	0	0	**285**	0	**610**
1:30PM	0	0	0	0	**0**	0	0	291	4	0	**295**	0	2	0	1	0	**3**	2	10	304	0	0	**314**	0	**612**
1:45PM	0	0	0	0	**0**	0	0	343	1	0	**344**	0	1	0	1	0	**2**	0	8	306	0	1	**315**	0	**661**
Total	0	0	0	0	**0**	0	0	1270	10	2	**1282**	0	10	0	3	0	**13**	4	25	1201	0	1	**1227**	0	**2522**
% Approach	0%	0%	0%	0%	**-**	-	0%	99.1%	0.8%	0.2%	**-**	-	76.9%	0%	23.1%	0%	**-**	-	2.0%	97.9%	0%	0.1%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	0%	50.4%	0.4%	0.1%	**50.8%**	-	0.4%	0%	0.1%	0%	**0.5%**	-	1.0%	47.6%	0%	0%	**48.7%**	-	-
PHF	-	-	-	-	**-**	-	-	0.926	0.625	0.250	**0.932**	-	0.417	-	0.750	-	**0.464**	-	0.625	0.978	-	0.250	**0.974**	-	0.954
Lights	0	0	0	0	**0**	-	0	1254	10	2	**1266**	-	10	0	3	0	**13**	-	25	1185	0	1	**1211**	-	2490
% Lights	0%	0%	0%	0%	**-**	-	0%	98.7%	100%	100%	**98.8%**	-	100%	0%	100%	0%	**100%**	-	100%	98.7%	0%	100%	**98.7%**	-	98.7%
Single-Unit Trucks	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	14
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0.6%
Articulated Trucks	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	10
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	8
% Buses	0%	0%	0%	0%	**-**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ogden ave and Wilson rd TMC - TMC

Sat May 16, 2026
PM Peak (WKND) (May 16 2026 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1403427, Location: 41.807457, -88.035209

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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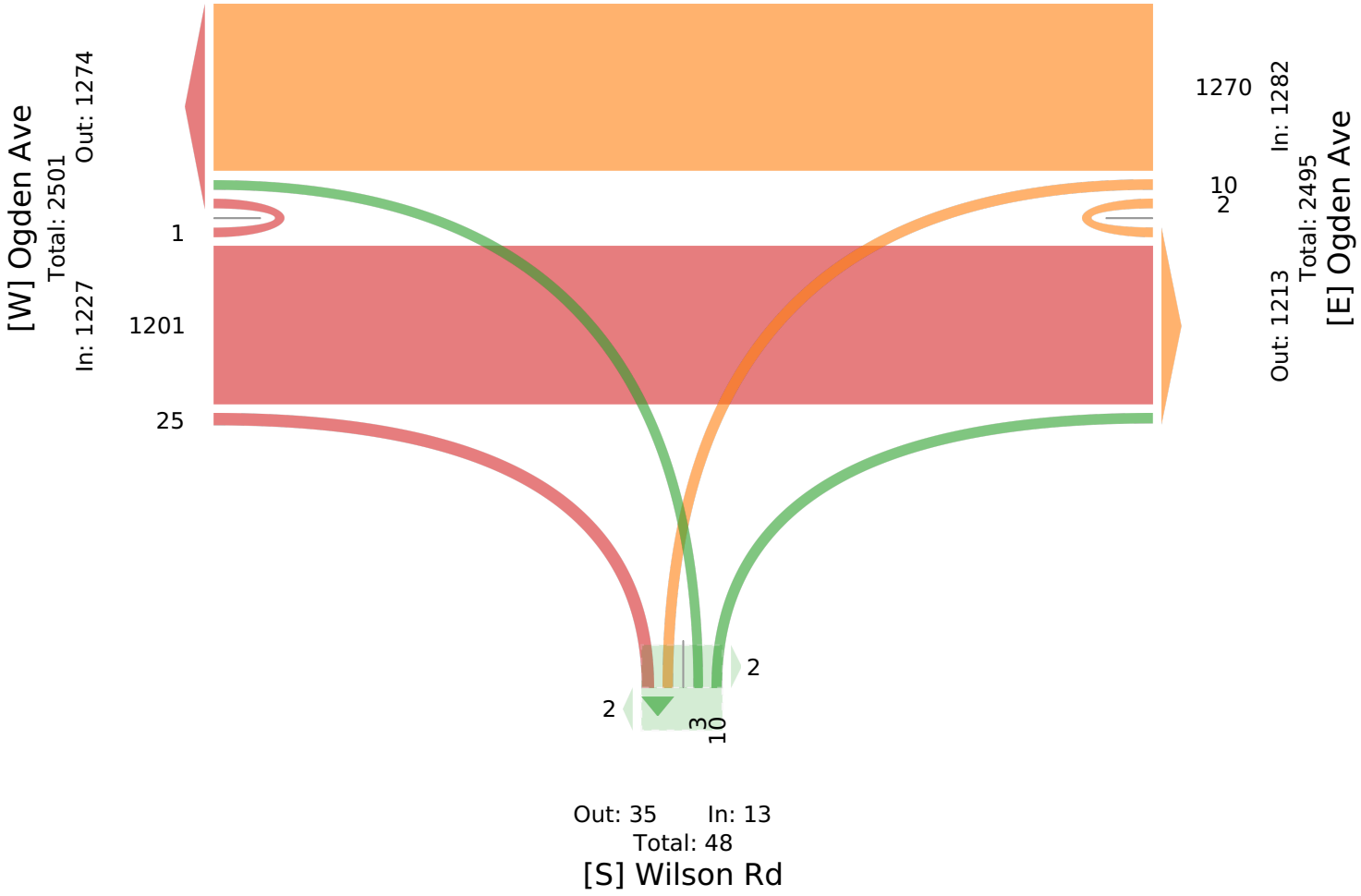
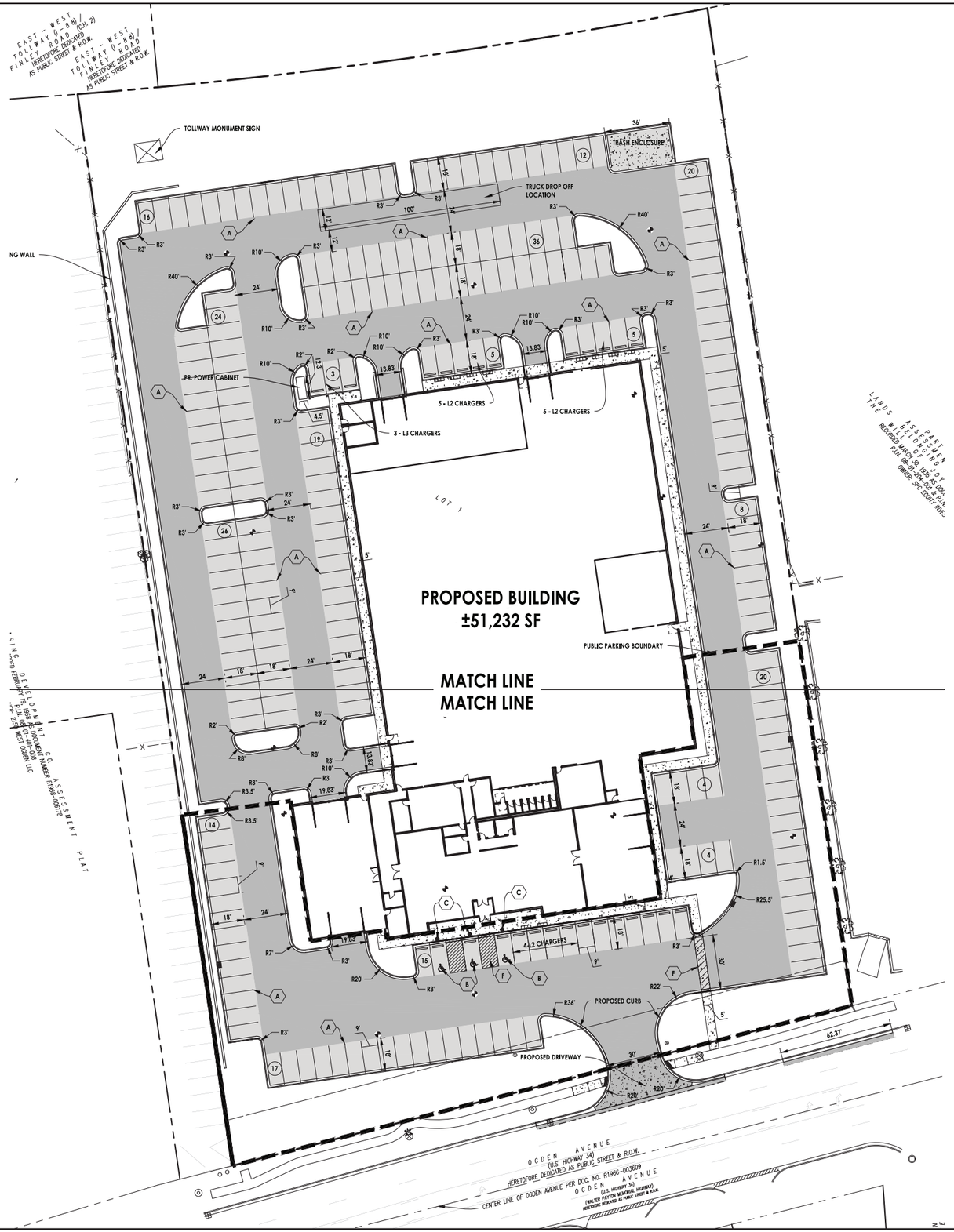


