



Village of Downers Grove

Planning and Zoning Commission – Agenda

Table 1 - Detailed information on this Planning and Zoning Commission Meeting

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

Call to Order.

Roll Call.

Approval of Minutes.

- August 3, 2026

Public Hearing.

26-PZC-0039:

The petitioner is seeking approval of a Planned Unit Development Amendment and a Special Use Amendment to construct a mixed-use 9-unit apartment building. The property is currently zoned DC/P.D. #74, Downtown Core/ Planned Development #74. The property is located on the on the west side of Forest Avenue between Gilbert Avenue and Curtiss Street, commonly known as 5112-5120 Forest Avenue (PINs: 09-08-301-008, -009, -030, and -031) Petitioner, Brownstone Homes, LTD; Owners, Brownstone Homes, LTD and 1024 Division Commons, LLC.

At the August 24, 2026 meeting, per the petitioner's request, staff will recommend the Planning and Zoning Commission call to order case 24-PCE-0039 and continue the petition to the September 21, 2026 meeting.

26-PZC-0037:

The petitioner is seeking approval of a Map Amendment to Rezone the subject property from M-1, Light Manufacturing, to O-R-M, Office-Research-Manufacturing. The property is located approximately 50 feet north of the intersection of Warrenville Road and Cross Street, commonly known as 2500 Warrenville Road, Downers Grove, IL (PIN: 08-01-300-015).) Petitioner, Andrew Scott; Owner, 2500 Warrenville LLC.

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.

Public Comments.

Adjournment.



Village of Downers Grove

Planning and Zoning Commission – Minutes (DRAFT)

Table 1 - Detailed information on this Planning and Zoning Commission Meeting

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	August 3, 2026 at 7:00 PM

Call to Order.

Roll Call.

Present: Patel, Barry, Frankovic, Lincoln, Wolf, Chairman Rickard

Absent: Eberhardt, Reyes, Wolf

Approval of Minutes.

A. July 6, 2026

B. July 8, 2026

Commissioner Lincoln stated the sentence attributed to him from the July 8th Meeting that said, “He had said that they had middle housing before but the creation of zoning codes made it basically illegal,” was him clarifying that society in general used to have more middle housing and then zoning codes made it legal.

Motion to approve both minutes by Commissioner Frankovic, seconded by Commissioner Lincoln. The motion passed.

Public Hearing.

A. 26-PZC-0036:

The petitioner is seeking approval of an Amendment to Planned Development #31. The property is generally located west of Lacey Road starting approximately 1,100 feet north of the intersection of Lacey Road and Finley Road and extending north to Butterfield Road and West of Woodcreek Drive, commonly known as the Esplanade at Locust Point, Downers Grove, IL (PINs: 05-25-413-009, 05-25-415-010, 05-36-200-009, -011, 05-36-202-008, -015, -016, -017, 05-36-400-017, 06-30-301-007, 06-30-304-002, -003, 06-30-305-003, 06-31-100-019, -020, -021, -022, -023, -025, -027, -028, -029, 06-31-103-001, -002, -005, -006, -007) Petitioner, Hamilton Partners; Owners, Hamilton Partners and Various Owners.

Kate Duncan, Attorney with Quarles & Brady stated that she is the representative for the applicant, Ann and Robert H. Lurie Children's Hospital of Chicago. She explained the applicant is seeking approval of an amendment to Planned Unit Development #31 to allow for the construction of a new pediatric hospital and healthcare facility, which is zoned PUD #31, an underlying zoning classification of ROM District. She noted an amendment to PUD #31 was approved to allow hospitals as a permitted use.

Dr. Tom Shanley, President and CEO of Lurie Children's Hospital, thanked the Village, Planning and Zoning Commission, and community members who engaged with them throughout the process. He stated this hospital would provide access to exceptional pediatric care and is an important step from a single downtown hospital into an integrated pediatric health system. He said nearly 580,000 children live in Chicago's western suburbs, and more than half of them leave the region to get pediatric care, which is why they are choosing to put this new pediatric hospital in Downers Grove. He noted children who can safely receive care closer to home can receive comprehensive pediatric services, and children with the most complex medical needs will continue benefiting with seamless coordination with the downtown campus and full capabilities of Lurie

Children's nationally recognized pediatric specialists. He shared they are excited for the opportunity to become part of the Downers Grove community and a trusted partner.

Dr. Marcelo Malakooti, Chief Medical Officer of Lurie Children's and a pediatric critical care physician, expressed that he sees what timely access to specialist pediatric care means for children and their families every day. He said their goal is to bring trusted pediatric care from Lurie Children's closer to families. He stated the proposed Downers Grove Campus is not intended to replicate their downtown campus, but is a pediatric community hospital that delivers the same high standards of care for children with lower and moderate acuity medical needs. He explained the hospital will be approximately 3,000 square feet and located on a 13-acre campus, and will offer a comprehensive range of pediatric services and include 48 inpatient beds, 35-room pediatric emergency department, 6 operating rooms, and a multispecialty outpatient center with 50 exam rooms and 10 ambulatory infusion rooms. He noted services include oncology, cardiology, gastroenterology, orthopedics, rehabilitation, advanced diagnostic imaging, and laboratory or pharmacy services. He added the hospital will operate a full service pediatric healthcare facility, with the emergency department and inpatient areas are open 24 hours a day, 7 days a week. He stated the helipad is intended to transport children requiring rapid transfer to their Streeterville Campus for highly specialized or intensive care.

David Staczek, campus planner architect and lead designer, stated this will be the first new hospital for Lurie Children's Hospital bringing lower acuity inpatient care closer to home. He said the location has great visibility from the tollway, access from the north and south, and has the Arboretum and Forest Preserve as neighbors. He stated they propose to bring the park like setting into the new campus and create a healing space within a healing garden, and an opportunity for expansive views to the east. He said the hospital is four levels and the new clinic building is two levels, which are connected on the lower two levels, and entry of the facility is at the intersection of the two main building forms. There is

side access on three sides of the site, 3.2 acres site area, 698,669 square feet of total floor area of the hospital and clinic., and a 0.52 floor area ratio.

Matt Maranzan, site planner and landscape architect with LJC Design & Engineering, gave a deep dive on the site and walked through more details. He discussed the site plan, proposed building and parking setbacks, layout, visitor, staff and service circulation, pedestrian pathways, drainage and stormwater management plan, landscape, and tree layers. He noted the team has been collaborating with the arboretum and expects to incorporate several cultivars that have been developed there, and they included a series of public and private gardens for patients, families, visitors and staff.

Mr. Staczek expressed their design goals for the project are to help Lurie Children's Hospital make connections, including a connection back to the world class care that represents the main campus and brand, connection to Downers Grove community using local and familiar materials, and the connection to nature. He went over many of the other design details for the proposed site. He stated the signage proposed will require select deviations from the Master Sign Plan for gateway, monument, wall, window, and directional signs. He added they are requesting permission for temporary banners along the main traffic route through the site 12 weeks out of the year.

David Ketchum, Owner and Principal Planner at AirSafe, a heliport design and consulting firm out of Arizona, said they have worked with over 300 hospitals throughout the U.S. He stated the Lurie Children's Downers Grove heliport will be located 100 feet from the south corner of the hospital, which will include the center of the heliport being 187 feet from and at the same elevation as the ER entrance, 15 foot radius gurney way, access to helicopters in the light turbine category, landing area of 45 x 45 feet, an object free safety area 100 x 100 feet, classification of private, restricted for medical use that requires prior permission from the hospital, 8 flush mounted perimeter light fixtures, as well as path lights along the gurney way, and lighted wind indicators. He expressed current weather information will be provided to helicopter communication centers and

a closed circuit TV system will monitor patient transfer operations to be sent to comm centers. He talked about code required items of equipment, signs along Woodcreek Drive advising of the possibility of helicopter operations, and the two government agencies that have jurisdiction over the helicopter. He expressed they expect a letter from the FAA stating the agency has no objection to the use of airspace and an operation license from IDOT. He went over the heliport graphics as well. He voiced Lurie Children's is well prepared for this use.