Site Plan



NOTES:

1. ALL DIMENSIONS ALONG CURB LINES ARE TO FACE OF CURB, UNLESS NOTED OTHERWISE.
2. BUILDINGS AND ADJACENT TO BUILDING IMPROVEMENTS SHOWN ON THESE PLANS ARE BASED UPON THE BUILDING PLANS PROVIDED BY OTHERS AT THE DATE OF THESE PLANS BEING PREPARED. BUILDING PLANS NORMALLY CONTINUE TO CHANGE AFTER SITE PLANS HAVE BEEN APPROVED. THEREFORE THE CONTRACTOR SHALL USE THE BUILDING PLANS FOR FINAL BUILDING IMPROVEMENTS, AND VERIFY THAT ALL ADJACENT IMPROVEMENTS ARE CONSISTENT WITH THE DESIGN INTENT AND REQUIREMENTS OF THE SITE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF CLARIFICATION IS NEEDED, OR IF CONFLICTS OR INCONSISTENCIES EXIST.
3. ADA DETECTIBLE WARNING STRIPS SHALL BE CAST IRON TILES, WET SET INTO CONCRETE SURFACE, PER MANUFACTURERS INSTALLATION RECOMMENDATIONS.
4. TOPOGRAPHIC AND BOUNDARY SURVEY PREPARED BY SIGHT ON SOLUTIONS, INC.

(X) SIGNING AND STRIPING SCHEDULE

A. 4" YELLOW STRIPING
B. YELLOW HANDICAP PARKING STRIPING (SEE DETAIL)
C. "ACCESSIBLE" PARKING STALL SIGN ASSEMBLY (S350 FINE)
D. "STOP" SIGN R1-1 (30"X30")
E. 24" WHITE THERMOPLASTIC STOP BAR
F. 4" PAINTED CROSS STRIPING 4' C-C
G. DIRECTIONAL ARROW
H. RIGHT TURN ONLY R3-5 (24"X30")
I. THERMOPLASTIC RIGHT TURN ONLY STRIPING
J. 4" YELLOW LINES, 5.5' C-C SKIP-DASH AND SOLID
K. 6" SOLID WHITE THERMOPLASTIC.
L. "NO LEFT TURN" SIGN (30"X30")
M. 6" WHITE THERMOPLASTIC 6' SKIP 2' DASH

STRIPING NOTE: ON-SITE PAVEMENT MARKINGS AND GRAPHICS SHALL CONSIST OF TWO (2) COATS OF TRAFFIC-RATED PAINT APPLIED A MINIMUM OF 30 DAYS APART. STRIPING AND GRAPHICS AT ENTRY DRIVES SHALL BE THERMOPLASTIC AS NOTED. MATERIALS SHALL MEET DEPARTMENT OF TRANSPORTATION STANDARDS.