Luay Aboona, KOLA Principal, the traffic consultant on the project, said the site is well-located given the proximity to the expressway and arterial roadway system, with I-355 to the east of the site and I-88 to the south of the site. He stated the principal arterial roadway system consists of Butterfield Road, Finley Road, and Ogden Avenue, and the site is on Locust Point, with signalized intersections at Butterfield Road, Woodcreek Drive, Esplanade Road, and Finley Road. He noted that IDOT is currently improving Butterfield Road by implementing the smart corridor at Woodcreek Drive and I-355 ramps. He shared KOLA's traffic study indicated the study area intersection has adequate reserve capacity to accommodate the traffic generated by the hospital campus. He said the main access will be provided on Locust Drive into the hospital campus, with two inbound and two outbounds lanes, and a northbound left turn lane on Locust Drive. He noted all outbound movements from the access drive will be under stop sign control and no signalization is needed. He voiced traffic generated by the hospital campus can be accommodated based on the site being well-located within the regional roadway system, the roadway network having sufficient capacity to accommodate the traffic, the location and number of access points ensures adequate and flexible access, and the parking supply will adequately accommodate the parking needs.

Mary Kate Daly, Senior Vice President and Chief of Community Health at Lurie Children's, discussed how they engaged the Downers Grove community in the planning process, public benefits, and their commitment to ongoing community engagement and partnership. She said they met with several local leaders, local

elected officials, made two visits to the new Crisis Recovery Center in DuPage County, and met with community partners whose work is aligned with their mission to improve the health children. They hosted a public meeting, which was attended by around 150 people, where they shared their vision, goals, and planning. She added the leading questions asked at the meeting were around specific services and specialties offered, how organizations can partner with the hospital, parking and transportation, and project timing. She said their contractors worked with the Illinois Economic Development Corporation research team to develop an economic impact analysis for this project, and the economic impact of the project creates a low case scenario of 552 total new jobs and \$54.1 million in increased earnings and high case scenario of 1,026 total new jobs and \$98.9 million in increased earnings. In regard to hiring, they plan to put significant focus into local recruitment. She thanked the nine Downers Grove partners who provided letters of support, and reiterated their commitment to continue engaging the community in the future. Chairman Rickard shared that they received a 10th support letter today.

Ms. Duncan requested the PowerPoint presentation they shared be considered as part of their overall application package and shared how they meet the criteria for approval. She stated Lurie Children's believes the terms, conditions, and details will do more than protect surrounding property owners and the general public by creating a thoughtfully designed community center project to allow Lurie Childrne's to serve as an exceptional resource and long-term partner for the Village.

Chairman Rickard expressed the presentation was very impressive.

Chairman Rickard asked for questions for the petitioner.

Commissioner Frankovic agreed it was a wonderful presentation. She asked if there would be any mental health or behavioral services. Dr. Malakooti answered their emergency department will have the capacity to care for

behavioral health conditions, but there were no plans for an inpatient unit at this time. However, they are currently exploring offering outpatient services.

Commissioner Frankovic inquired if they would be transporting any patients via helicopter into Downers Grove or if they just be transporting out to Streeterville. Ms. Duncan confirmed there will be no transports into Downers Grove, only from Downers Grove to the Streeterville campus.

Commission Lincoln asked what the reason for that was. Dr. Shanley explained patients typically requiring heliport transport are of such a nature that they would typically need the specialty care at the Streeterville campus.

Commissioner Lincoln inquired if there have been any thoughts on expanding if they decide the demand is bigger than they originally thought. Dr. Shanley responded they view the project as a phase project, and they purchased the plot on the north side to allow for further expansion. He said that would depend on the growth of the services and demand of the patients.

Commissioner Barry commented all questions he had were adequately answered.

Commissioner Frankovic asked if they would consider taking measures for bird friendly glass since they are close to the forest preserves and arboretum. Ms. Duncan answered yes, that is incorporated into the planning and principles of the design.

Commissioner Lincoln asked what percentage of the planting will be native. Mr. Maranzan answered they do not know the exact percentage, but they will be utilizing native plants that stay the right size.

Chairman Rickard asked for public comment.

Brittany Magnus, resident, shared that in 2021, their 2-year-old son was diagnosed with high risk acute lymphoblastic leukemia, and their 5-year-old son was diagnosed with Crohn's disease just a few months later. They were treated

at Lurie Children's, where their then 2-year-old endured daily treatment for more than 2 ½ years and stayed more than 80 nights inpatient. She said when they were home, if he got a fever, which was an emergency for him, they had one hour to get to Lurie, and depending on traffic, the trip could take up to two hours each way. She was grateful for the care her children received, and her only complaint was the distance. She stated if the hospital was in Downers Grove, their family would not have been split up so often, could easily grab forgotten items, and each emergency drive would have come with less fear. She noted he has finished treatment, but will have to continue annual follow-up at Lurie until he is 39, and still has checkups every few months, so having a hospital in Downers Grove would make it more convenient and give families more time together during some of the hardest days of their lives.

Ken Rathje, resident and former planner, expressed 44 years ago, his wife delivered their son at 7 months, at 3 pounds and 12 ounces, and they had to travel many miles to get the services they needed. He said having something like that in DuPage County is fantastic, and everything about this project makes sense.

Chairman Rickard asked for the staff report.

Flore Leon, Senior Planner, explained the request is for a Planned Unit Development amendment, at 3300 Lacey Road. She stated the underlining zoning district is Office Research and Manufacturing District, with the overlay PUD #31. The PUD was approved in 1990 and came with a Master Site Plan approval, but has been updated several times since then, one of which was to add hospital as an approved allowed use earlier this year. She said a public hearing notice sign was posted on the site, mailers were sent out to all neighbors within 250 feet of the site, a notice as placed in the newspaper, and they did not they receive any additional calls or questions. However, they receive a letter from the Forest Preserve District of DuPage County today. She provided the overall plat of survey, site plan, design features, requested deviations and additional signage, and she highlighted sections from the Comprehensive Plan

that align with the request. She stated staff found all the standards of approval were met and recommended approval of the petition.

Chairman Rickard asked for questions for staff.

Commissioner Lincoln asked if there are other examples in the Village where they allowed signage and windows coverings at a higher percentage. Mr. Zawila could not recall any, but said this is a unique use and location.

Chairman Richard invited the petitioner to come back up and address anything or make any closing comments.

Ms. Duncan thanked the Downers Grove staff for being exceptional partners to work with throughout the process. She stated with this project, Lurie Children's has the opportunity to bring world class pediatric care closer to home and become a lasting partner in the future of Downers Grove, and they respectfully submitted that the application satisfies all application standards and requested their recommendation for approval.

Chairman Rickard asked for Commission deliberation.

Commissioner Lincoln commented he originally had some concerns with the signs, but he felt the presentation handled those well and it makes sense to have more signs at a hospital. He noted some of the signs in the window being larger may not be as necessary, but that was a small in light of all the other positives.

Commissioner Wolf stated it is clear this is an asset to Downers Grove and the attention and thoughtfulness that went into the design and plans for this made it even better. She added there is also a lot of support for this from the community.

Commissioner Frankovic agreed and said it fits within the Comprehensive Plan and is a huge benefit to the community. She was excited about the project and happy to see the thoughtfulness that went into the design and planning.

Commissioner Barry was thankful they chose to put the hospital in Downers Grove, as it is a tremendous asset to the community and there was no reason to oppose it.

Commissioner Patel was also in support and saw no issues with the sign deviations. He did not think there was a better place to put a regional hospital, especially with access from I-88 and I-355. He agreed this was very thoughtfully and intentionally put together with a great purpose. Commissioner Lincoln agreed the location is perfect.

Chairman Rickard agreed with his fellow commissioners. He said the biggest deviation was the signage, but it was not a concern to him, as it warrants a lot of signage for people coming in and is fully warranted and justified.

Commissioner Patel added the renderings were also fantastic.

With respect to File 26-PZC-0036, based on the petitioner's submittal, staff report, and the testimony presented, it is found that the petitioner has met the standards of approval for a Planned Unit Development amendment, as required by the Village of Downers Grove Zoning Ordinance, and is in the public interest. Therefore, Commissioner Lincoln made a motion that the Planning and Zoning Commission recommend the Village Council approve File 26-PZC-0036, subject to the conditions outlined in staff report.

The motion seconded by Commissioner Barry.

Aye: Patel, Barry, Frankovic, Lincoln, Wolf, Chairman Rickard

Nay: None

Motion Passed. Vote 6-0.

Public Comments.

None.

Adjournment.

The meeting was adjourned. Upon a motion by Commissioner Lincoln, second by Commissioner Frankovic. A voice vote followed and the motion passed unanimously.



Village of Downers Grove

Report for the Planning and Zoning Commission

Table 1 – Planning and Zoning Item

Subject	26-PZC-0039 Planned Unit Development Amendment Request – 5120 Forest Avenue
Submitted By	Jason Zawila, AICP Planning Manager

Synopsis.

The Petitioner is requesting the Planning and Zoning Commission continue petition 26-PZC-0039 to the September 21, 2026 Planning and Zoning Commission meeting.

Recommendation.

Staff recommends the Planning and Zoning Commission call to order case 26-PZC-0039 and continue the petition to the September 21, 2026 meeting.

Background.

Property Information and Zoning Request.

The case is the consideration of an amendment to Planned Unit Development #74 for a mixed-use building at 5120 Forest Avenue. The Petitioner is requesting additional time to allow further refinement of the plans ahead of Planning and Zoning Commission consideration.



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 07:00 PM
Subject	26-PZC-0037, 2500 Warrenville Road
Type	Zoning Map Amendment
Submitted by	Carter Moran, Planner

Request.

The petitioner is requesting a Zoning Map Amendment to rezone the subject property from M-1, Light Manufacturing, to O-R-M, Office-Research-Manufacturing to allow for the future construction of an approximately 173,000 square foot single-story building at 2500 Warrenville Road.

Notice.

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

General Information.

Table 2 – Details about the applicant's identity and location.

Applicant Name	Applicant Address
Andrew Scott	10 South Wacker Drive, Suite 2300, Chicago, IL 60606

Table 3 - Property ownership details for primary owner.

Owner Name	Owner Address
2500 Warrenville LLC	2200 Cabot Drive, Unit 110, Lisle, IL 60532

Property Information.

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

Existing Zoning	M-1, Light Manufacturing
Existing Land Use	Office and Light Industrial
Property Size	7.8 acres (343,445 square feet)
PIN	08-01-300-015

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

Direction	Zoning	Future Land Use
East	ORM, Office-Research-Manufacturing	Light Industrial/Business Park
West	ORM, Office-Research-Manufacturing	Light Industrial/Business Park
North	Illinois Tollway	N/A
South	B-3, General Services and Highway Businesses/ M-1, Light Manufacturing	Corridor Commercial

Analysis.

Submittals

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

1. Petition
2. Location Map
3. Plat of Survey

4. Project Narrative
5. Approval Criteria

Project Description

The petitioner is requesting approval of a Zoning Map Amendment to rezone the subject property from M-1, Light Manufacturing, to O-R-M, Office-Research-Manufacturing to construct an approximately 173,000 square foot single-story building at 2500 Warrenville Road.

The subject property measures 566 feet deep and 603 feet wide. The property is currently zoned M-1, Light Manufacturing, and is occupied by an office building and the associated parking lot. The proposal includes demolishing the existing building and parking lot and constructing the beforementioned building.

The petitioner has not identified specific tenants for the building but prospective users will be consistent with those land uses permitted in the O-R-M Office-Research-Manufacturing District as well as uses in the surrounding area. Those tenants may include warehousing and/or distribution firms, companies engaged in limited industrial uses such as food processing, and/or designers/fabricators of custom interior finishes for high end residential and commercial customers.

Compliance with the Comprehensive Plan

The Future Land Use Map within the Guiding DG Comprehensive Plan designates the subject property as Light Industrial and Business Park. This land use is characterized as those areas that specialize in design, processing, assembly, storage, and transportation of products. Such uses are located in areas where they can benefit from regional transportation networks such as interstate highways, existing business parks, and along the BNSF railroad corridor.

The subject property is included in the West Ogden Avenue Focus Area as part of the Guiding DG Comprehensive Plan. The goals of the focus area include taking advantage of redevelopment opportunities to be a gateway to the community and a

regional commercial destination. The Guiding DG Comprehensive Plan also includes chapters on Land Use and Development and Economic Development. These sections of the Guiding DG Comprehensive Plan should be considered by the Planning & Zoning Commission along with this zoning map amendment request.

Focus Area Plans – West Ogden Avenue

- Work with property owners to incorporate landscaping improvements to enhance the area's visual appeal.

Land Use and Development

- Facilitate redevelopment opportunities to meet housing and economic development needs.
- Encourage infill development to efficiently use vacant or underutilized land for both residential and commercial uses.

Economic Development

- Continue to identify and work with property owners of underutilized properties to reinvest and revitalize their properties.

Staff finds that the petitioner's request is compliant with the Guiding DG Comprehensive Plan.

Compliance with the Zoning Ordinance

The office, warehousing and distribution uses are listed as an allowable use in the O-R-M zoning district. As currently proposed, the development will be required to comply with the bulk regulations of the O-R-M zoning district. Compliance will be reviewed during the building permit review of the project.

Engineering and Public Improvements

All engineering provisions including stormwater regulations will be reviewed during the building permit process. Any proposed development will be compliant with the Stormwater and Floodplain Ordinance.

Public Safety Requirements

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

Neighborhood Comment

Notice was provided to all property owners 250 feet or less from the property line in addition to posting the public hearing sign and publishing the legal notice in the *Daily Herald*. Staff did not receive any questions from the public.

Standards of Approval

The petitioner is requesting a Zoning Map Amendment to rezone the subject property from M-1, Light Manufacturing to O-R-M, Office-Research-Manufacturing. The review and approval criteria for the requested entitlement is listed below.

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

Zoning Map Amendments (Rezoning), [Sec 28.12.030\(i\) Review and Approval Criteria](#)

1. the existing use and zoning of nearby property;
2. the extent to which the particular zoning restrictions affect property values;
3. the extent to which any diminution in property value is offset by an increase

in the public health, safety and welfare;

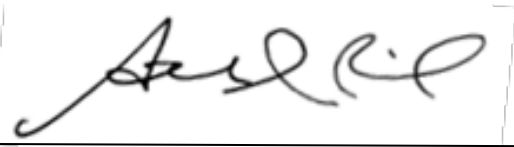
4. the suitability of the subject property for the zoned purposes;
5. the length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity;
6. the value to the community of the proposed use; and
7. the comprehensive plan.

Draft Motion.

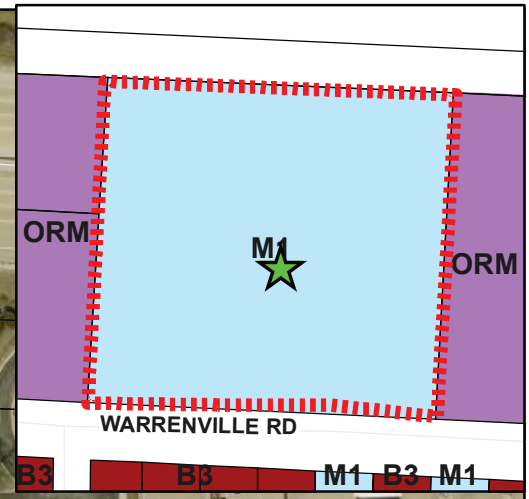
Staff will provide a recommendation at the August 24th, 2026 meeting. Should the Planning and Zoning Commission find that the request is consistent with the Guiding DG Comprehensive Plan and meets the requirements of the Zoning Ordinance, staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommendation approval of 26-PZC-0037:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Zoning Map Amendment as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 26-PZC-0037.

Staff Report Approved By:

A handwritten signature in black ink, appearing to read "Stanley J. Popovich", is enclosed within a thin black rectangular border. Below the signature, there is a horizontal line.

Stanley J. Popovich, AICP
Director of Community Development



2500 Warrenville Road - Location Map

-  Subject Property
-  Sign Location

SCALE 1" = 50'

0 50 100

TRUE NORTH BASED ON GEODETIC OBSERVATION IN EAST ZONE

POINT OF BEGINNING PARCEL 2



2500 WARRENVILLE RD.
DOWNERS GROVE IL

Rosemont, IL - Morris, IL - Indianapolis, IN

pacecoin.com

1 OF 1

2500 WARRENVILLE ROAD PROJECT NARRATIVE

THE APPLICANT

Midwest RE Acquisitions, LLC, an Illinois limited liability company (“Applicant”), is the contract purchaser of the property commonly known as 2500 Warrenville Road, Downers Grove, Illinois (the “Property”). Applicant makes this application for a zoning approval for the Project, as defined below and as described in greater detail below.

Midwest RE Acquisitions, LLC is wholly owned and operated by Kurv Industrial LLC, (f/k/a Bridge Development Partners LLC).

Applicant makes this application with the consent of the owner of the Property, 2500 Warrenville, LLC.

THE PROPERTY

The Property is an approximately 7.88 acre parcel of land located at approximately the northwest corner of Cross Street and Warrenville Road. The Property is improved with an approximately 92,500 square foot, one-story building, off street parking and loading and various ancillary improvements. The Property is zoned M-1 Light Manufacturing.