(X) PARKING SUMMARY

	EXISTING	PROPOSED
REGULAR STALLS (9'x18')(PUBLIC)	–	71
REGULAR STALLS (9'x18')(PRIVATE)	–	174
ACCESSIBLE STALLS (9'x18') (PUBLIC)	–	3
TOTAL STALL COUNT	–	248

L2 CHARGERS: 14
L3 CHARGERS: 3

LEGEND:

- ADA TRUNCATED DOMES
- EXISTING BARRIER CURB
- EXISTING CURB AND GUTTER
- EXISTING CURB AND GUTTER - DEPRESSED
- B6.12 CURB AND GUTTER UNLESS NOTED OTHERWISE
- B6.12 CURB AND GUTTER - DEPRESSED
- B6.12 CURB AND GUTTER - TRANSITION (ZERO TO FULL HEIGHT)
- BARRIER CURB UNLESS NOTED OTHERWISE
- BARRIER CURB - DEPRESSED
- B6.12 CURB - TRANSITION (ZERO TO FULL HEIGHT)
- SAWCUT LINE
- PROPOSED FULL-DEPTH REGULAR ASPHALT PAVEMENT
- PROPOSED FULL-DEPTH HEAVY-DUTY ASPHALT PAVEMENT.
- PROPOSED CONCRETE PAVEMENT.
- PROPOSED CONCRETE SIDEWALK.

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

No.	DATE	DESCRIPTION

rtm engineering consultants
5933 N. Meacham Road
Suite 700
Schaumburg, IL 60173
Telephone: (847) 755-1480
www.rtmec.com
IL Design Firm: 184006777-0002

SHEET NAME: SITE PLAN

PROJECT NAME: RIVIAN DOWNERS GROVE
2100 OGDEN AVE
DOWNERS GROVE, IL

PROJECT No. 26.0160.2366

SHEET No. C2.0
OF 20 SHEETS

User: hao.duong File: O:\CIV\01-Proj\0160.2366 GMX Rivian Downers Grove\03 DWG\02 SHEET SET\C2.0 - SITE PLAN.dwg Time: Jul 15, 2026 - 4:43pm

ITE Trip Generation Sheets

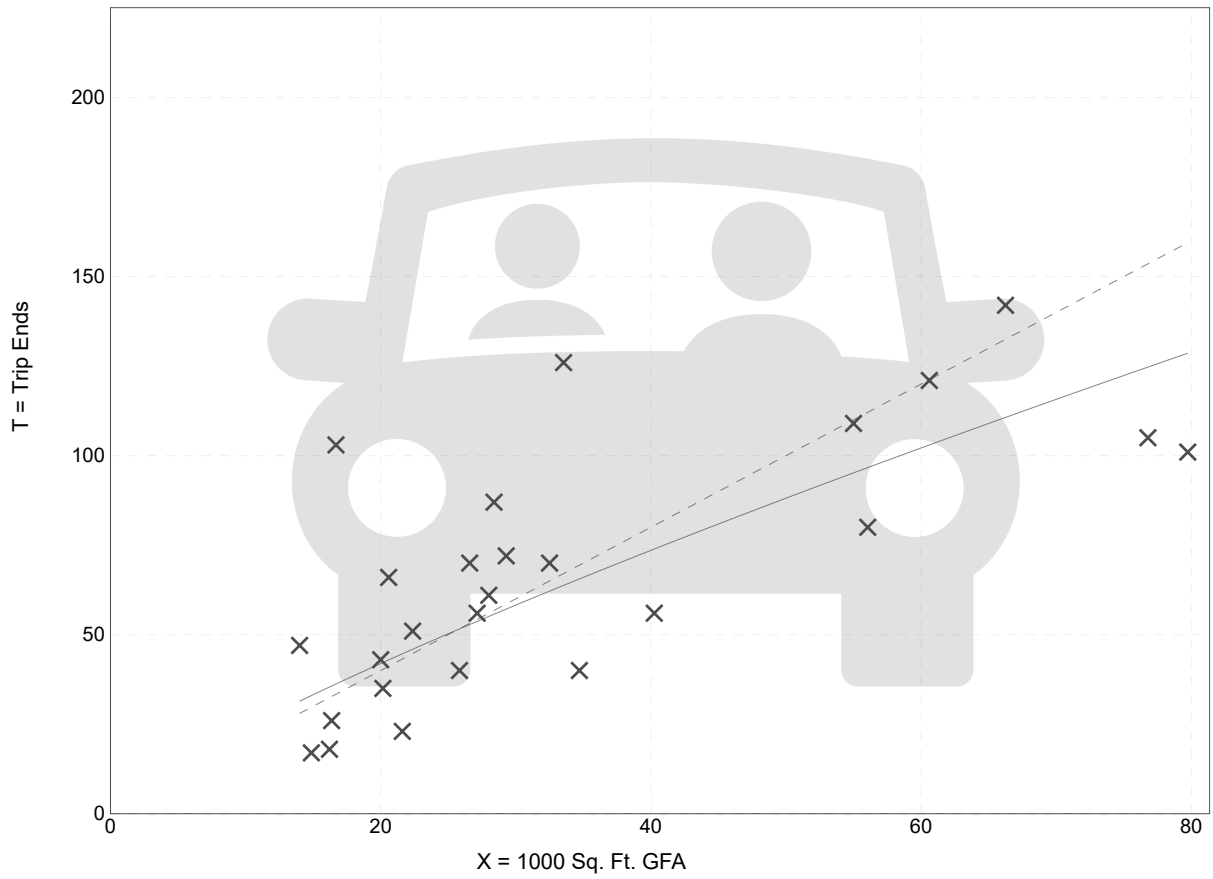
Automobile Sales (New)
(840)

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: 26
Avg. 1000 Sq. Ft. GFA: 34
Directional Distribution: 73% entering, 27% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.00	1.06 - 6.17	0.90

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.81 Ln(X) + 1.31 **R^2= 0.50**

Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

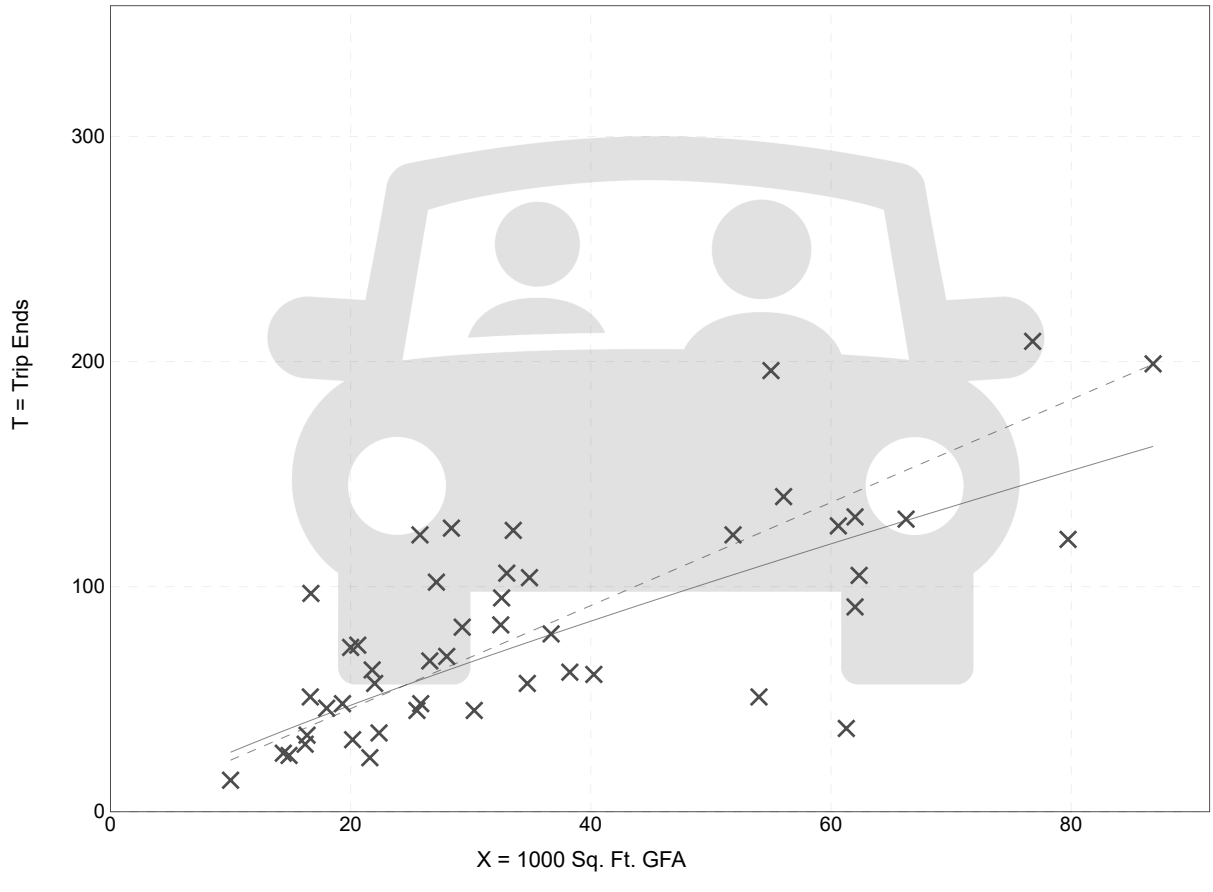
Automobile Sales (New)
(840)

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: 47
Avg. 1000 Sq. Ft. GFA: 36
Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.29	0.60 - 5.81	0.94

Data Plot and Equation



Automobile Sales (New)
(840)

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

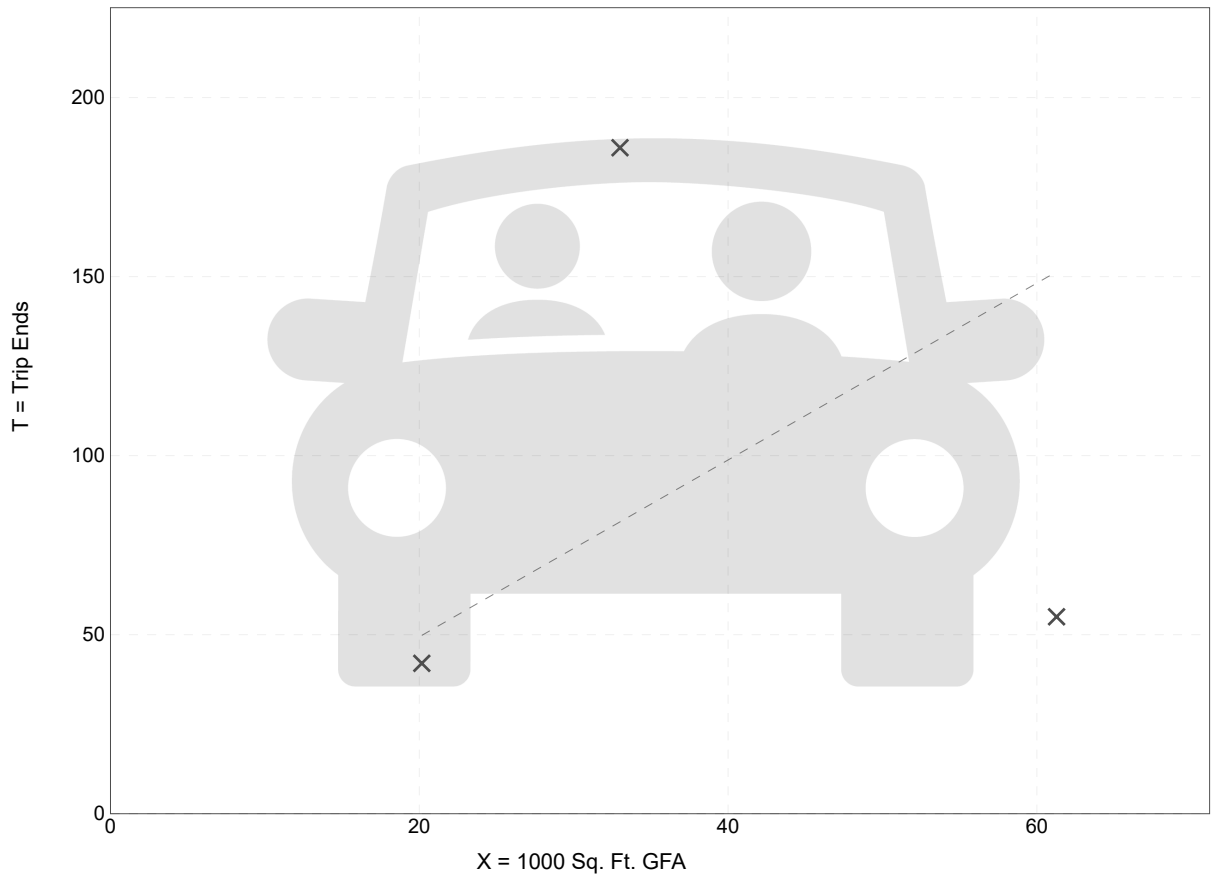
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 38
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.47	0.90 - 5.64	2.52