THE PROJECT

The Applicant proposes to demolish all of the improvements on the Property and redevelop the Property with an approximately 173,000 square foot single-story building, truck docks, approximately 116 off street parking spaces, and various ancillary improvements (the “Project”). The height of the building is approximately 43 feet. Building coverage is approximately 50% and the floor area ratio is 0.49. There will be two points of ingress/egress – one full access drive on the eastern side of the Property, which is shared with 2300 Warrenville Road, and a second access west of the west line of the Property, which is shared with 2600 Warrenville Road.

While the Applicant has not identified specific tenants for the building, it anticipates prospective users will be consistent with those land uses permitted in the O-R-M Office-Research-Manufacturing District as well as uses in the surrounding area. Those tenants may include warehousing and/or distribution firms, companies engaged in limited industrial uses such as food processing, and/or designers/fabricators of custom interior finishes for high end residential and commercial customers.

The Applicant intends to acquire the Property on or about Q3 2026. Subject to receipt of all necessary government approvals and permits, the Applicant anticipates that it will commence construction on or about Q3/Q4 2026. Substantial completion of the Project is expected on or about Q3/Q4 2027.

PROPOSED ZONING AND REQUESTED RELIEF

In order to accomplish the Project, the Applicant seeks to rezone the Property from M-1, Light Manufacturing District to the O-R-M Office-Research-Manufacturing District.

Midwest RE Acquisitions LLC Response to Map Amendment Standards

(1) the existing use and zoning of nearby property;

Nearly all properties to the east, west and south of the Property are zoned M-1 Light Manufacturing District, O-R-M Office-Research-Manufacturing District or B-3 General Business and Highway District. Such properties are zoned for some type of industrial, commercial and/or high intensity retail/service uses. The properties directly to the east and the west of the subject property are currently zoned O-R-M Office-Research-Manufacturing District.

Surrounding land uses generally include Interstate 88/355 to the north, a recently constructed industrial building to the east, a car dealership, auto upholsterer, vet clinic and commercial uses to the south and a large format digital printer and a corporate office to the west. O-R-M Office-Research-Manufacturing District rezoning is consistent with zoning classifications of other properties within the general area.

(2) the extent to which the particular zoning restrictions affect property values;

The current zoning classification adversely affects the value of the property because it limits the universe of potential tenants for new development on the subject property. The height limits imposed by the current zoning are also inconsistent with market demand for light industrial space with greater clear heights. The inability to meet market demands for modern industrial space reduces the desirability of the property and thus drives down its value. The use and bulk regulations of the proposed O-R-M Office-Research-Manufacturing District are more consistent with market demand for new industrial space.

(3) the extent to which any diminution in property value is offset by an increase in the public health, safety and welfare;

The current zoning does not enhance the public's health, safety or welfare. The surrounding area is already a mix of manufacturing, light industrial, retail and service uses within buildings that have varying bulk and densities. Rather, the current zoning has the opposite effect of serving the public interest – it makes the property less desirable for redevelopment. Without redevelopment, the public does not realize potential increases in employment opportunities, the establishment of modern buildings and increases in tax base. The public's welfare is in fact not served by the current zoning classification.

(4) the suitability of the subject property for the zoned purposes;

The subject property is not well suited for the current zoned purposes. The subject property is currently situated between two properties which are zoned O-R-M Office-Research-Manufacturing District, so the proposed rezoning would be consistent with current uses and zoning in the immediate vicinity of the subject property. The current zoning is restrictive in terms of uses and bulk and density standards in a way that is not consistent with the market for new and modern industrial buildings.

(5) the length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity;

While the subject property is not vacant, it is occupied by an outdated and functionally obsolete building that was constructed in the 1970's. The context of land development in the vicinity has been toward modern light industrial and commercial uses. Without the proposed rezoning of the subject property, the sale of the property is made much more difficult because the current zoning classification does not afford the highest and best use of the subject property.

(6) the value to the community of the proposed use; and

The proposed use is valuable to the community as it will provide new industrial space which will bolster and strengthen the area, bring diverse employment opportunities, and support and strengthen property taxes.

(7) the comprehensive plan.

The proposed rezoning is consistent with the comprehensive plan, which has a goal of supporting a diversified light industrial/business park economic base that provides employment opportunities within the community. While the comprehensive plan calls for office/business park use at the subject property, considering the state of market for office in general, the declining demand for principal office space, particularly suburban office space in and around the Village, and the number of large, suburban office campuses on the market, it is not reasonably feasible to develop the types of uses that are called for under the comprehensive plan. Maintenance of the future land use as office will inhibit private investment in the subject property as there is strong supply and limited demand for the types of uses.



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-3 zoning 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.

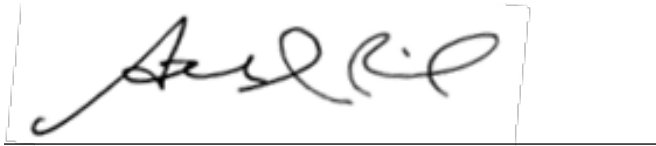
Staff will provide a recommendation at the August 24th, 2026 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for a Special Use staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommendation of 26-PZC-0042:

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

last revised on August 17th, 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.

Staff Report Approved By:

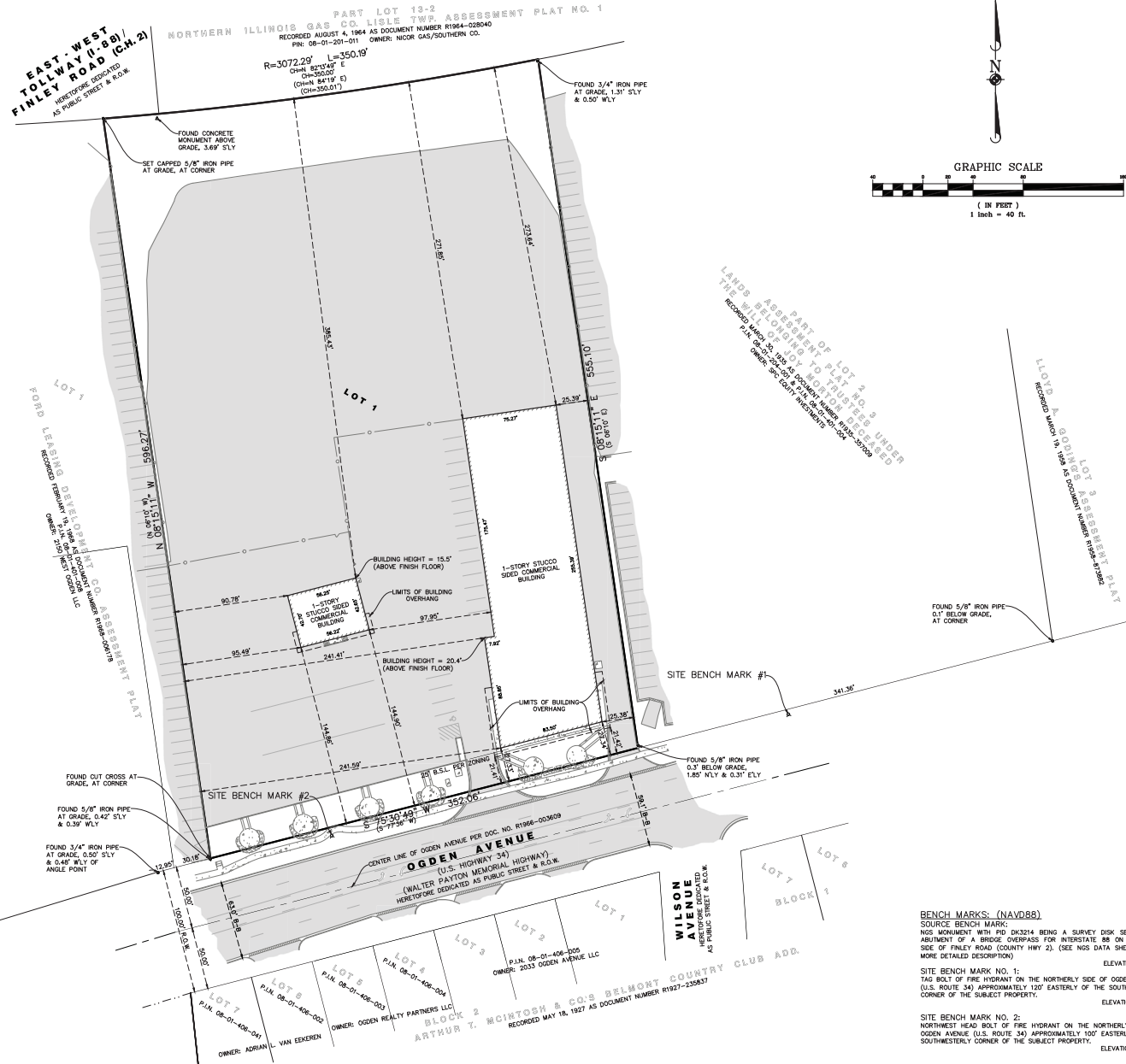
A handwritten signature in black ink, appearing to read "Stan J. Popovich", is enclosed within a rectangular box. Below the box is a horizontal line.

Stanley J. Popovich, AICP
Director of Community Development

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

- 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 MEASUREMENTS.
- BEARINGS ARE GEODETIC BASED ON FOUND MONUMENTATION LOCATED AND MEASURED USING TRIMBLE'S VIRTUAL REFERENCE SYSTEM (VRS) AND ILLINOIS STATE PLANE, EAST ZONE, AND THE FINAL PLAT OF SUBDIVISION.
- MANHOLES, ALLEYS, OTHER UTILITY LINES OR GRATES, SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH BASED ON U.S. 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 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 ALIAS 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 RTI, JULLIE, OR D&G.E.A. OR PRIVATE UTILITY LOCATING COMPANY FOR RECORDS OR SCHEDULING A LOCATE.
- 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.
- 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 SWAMPSTERS, PALETTES, STOCK MATERIALS, EQUIPMENT, TRAILERS OR OTHER OBJECTS.
- 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.
- COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
- 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 GRADING 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.
- THERE IS NO VISIBLE EVIDENCE OF EASEMENTS ON THE SUBJECT PROPERTY.
- 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 (CH. 2).
- 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

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY

2100 OGDEN AVENUE

DOWNS GROVE, ILLINOIS 60515

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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

GMX Real Estate Group, LLC

3000 Dundee Road * Suite 408 * Northbrook, Illinois 60062
W: 847.680.8600 * F: 847.480.0033



Village of Downers Grove
GMX-Rivian Downers Grove, IL Project Narrative
July 17, 2026
Page | 2

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

Review and Approval Criteria

Form #PZC2

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.

Owner _____

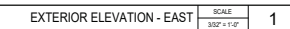
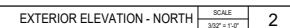
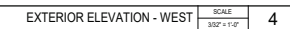
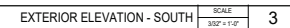
Owner
GMX Real Estate Group, LLC
3000 Dundee Road, Suite 408
Northbrook, IL 60062
CONTACT - Todd Smutz

Architect
Restark Design Studio
601 Main St, Suite 200
CONTACT - Ian Ramsous
PHONE - 513.233.2332

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 - 866-547-0231

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 BEING ISSUED TO THE CONTRACTOR AT THIS TIME IN ACCORDANCE WITH THE OWNER'S REQUEST. THIS INFORMATION CONTAINED IN THIS DRAWING IS INTENDED TO SUPPLEMENT THE OTHER DOCUMENTS CURRENTLY BEING ISSUED FOR CONSTRUCTION. THIS INFORMATION REPRESENTS THE CURRENT STATE OF DEVELOPMENT OF THIS AREA, IS SUBJECT TO CHANGE BASED ON OWNER AND OPERATOR INPUT AND DEVELOPMENT OF THE DOCUMENTS, AND REQUIRES COORDINATION WITH THE OTHER DOCUMENTS USE OF THESE DOCUMENTS AT THIS STAGE OF

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AOS CODE LOCATION	

TITLE: **COLOR ELEVATIONS**

DRAWING NO.:

A-201.1

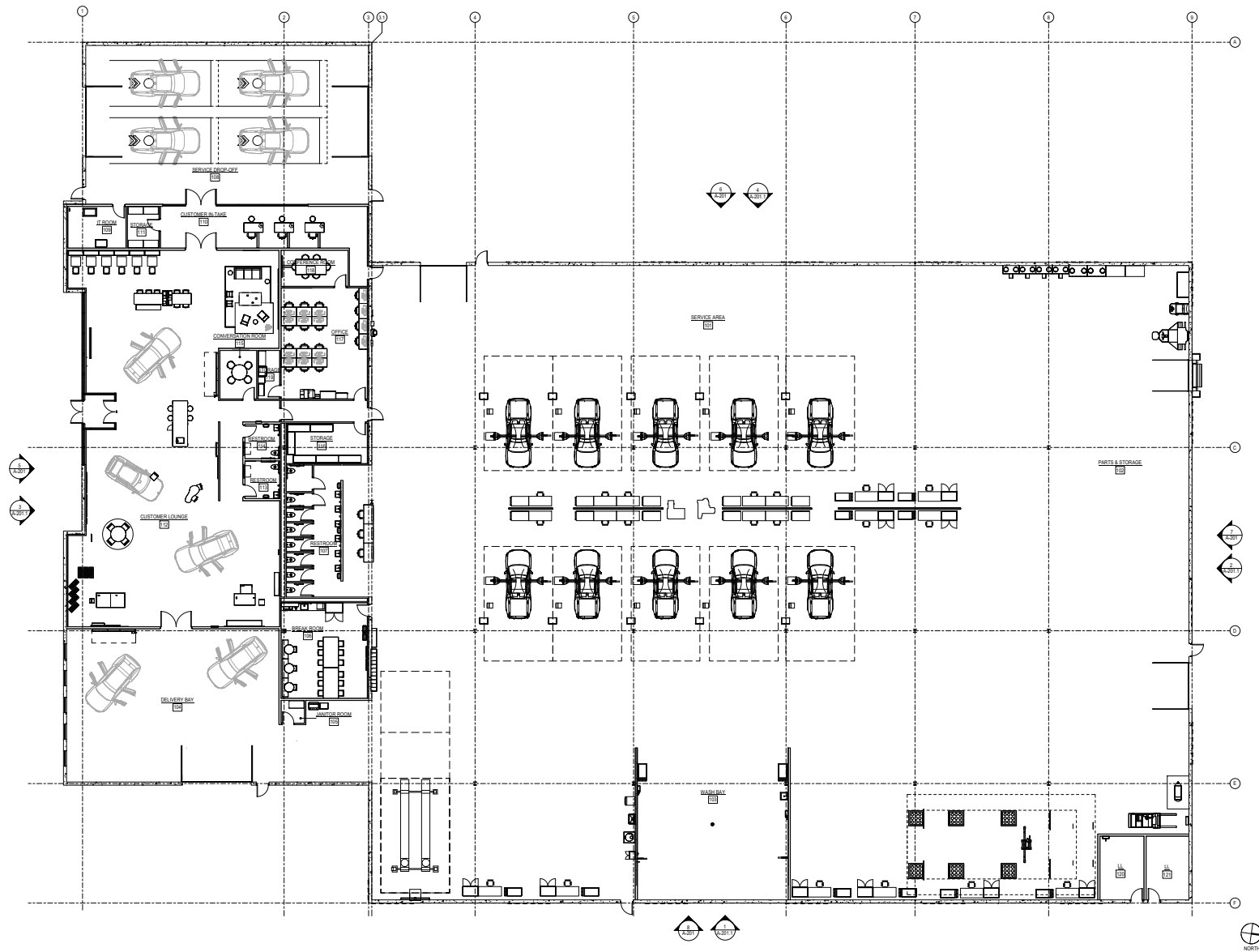
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	LOCATION OF FINISH IN SPACE 8 - EXTERIOR
	FINISH TAG
EXTERIOR FINISH SCHEDULE	
	PRESTRESSED CONCRETE PANEL STAIN RESISTANT COLOR: BENJAMIN MOORE HC-187 BLACK FOREST
	PRESTRESSED CONCRETE PANEL STAIN RESISTANT COLOR: BENJAMIN MOORE HC-187 BLACK FOREST
	EXTERIOR CLADDING BEST GLENTON OF ALUMINUM COMPOSITE PANEL PRODUCT TAG COLOR: 999999 TRAFFIC WHITE
	EXTERIOR CLADDING BEST GLENTON OF ALUMINUM COMPOSITE PANEL PRODUCT TAG COLOR: BENJAMIN MOORE HC-187 BLACK FOREST
	PAINTED METAL HOMAN TOPPING PERMANENT (OSP) COLOR: BLACK CONDUCTION HEATS AND MISCELLANEOUS METALS COLOR: BLACK

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Keep the world adventurous forever.