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

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

May 12, 2026

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

Subject: Belmont Road at Ogden Avenue
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated May 11, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Belmont Ave, at Ogden Ave	20,400	23,100
Ogden Ave west of Belmont Ave	31,600	35,700
Ogden Ave east of Belmont Ave	30,100	34,000

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

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

cc: Rios (IDOT)
\2026_TrafficForecasts\DownersGrove\du-30-26\du-30-26.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: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

HCM 7th TWSC
1: Wilson Street & Ogden Avenue 07/23/2026

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1399	10	11	1211	0	6	0	23	0	0	0
Future Vol, veh/h	0	1399	10	11	1211	0	6	0	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	96
Heavy Vehicles, %	0	3	0	0	4	0	44	0	5	0	0	0
Mvmt Flow	0	1488	11	12	1288	0	6	0	24	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1288	0	0	1499	0	0	2161	2805	749	2056	2811	644
Stage 1	-	-	-	-	-	-	1494	1494	-	1312	1312	-
Stage 2	-	-	-	-	-	-	668	1312	-	744	1499	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.38	6.5	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.38	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.38	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.94	4	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	545	-	-	453	-	-	16	19	348	33	18	420
Stage 1	-	-	-	-	-	-	87	188	-	170	230	-
Stage 2	-	-	-	-	-	-	328	230	-	377	187	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	545	-	-	453	-	-	15	18	348	29	18	420
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	101	-	112	97	-
Stage 1	-	-	-	-	-	-	87	188	-	164	221	-
Stage 2	-	-	-	-	-	-	315	221	-	350	187	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.63	28.24	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	186	545	-	-	32	-	-	-
HCM Lane V/C Ratio	0.166	-	-	-	0.026	-	-	-
HCM Ctrl Dly (s/v)	28.2	0	-	-	13.2	0.5	-	0
HCM Lane LOS	D	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	-

HCM 7th TWSC
2: Ogden Avenue & Main Access Drive 07/23/2026

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1409	1216	1	0	6
Future Vol, veh/h	6	1409	1216	1	0	6
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	96	96	96	96	96	92
Heavy Vehicles, %	0	3	5	0	0	0
Mvmt Flow	6	1468	1267	1	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1268	0	-	0	2014	634
Stage 1	-	-	-	-	1267	-
Stage 2	-	-	-	-	746	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	555	-	-	-	52	427
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	435	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	555	-	-	-	51	427
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	435	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	13.57
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	15	-	-	-	427
HCM Lane V/C Ratio	0.011	-	-	-	0.015
HCM Ctrl Dly (s/v)	11.6	0.2	-	-	13.6
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

HCM 7th TWSC
1: Wilson Street & Ogden Avenue 07/23/2026

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1371	31	29	1651	0	1	0	24	0	0	0
Future Vol, veh/h	0	1371	31	29	1651	0	1	0	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	92
Heavy Vehicles, %	0	2	0	4	1	0	0	0	0	0	0	0
Mvmt Flow	0	1459	33	31	1756	0	1	0	26	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1756	0	0	1491	0	0	2415	3293	746	2547	3310	878
Stage 1	-	-	-	-	-	-	1475	1475	-	1818	1818	-
Stage 2	-	-	-	-	-	-	940	1818	-	729	1491	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.24	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	361	-	-	437	-	-	17	9	361	14	9	295
Stage 1	-	-	-	-	-	-	135	192	-	82	130	-
Stage 2	-	-	-	-	-	-	288	130	-	385	189	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	361	-	-	437	-	-	15	8	361	11	7	295
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	68	-	56	63	-
Stage 1	-	-	-	-	-	-	135	192	-	71	112	-
Stage 2	-	-	-	-	-	-	248	112	-	358	189	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.06	17.28	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	320	361	-	-	62	-	-	-
HCM Lane V/C Ratio	0.083	-	-	-	0.071	-	-	-
HCM Ctrl Dly (s/v)	17.3	0	-	-	13.9	1.8	-	0
HCM Lane LOS	C	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1402	1650	2	0	3
Future Vol, veh/h	2	1402	1650	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	2	1445	1701	2	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1703	0	-	0	2429	852
Stage 1	-	-	-	-	1702	-
Stage 2	-	-	-	-	727	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	379	-	-	-	27	307
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	379	-	-	-	27	307
Mov Cap-2 Maneuver	-	-	-	-	103	-
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	445	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	16.84
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	307
HCM Lane V/C Ratio	0.005	-	-	-	0.01
HCM Ctrl Dly (s/v)	14.6	0.1	-	-	16.8
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

Existing Saturday Midday Peak Hour

HCM 7th TWSC
1: Wilson Street & Ogden Avenue 07/23/2026

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1287	19	26	1296	0	9	0	21	0	0	0
Future Vol, veh/h	0	1287	19	26	1296	0	9	0	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	16	0	1	0	0	0	5	0	0	0
Mvmt Flow	0	1341	20	27	1350	0	9	0	22	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1350	0	0	1360	0	0	2080	2755	680	2074	2765	675
Stage 1	-	-	-	-	-	-	1351	1351	-	1404	1404	-
Stage 2	-	-	-	-	-	-	729	1404	-	670	1360	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	516	-	-	512	-	-	31	20	386	32	20	401
Stage 1	-	-	-	-	-	-	161	221	-	149	208	-
Stage 2	-	-	-	-	-	-	385	208	-	417	218	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	516	-	-	512	-	-	29	18	386	27	18	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	102	-	101	95	-
Stage 1	-	-	-	-	-	-	161	221	-	137	190	-
Stage 2	-	-	-	-	-	-	352	190	-	394	218	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.24	23.77	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	223	516	-	-	71	-	-	-
HCM Lane V/C Ratio	0.14	-	-	-	0.053	-	-	-
HCM Ctrl Dly (s/v)	23.8	0	-	-	12.4	1	-	0
HCM Lane LOS	C	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	-