PROJECT NAME:
DOWNERS GROVE

**2100 OGDEN AVE
DOWNERS GROVE, IL 60515**

Owner
GMX Real Estate Group, LLC
3000 Dundas Road, Suite 408
Northbrook, IL 60062
CONTACT - Todd Bruntz
PHONE - 847-480-8800

Architect
Rustick Design Studio
881 Main St, Suite 200
CONTACT - Ian Rustick
PHONE - 312-225-3333

Structural Engineer
Thompson Baker + Associates
2025 Reading Rd, Suite 400
CONTACT - Nick Steinert
PHONE - 312-579-8200

MEP Engineer
Kohns Lonsman Hall Engineers, Inc.
1308 Westmonte Plaza, Suite 11
CONTACT - Justin Marquardt
PHONE - 855-547-0239

Civil Engineer
RTM Engineering Consultants
1933 N. Meacham, Suite 700
Schmaling, IL 60173
CONTACT - Lucas Keller
PHONE - 847-736-4180

ISSUANCE:
REV. DATE DESCRIPTION

STANDARDS VERSION: Q2 2026

SIGNATURE & SEAL:
**NOT FOR
CONSTRUCTION**

This drawing is issued for informational purposes only. It is not to be used for construction. The drawings are prepared by the architect and are subject to change without notice. The drawings are not to be used for construction without the approval of the architect. The drawings are not to be used for construction without the approval of the architect. The drawings are not to be used for construction without the approval of the architect.

FOR CODE:
AOR CODE LOCATION

TITLE:
FLOOR PLAN

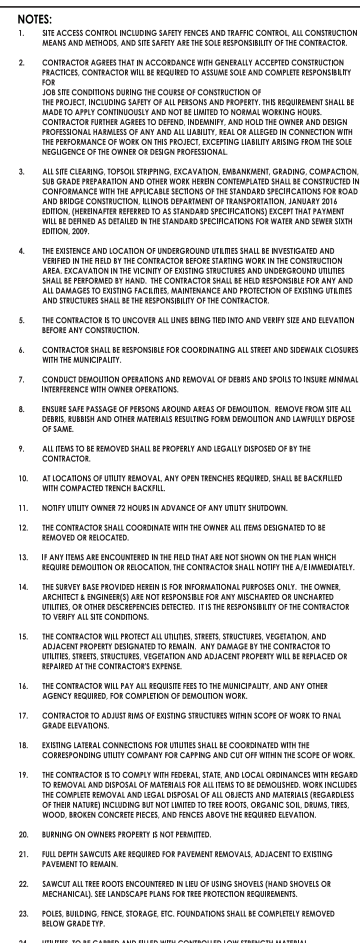
DRAWING NO.:

A-111.1

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

1

1581 N. Mainland Road Suite 100 Schaumburg, IL 60197 Telephone: 847.296.1180 Fax: 847.296.1181 E. Design firm: 847.677-7000		PROJECT NAME RIVIAN DOWNERS GROVE 2100. OGDEN AVE DOWNERS GROVE, IL	
SHEET NAME COVER SHEET		PROJECT NO. 26.01.00.2366	
DATE 7/22/2026		DESCRIPTION PRELIMINARY ENGINE DRAWING	
NO.		DATE	
DESCRIPTION		DATE	



LEGEND:

	SAWCUT LINE		EXISTING KILZING / FOUNDATION REMOVAL
	LINEAR ITEM REMOVAL		FULL-DEPTH CONCRETE PAVEMENT/SIDEWALK REMOVAL
	ITEM REMOVAL		FULL-DEPTH ASPHALT PAVEMENT REMOVAL
	LINEAR CURB REMOVAL		



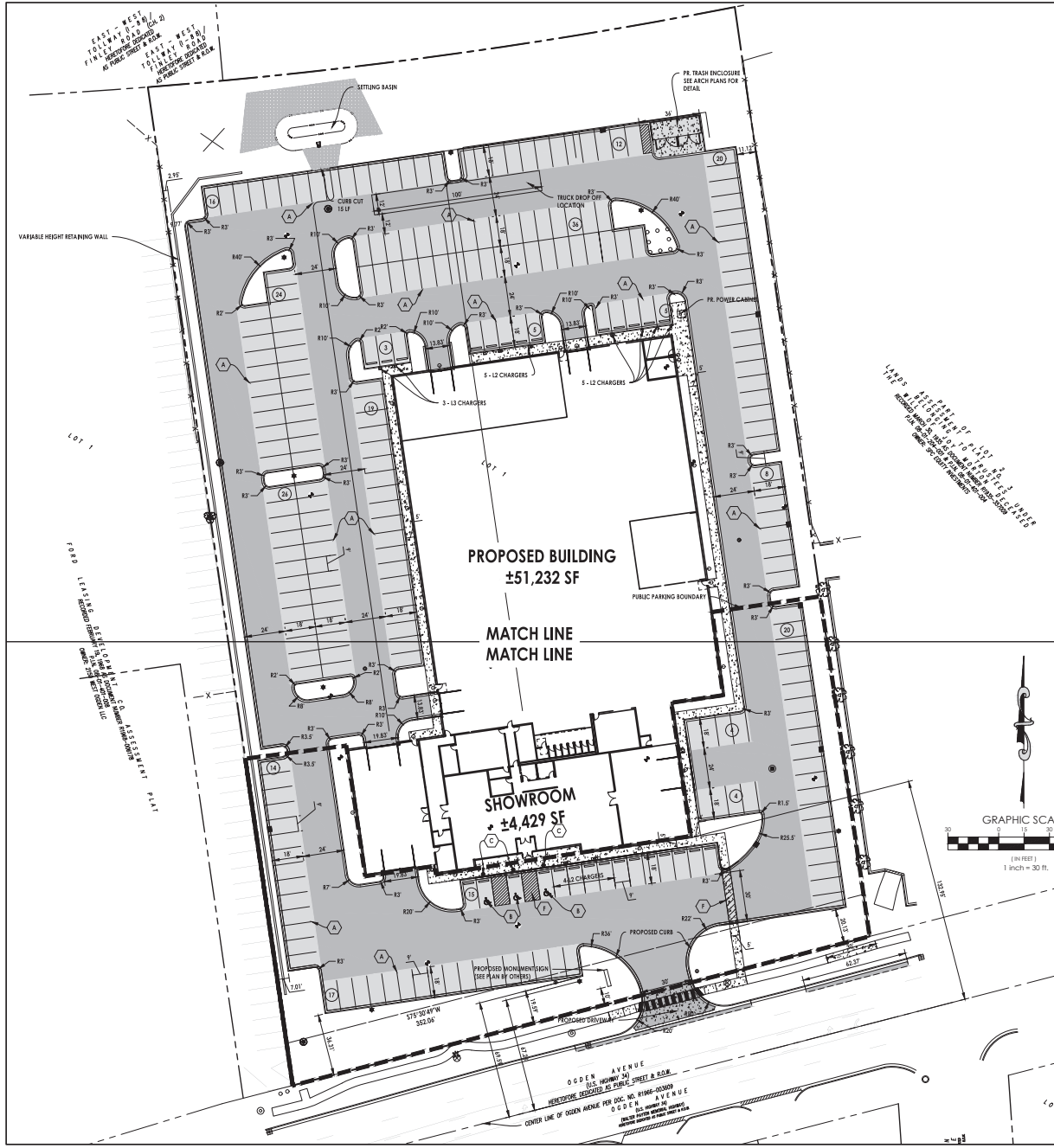
GRAPHIC SCALE

(IN FEET)

0 10 20 30 40

1" GRAPHICALLY = 20' ACTUALLY

PROJECT NAME		SHEET NAME		No.		DATE		DESCRIPTION	
RIVIAN DOWNERS GROVE		DEMOLITION							
2100 OGDEN AVE		PLAN							
DOWNERS GROVE, IL									
PROJECT NO.		SHEET NO.							
26.01.00.236		C1.0							
 1519 N. Meacham Road Suite 100 Schaumburg, IL 60197 Telephone: (847) 735-1486 www.rtm.com IL Design Firm: IL000775003									



LEGEND:

	ADA TRUNCATED DOMES
	EXISTING BARRIER CURB
	EXISTING CURB AND GUTTER
	EXISTING CURB AND GUTTER - DEPRESSED
	R4.12 CURB AND GUTTER - NOT NOTED OTHERWISE
	R4.12 CURB AND GUTTER - DEPRESSED
	R4.12 CURB AND GUTTER - TRANSITION (ZERO TO FULL HEIGHT)
	BARRIER CURB - NOT NOTED OTHERWISE
	BARRIER CURB - DEPRESSED
	R4.12 CURB - TRANSITION (ZERO TO FULL HEIGHT)
	SAWCUT LINE
	PROPOSED FULL-DEPTH REGULAR ASPHALT PAVEMENT. SEE DETAIL ON SHEET C4.0.
	PROPOSED FULL-DEPTH HEAVY-DUTY ASPHALT PAVEMENT. SEE DETAIL ON SHEET C4.0.
	PROPOSED CONCRETE PAVEMENT. SEE DETAIL ON SHEET C4.0.
	PROPOSED CONCRETE SIDEWALK. SEE DETAIL ON SHEET C4.0.