HCM 7th TWSC
2: Ogden Avenue & Main Access Drive 07/23/2026

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1306	1301	4	0	4
Future Vol, veh/h	4	1306	1301	4	0	4
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	96	96	96	96	96	92
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	4	1360	1355	4	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1359	0	-	0	2046	680
Stage 1	-	-	-	-	1357	-
Stage 2	-	-	-	-	689	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	512	-	-	-	50	398
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	512	-	-	-	49	398
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	465	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.19	0	14.14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	398
HCM Lane V/C Ratio	0.008	-	-	-	0.011
HCM Ctrl Dly (s/v)	12.1	0.2	-	-	14.1
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

No-Build Weekday Morning Peak Hour

HCM 7th TWSC
1: Wilson Street & Ogden Avenue 07/23/2026

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1431	10	11	1248	0	6	0	23	0	0	0
Future Vol, veh/h	0	1431	10	11	1248	0	6	0	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	92
Heavy Vehicles, %	0	3	0	0	4	0	44	0	5	0	0	0
Mvmt Flow	0	1522	11	12	1328	0	6	0	24	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1328	0	0	1533	0	0	2215	2879	766	2112	2884	664
Stage 1	-	-	-	-	-	-	1528	1528	-	1351	1351	-
Stage 2	-	-	-	-	-	-	687	1351	-	761	1533	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.38	6.5	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.38	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.38	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.94	4	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	527	-	-	440	-	-	14	17	339	30	16	408
Stage 1	-	-	-	-	-	-	82	181	-	161	221	-
Stage 2	-	-	-	-	-	-	318	221	-	368	180	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	527	-	-	440	-	-	13	16	339	26	16	408
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	96	-	106	93	-
Stage 1	-	-	-	-	-	-	82	181	-	154	211	-
Stage 2	-	-	-	-	-	-	304	211	-	342	180	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.67	29.47	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	527	-	-	31	-	-	-
HCM Lane V/C Ratio	0.174	-	-	-	0.027	-	-	-
HCM Ctrl Dly (s/v)	29.5	0	-	-	13.4	0.6	-	0
HCM Lane LOS	D	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	-

HCM 7th TWSC
2: Ogden Avenue & Main Access Drive 07/23/2026

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1441	1253	1	0	6
Future Vol, veh/h	6	1441	1253	1	0	6
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	96	96	96	96	96	92
Heavy Vehicles, %	0	3	5	0	0	0
Mvmt Flow	6	1501	1305	1	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1306	0	-	0	2069	653
Stage 1	-	-	-	-	1306	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	537	-	-	-	48	415
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	426	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	537	-	-	-	47	415
Mov Cap-2 Maneuver	-	-	-	-	150	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	426	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.28	0	13.82
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	15	-	-	-	415
HCM Lane V/C Ratio	0.012	-	-	-	0.016
HCM Ctrl Dly (s/v)	11.8	0.2	-	-	13.8
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour

HCM 7th TWSC
1: Wilson Street & Ogden Avenue 07/23/2026

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1406	32	30	1691	0	1	0	24	0	0	0
Future Vol, veh/h	0	1406	32	30	1691	0	1	0	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	92
Heavy Vehicles, %	0	2	0	4	1	0	0	0	0	0	0	0
Mvmt Flow	0	1496	34	32	1799	0	1	0	26	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1799	0	0	1530	0	0	2476	3376	765	2611	3393	899
Stage 1	-	-	-	-	-	-	1513	1513	-	1863	1863	-
Stage 2	-	-	-	-	-	-	963	1863	-	748	1530	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.24	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	348	-	-	422	-	-	16	8	350	12	8	286
Stage 1	-	-	-	-	-	-	128	184	-	77	124	-
Stage 2	-	-	-	-	-	-	278	124	-	375	181	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	348	-	-	422	-	-	13	7	350	10	6	286
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	64	-	52	59	-
Stage 1	-	-	-	-	-	-	128	184	-	65	105	-
Stage 2	-	-	-	-	-	-	236	105	-	348	181	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.29	17.73	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	309	348	-	-	63	-	-	-
HCM Lane V/C Ratio	0.086	-	-	-	0.076	-	-	-
HCM Ctrl Dly (s/v)	17.7	0	-	-	14.2	2.1	-	0
HCM Lane LOS	C	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	1438	1690	2	0	3
Future Vol, veh/h	23	1438	1690	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	24	1482	1742	2	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1744	0	-	0	2532	872
Stage 1	-	-	-	-	1743	-
Stage 2	-	-	-	-	789	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	365	-	-	-	23	298
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	413	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	365	-	-	-	21	298
Mov Cap-2 Maneuver	-	-	-	-	88	-
Stage 1	-	-	-	-	115	-
Stage 2	-	-	-	-	413	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.88	0	17.22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	57	-	-	-	298
HCM Lane V/C Ratio	0.065	-	-	-	0.01
HCM Ctrl Dly (s/v)	15.5	1.7	-	-	17.2
HCM Lane LOS	C	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0