NOTES:

- ALL DIMENSIONS ALONG CURB LINES ARE TO FACE OF CURB, UNLESS NOTED OTHERWISE.
- 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 THE 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 PLAN. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF CLARIFICATION IS NEEDED, OR IF CONFLICTS OR INCONSISTENCIES EXIST.
- ADA DETECTABLE WARNING STRIPS SHALL BE CAST-IN-TILE, SET INTO CONCRETE SURFACE. PER ADA/ANSI CURB INSTALLATION RECOMMENDATIONS.
- TOPOGRAPHIC AND BOUNDARY SURVEY PREPARED BY SIGHT ON SOLUTIONS, INC.

5. SIGNING AND STRIPING SCHEDULE

- 4" YELLOW STRIPING
- YELLOW HANDICAP PARKING STRIPING (SEE DETAIL)
- "ACCESSIBLE" PARKING SHALL SIGN ASSEMBLY (SS301R)
- "STOP" SIGN R1-1 (30"X30")
- 24" WHITE THERMOPLASTIC STOP BAR
- 4" PAINTED CROSS STRIPING 4" C-C
- DIRECTIONAL ARROW
- RIGHT TURN ONLY 8.5'x5' (24"X30")
- THERMOPLASTIC RIGHT TURN ONLY STRIPING
- 4" YELLOW LINE 5.5' C-C-DEP-DASH AND SOLID
- 4" SOLID WHITE THERMOPLASTIC
- TWO LEFT TURN SIGN (24"X30")
- 4" WHITE THERMOPLASTIC 6" X 8" 2" DASH

STRIPING NOTE: ON-SITE PAVEMENT MARKINGS AND GRAPHICS SHALL CONSIST OF TWO (2) COATS OF TRAFFIC-PAVED 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.

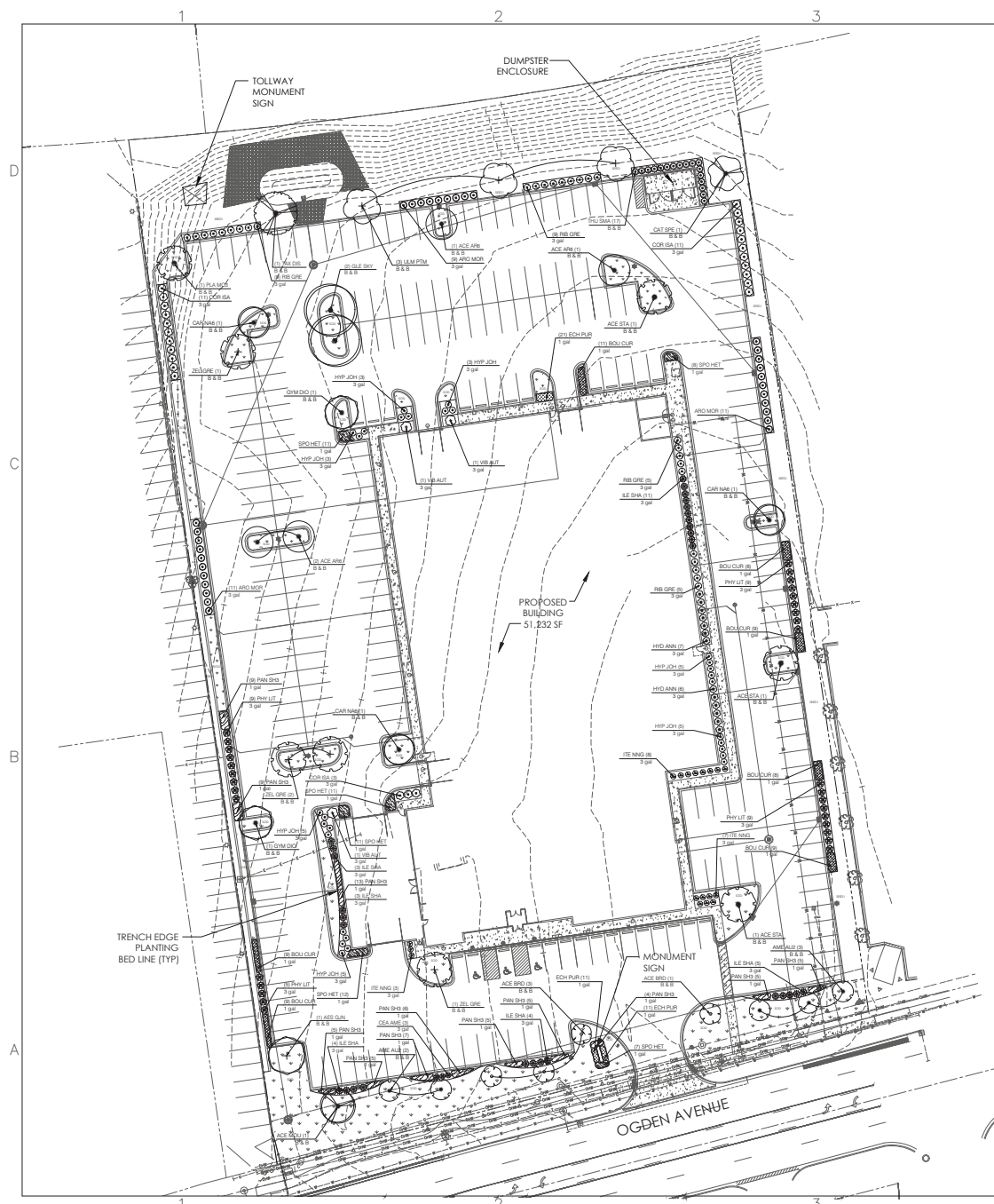
6. PARKING SUMMARY

	EXISTING	PROPOSED
REGULAR STALLS (7'x18') (PUBLIC)	-	71
REGULAR STALLS (7'x18') (PRIVATE)	-	174
ACCESSIBLE STALLS (7'x18') (PUBLIC)	-	3
TOTAL STALL COUNT	-	248

7. 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 (SP)	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



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	
AME GUN	Aesculus glabra JN Select TM / Early Glow Ohio Buckeye	B & B	2.5'Cal	1	
AME ALD	Ametanther canadensis "Autumn Brilliance" / Autumn Brilliance Serviceberry	B & B	2'Cal	5	
CAR NAB	Carpinus caroliniana "Native Flame" / Native Flame Hornbeam	B & B	2.5'Cal	3	
CAT SPL	Catalpa speciosa / Northern Catalpa	B & B	2.5'Cal	1	
GLE SPO	Gleditsia inaequalis "Skyline" / Skyline Honey Locust	B & B	2.5'Cal	2	
GYM DIO	Gymnocladus dioica "Expresso" / Kentucky Coffeetree	B & B	2.5'Cal	1	
FLA MCS	Platanus x acerifolia "Morton Circle" / Excelsior™ 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 Mortonii "Green Vase" / Green Vase Sawleaf Zelkova	B & B	2.5'Cal	3	
ZEL GRE	Zelkova serrata "Green Vase" / Green Vase Sawleaf Zelkova	B & B	2.5'Cal	4	
SHRUBS					
ARD MOR	Aronia melanocarpa "Morton" TM / Inquis Beauty Black Chokeberry	3 gal	18" H	31	
CEA AME	Ceanothus americanus / New Jersey Tea	3 gal	18" H	3	
COR ISA	Cornus sericea "Ivory" / Ivory 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's St. Johnswort	3 gal	18" H	29	
LEE SHA	Ilex glabra "Shamrock" / Inkberry	3 gal	18" H	20	
ITE NNG	Itea virginica "SMN/VFC" / Scortlandia® Sweetpire	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	
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 SHD	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	

GMX REAL ESTATE GROUP

Rivian Development
2100 Ogden Avenue
Downers Grove, IL 60515



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

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

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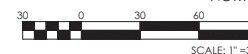