Capacity Analysis Summary Sheets

No-Build Saturday Midday Peak Hour

HCM 7th TWSC
1: Wilson Street & Ogden Avenue 07/23/2026

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1315	19	27	1325	0	9	0	21	0	0	0
Future Vol, veh/h	0	1315	19	27	1325	0	9	0	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	16	0	1	0	0	0	5	0	0	0
Mvmt Flow	0	1370	20	28	1380	0	9	0	22	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1380	0	0	1390	0	0	2126	2816	695	2121	2826	690
Stage 1	-	-	-	-	-	-	1380	1380	-	1436	1436	-
Stage 2	-	-	-	-	-	-	746	1436	-	685	1390	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	503	-	-	499	-	-	29	18	378	29	18	392
Stage 1	-	-	-	-	-	-	155	214	-	143	201	-
Stage 2	-	-	-	-	-	-	376	201	-	409	211	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	503	-	-	499	-	-	26	17	378	25	16	392
Mov Cap-2 Maneuver	-	-	-	-	-	-	107	97	-	95	91	-
Stage 1	-	-	-	-	-	-	155	214	-	130	182	-
Stage 2	-	-	-	-	-	-	342	182	-	385	211	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.34	24.55	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	503	-	-	72	-	-	-
HCM Lane V/C Ratio	0.145	-	-	-	0.056	-	-	-
HCM Ctrl Dly (s/v)	24.6	0	-	-	12.6	1.1	-	0
HCM Lane LOS	C	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1335	1330	4	0	4
Future Vol, veh/h	4	1335	1330	4	0	4
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	96	96	96	96	96	92
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	4	1391	1385	4	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1390	0	-	0	2091	695
Stage 1	-	-	-	-	1388	-
Stage 2	-	-	-	-	704	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	499	-	-	-	46	389
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	499	-	-	-	46	389
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	14.35
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	389
HCM Lane V/C Ratio	0.008	-	-	-	0.011
HCM Ctrl Dly (s/v)	12.3	0.2	-	-	14.3
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

Total Projected Weekday Morning Peak Hour

HCM 7th TWSC
1: Wilson Street & Ogden Avenue 07/23/2026

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1443	10	11	1281	6	23
Future Vol, veh/h	1443	10	11	1281	6	23
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	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	0	4	44	5
Mvmt Flow	1535	11	12	1363	6	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1546	0	2245	773
Stage 1	-	-	-	-	1540	-
Stage 2	-	-	-	-	705	-
Critical Hdwy	-	-	4.1	-	7.68	7
Critical Hdwy Stg 1	-	-	-	-	6.68	-
Critical Hdwy Stg 2	-	-	-	-	6.68	-
Follow-up Hdwy	-	-	2.2	-	3.94	3.35
Pot Cap-1 Maneuver	-	-	435	-	20	335
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	355	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	435	-	20	335
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	339	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.68	25.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	204	-	-	31	-
HCM Lane V/C Ratio	0.151	-	-	0.027	-
HCM Ctrl Dly (s/v)	25.8	-	-	13.5	0.6
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	1441	1253	34	12	18
Future Vol, veh/h	39	1441	1253	34	12	18
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	96	96	96	96	96	92
Heavy Vehicles, %	0	3	5	0	0	0
Mvmt Flow	41	1501	1305	35	13	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1341	0	-	0	2155	670
Stage 1	-	-	-	-	1323	-
Stage 2	-	-	-	-	832	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	521	-	-	-	42	404
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	393	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	521	-	-	-	36	404
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	393	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.87	0	23.93
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	95	-	-	-	222
HCM Lane V/C Ratio	0.078	-	-	-	0.144
HCM Ctrl Dly (s/v)	12.5	1.6	-	-	23.9
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5

Capacity Analysis Summary Sheets

Total Projected Weekday Evening Peak Hour

HCM 7th TWSC
1: Wilson Street & Ogden Avenue 07/23/2026

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1437	32	30	1712	1	24
Future Vol, veh/h	1437	32	30	1712	1	24
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	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	4	1	0	0
Mvmt Flow	1529	34	32	1821	1	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1563	0	2520	781
Stage 1	-	-	-	-	1546	-
Stage 2	-	-	-	-	974	-
Critical Hdwy	-	-	4.18	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.24	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	409	-	24	342
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	331	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	409	-	20	342
Mov Cap-2 Maneuver	-	-	-	-	103	-
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	279	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.43	17.58
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	313	-	-	62	-
HCM Lane V/C Ratio	0.085	-	-	0.078	-
HCM Ctrl Dly (s/v)	17.6	-	-	14.5	2.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	1438	1690	23	31	34
Future Vol, veh/h	23	1438	1690	23	31	34
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	97	97	97	97	97	97
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	24	1482	1742	24	32	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1766	0	-	0	2543	883
Stage 1	-	-	-	-	1754	-
Stage 2	-	-	-	-	789	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	358	-	-	-	~ 23	293
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	413	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	358	-	-	-	~ 20	293
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	413	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.94	0	53.94
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	57	-	-	-	137
HCM Lane V/C Ratio	0.066	-	-	-	0.488
HCM Ctrl Dly (s/v)	15.8	1.7	-	-	53.9
HCM Lane LOS	C	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2.3

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Capacity Analysis Summary Sheets

Total Projected Saturday Midday Peak Hour

HCM 7th TWSC
1: Wilson Street & Ogden Avenue 07/23/2026

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1345	19	27	1359	9	21
Future Vol, veh/h	1345	19	27	1359	9	21
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	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	16	0	1	0	5
Mvmt Flow	1401	20	28	1416	9	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1421	0	2175	710
Stage 1	-	-	-	-	1411	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	-	-	4.1	-	6.8	7
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.35
Pot Cap-1 Maneuver	-	-	485	-	41	369
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	426	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	485	-	37	369
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	385	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.41	22.19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	241	-	-	70	-
HCM Lane V/C Ratio	0.13	-	-	0.058	-
HCM Ctrl Dly (s/v)	22.2	-	-	12.9	1.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	1335	1330	38	29	34
Future Vol, veh/h	38	1335	1330	38	29	34
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	96	96	96	96	96	92
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	40	1391	1385	40	30	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1425	0	-	0	2180	713
Stage 1	-	-	-	-	1405	-
Stage 2	-	-	-	-	774	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	484	-	-	-	40	379
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	484	-	-	-	35	379
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	420	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.97	0	32.66
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	100	-	-	-	196
HCM Lane V/C Ratio	0.082	-	-	-	0.343
HCM Ctrl Dly (s/v)	13.1	1.7	-	-	32.7
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Village of Downers Grove

Planning and Zoning Commission – Minutes (DRAFT)

Table 1 - Detailed information on this Board or Commission meeting.

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	August 24, 2026 at 7:00 PM

26-PZC-0042

The petitioner is seeking approval of a Special Use to construct a new automobile dealership. The property is currently zoned B-3, General Services and Highway Business. The property is located approximately 470 feet northeast of the intersection of Finley Road and Ogden Avenue, commonly known as 2100 Ogden Avenue, Downers Grove, IL (PIN: 08-01 -401-003). Petitioner, GMZ Real Estate Group; Owner, WJK 2100 Associates, LTD.

Todd Smutz, Director of Development with GMX Real Estate Group, expressed they are proposing the redevelopment of the Bill Kay Corvette Dealership on 2100 Ogden Ave to a brand-new Rivian dealership with a sales and service.

Lesley Dare, Rivian Real Estate Lead, stated their proposed facility is much more than a traditional auto dealership and will provide top-tier, by appointment only routine maintenance and minor repairs, and there will be no stacking of vehicles or overcrowded storage. She shared they are very excited to get started and become a lasting part of Downers Grove.

Mr. Smutz explained the existing site is located on 2100 Ogden Avenue and is approximately 4.6 acres and zoned B-3, General Service and Highway Business. He said they are proposing demolition of the existing buildings and all the asphalt pavement for an entire redevelopment of the site, with a 51,000 square foot dealership building with showroom and service bays. He stated it will have 71 public parking stalls, 174 private parking stalls, 3 ADA stalls in front of the showroom, 17 level two charges, and 3 fast chargers. He added they are reducing the access from

two points of access to Ogden Avenue to one. He went over the photometric plan, landscape plan, and building elevations. He expressed the special uses they are requesting include the personal vehicle repair and maintenance and personal vehicle sales and rental special uses, and went over how their request is in line with those uses. He introduced their design engineering team.

Chairman Rickard asked for clarification on the address. Mr. Zawila responded there are two addresses on the property, but it was changed to 2100 for simplicity of the packet for the overall site, which will also most likely be the address for the property once developed.

Chairman Rickard asked for questions for the petitioner.

Commissioner Patel asked if the 174 private spaces are for vehicle inventory and if all vehicle deliveries must occur on private property and cannot take place on Ogden Avenue. Mr. Smutz answered yes for the 174 spaces being for vehicle inventory, and there is a designated area along the northern parking bank for semitruck drop-off. He confirmed there would not be any stacking or temporary parking for the delivery trucks on Ogden Avenue.

Commissioner Eberhardt inquired about bringing it down to one point of entry/exit. Mr. Smutz said they felt the existing access would not be acceptable to IDOT.

Commissioner Eberhardt inquired how many people would be coming in and out. Javier Millan, Principal with KLOA, answered they tested the weekday morning and evening peak hours, as well as Saturday midday, and according to IT, they generate 100 cars total in and out in the evening, and a about 125 cars on Saturday. He said under existing conditions, there are two access drives, with the eastern access drive being slightly offset to the road to Wilson Avenue, and anytime they can remove offset intersections is a positive. He added in this case, having the one access drive will be acceptable because of the volume of traffic and Ogden Avenue has a two-way left turn lane. He added that in exiting the dealership, the two-way left turn lane gives them a chance of making a two-part left turn as well.

Commissioner Reyes asked if the new driveway was going to be wide enough for a delivery truck to drive through if they are coming east to west. Mr. Millan responded they performed the turns to make sure the turning path of the delivery vehicles can make that turn and go around the building.

Commissioner Frankovic inquired if the chargers would be accessible for the public or just the dealership. Ms. Dare answered for the dealership, but if a customer is there getting service, shopping, or meeting with a sales consultant, they can charge it.

Commissioner Lincoln asked for confirmation that the closest Rivian location in the western suburbs was Oak Brook, which is sales only. Ms. Dare confirmed that was correct. She added one of their priorities for the last 2 ½ years was looking for a west side home, and Downers Grove was one of their top sites.

Commissioner Lincoln inquired if 85% was what they were aiming for the native plants. Mr. Smutz answered yes.

Commissioner Lincoln asked if they were also considered permeable pavers for sidewalk and pavement. Mr. Smutz responded they are reducing the overall impervious surfaces on the site, and they designed the site to detain all the stormwater runoff at the rear of the site and the small pond at the front. He said they would have to have a discussion on further reducing permeable pavers.

Commissioner Reyes asked about where test drives would happen. Ms. Dare stated Ogden Avenue, Belmont and Finley Road, Highland Avenue, Main Street and 55th Street.

Chairman Rickard inquired if there were any outdoor storage areas other than the trash enclosure. Ms. Dare answered no.

Chairman Rickard asked for public comment. There were none.

Chairman Rickard asked for the staff report.

Flora Leon, Senior Planner, explained the petition is for 2100 Ogden Avenue, for a Special Use to construct a new automobile dealership. She said the site is about 4.5 acres, and the existing zoning district if B-3, General Service and Highway Business, which allows the proposed use with a special use. She said all notice requirements were met and they received one call and were asked one question while she was on the site visit, which were general in nature. She noted the petitioner is proposing to demolish the two existing building footprints on site. She went over the site plan, including the building footprint, access point, pedestrian connections, trash enclosure, and provided the elevations for the building and proposed materials. She shared the goals of the Comprehensive Plan related to the petition and the special use criteria. Staff found the four standards of the special use were met.

Chairman Rickard asked for questions for staff.

Commissioner Lincoln asked if the previous occupant of the property had a vehicle service center or sales only. Mr. Zawila responded the smaller building on the west side of the lot was

for service. Chairman Rickard added there was a garage in the back of the main building where they worked on vehicles.

Chairman Rickard invited the petitioner back up to add any other information or address anything that came up. Mr. Smutz expressed they are excited to support the development and appreciation their consideration.

Chairman Rickard asked for Commission deliberation.

Commissioner Barry commented the entire stretch of Ogden Avenue is car dealerships, so this was consistent with the use around there and a significant upgrade from what they have there currently.

Commissioner Frankovic agreed it was consistent with what is already in the area and added it will be very prominent and enhance the area. She recommended having some chargers for the public to use.

Commissioner Eberhardt agreed with her fellow commissioners.

Commissioner Lincoln concurred and said it was nice to have more of a regional draw car dealership. He appreciated the commitment to a lot of the environmental aspects and asked that they consider permeable pavement.

Chairman Richard agreed and expressed that it very easily met the standards.

With respect to File 26-PZC-0042, 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 Special Use to construct a new automobile dealership, 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-0042, subject to the conditions in the staff report.

The motion seconded by Commissioner Frankovic.

Aye: Barry, Eberhardt, Frankovic, Lincoln, Patel, Reyes, Wolf, Chairman

Nay: None

Motion Passed. Vote 8-0.