DATE: 7/27/2026
JOB NO.: 25-838D
DRAWN BY: TS
CHECKED BY: TS

DRAWING TITLE:
LANDSCAPE PLAN

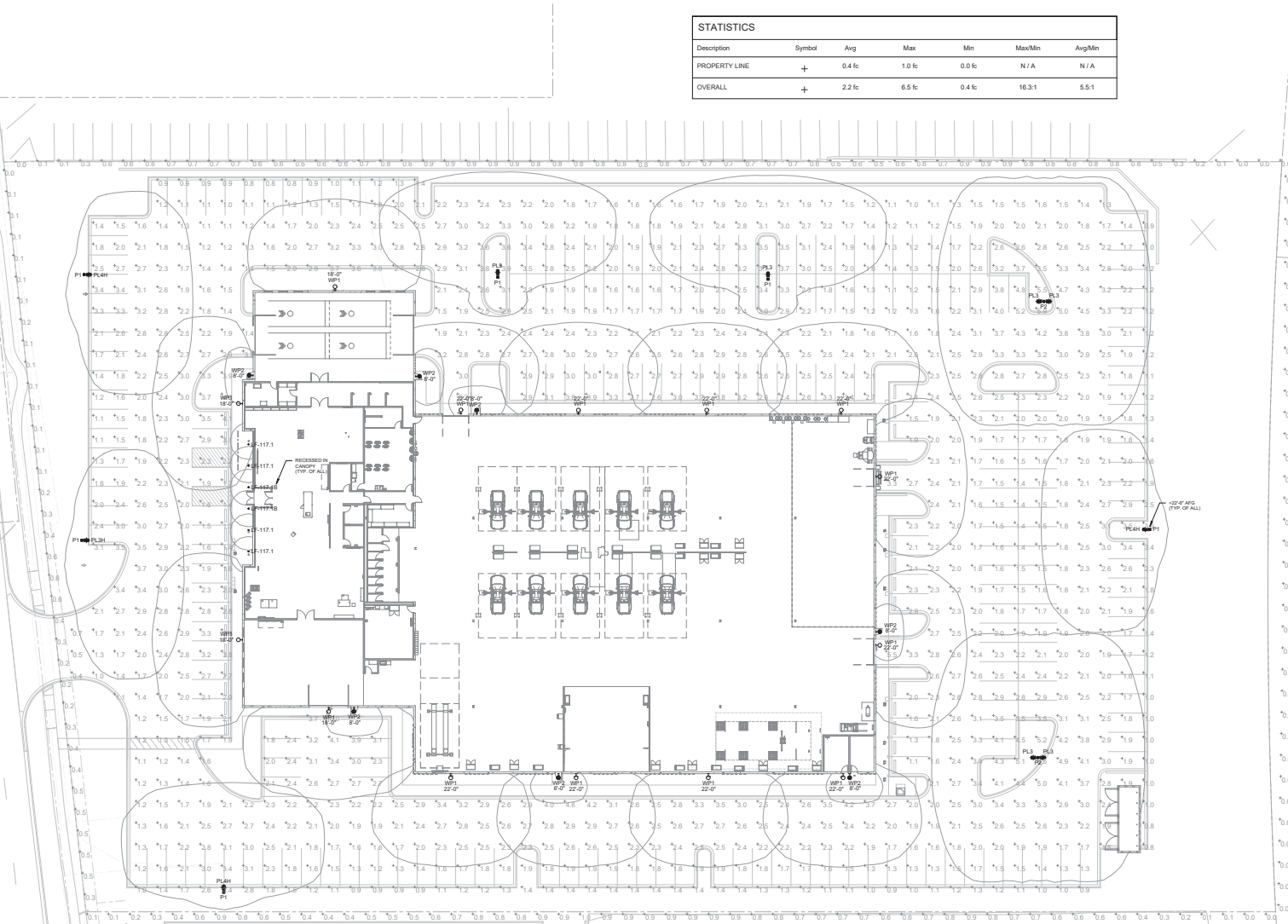
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ELECTRIC LUMINAIRE POLE SCHEDULE									
ALL FIELDS LEFT BLANK IN THE SCHEDULE BELOW ARE TBD BY POLE MANUFACTURER. MANUFACTURER IS RESPONSIBLE FOR PERFORMING CALCULATIONS AND FURNISHING A POLE THAT MEETS EIA REQUIREMENTS FOR THE PROJECT LOCATION AND THE SELECTED POLE MOUNTED LUMINAIRES. REFER TO SITE LIGHTING 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	28'-0"	WIDE06	BLACK		



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

ELECTRIC LUMINAIRE SCHEDULE - SITE

ELECTRIC LUMINAIRE SCHEDULE - SITE															FUSE		VOLTAGE	
TYPE	DESCRIPTION	MANUFACTURER / SERIES	SIZE	HOUSING / MOUNTING	MATERIAL	LENS DESCRIPTION	LAMP	LAMP TYPE	LAMP BASE	BALLAST / DRIVER CRYST.	BALLAST / DRIVER	FINISH	COMMENTS	POLE	VOLTA			
1-11	RECESSED DOWN LIGHT	PHILIPS	4"X4"X4"	RECESSED	STEEL	4" OPT. 400-000-000	LED	3530K, 80 CRI	200 LUMENS	LED	ELECTRONIC 0-10V DIMMING	WHITE	HEI LITES	14	140V			
1-12	RECESSED DOWN LIGHT	PHILIPS	4"X4"X4"	RECESSED	STEEL	4" OPT. 400-000-000	LED	3530K, 80 CRI	200 LUMENS	LED	ELECTRONIC 0-10V DIMMING	WHITE	HEI LITES FOR AIR PURIFIER	14	140V			
1-13	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-14	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-15	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-16	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-17	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-18	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-19	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-20	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-21	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-22	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-23	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-24	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-25	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-26	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-27	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-28	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-29	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-30	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			
1-31	EXTERIOR POLE LIGHT	PHILIPS	4"X4"X4"	POLE	ALUMINUM	4" OPT. 400-000-000	LED	4000K, 80 CRI	17,000 LUMENS	LED	ELECTRONIC 0-10V DIMMING	BLACK	HEI LITES FOR AIR PURIFIER	14	140V			

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
01	SQUARE STRAIGHT	STEEL	UTHONA	555	25'-0"	180DEG	BLACK	
	SQUARE STRAIGHT	STEEL	UTHONA	555	25'-0"	180DEG	BLACK	

13 AUGUST 2026
INVENTORY PARKING - 174
STAFF PARKING - 48
CUSTOMER PARKING - 26

INVENTORY
PARKING
174 TOTAL

CUSTOMER
PARKING
26 TOTAL

INVENTORY
PARKING
6

INVENTORY
PARKING
8

STAFF PARKING
48 TOTAL

OGDEN AVE

1-STORY
51,232 SF

GENERAL NOTES

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" ACROSS UNINTERRUPTED SPACES. ACCORDING TO PROJECT SPECIFIC SCOPE.
2. WALKS AND SIDEWALKS SHALL BE AT MINIMUM 10' IN WIDTH, EOR TO CONFORM WITH ANY REQUIREMENTS.
3. WHEN CHANGE IN LEVEL, NOT EXCEEDING 1/2" OCCURS, THEY SHALL BE BEVELLED WITH A SLOPE OF LESS THAN 1:10 VERTICAL TO 1:10 HORIZONTAL (9 PERCENT), EXCEPT THAT LEVEL CHANGES NOT EXCEEDING 1/4" INCH MAY BE VERTICAL.
4. WHEN ABRUPT CHANGES IN LEVEL GREATER THAN 1/2" ARE NECESSARY, THEY SHALL COMPLY WITH THE REQUIREMENTS FOR CURB CUTS.
5. WALKS AND SIDEWALK SURFACES SHALL BE SLIP-RESISTANT AS FOLLOWS: A. SURFACES WITH A SLOPE OF LESS THAN 1:10 VERTICAL TO 1:10 HORIZONTAL (9 PERCENT) SHALL BE AT LEAST AS SLIP RESISTANT AS THAT DESCRIBED AS A MEDIUM SALTED FINISH. B. SURFACES WITH A SLOPE OF 1:10 VERTICAL TO 1:10 HORIZONTAL (9 PERCENT) OR GREATER SHALL BE SLIP-RESISTANT.
6. WHEN THE SLOPE IN THE DIRECTION OF TRAVEL OF ANY WALK EXCEEDS ONE VERTICAL TO 10 HORIZONTAL (10 PERCENT GRADIENT), IT SHALL COMPLY WITH THE PROVISIONS FOR PEDESTRIAN RAMPS.

7. WALKS 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 10' IN LENGTH AT INTERVALS OF AT LEAST EVERY 40 FEET.
8. WALKS SHALL BE PROVIDED WITH A LEVEL AREA NOT LESS THAN 40 INCHES BY 10 INCHES AT A DOOR OR GATE THAT SWINGS TOWARD THE WALK, AND NOT LESS THAN 40 INCHES WIDE BY 44 INCHES DEEP AT A DOOR OR GATE THAT SWINGS AWAY FROM THE WALK.
9. LEVEL AREA OF WALKS SHALL EXTEND 10 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 GRATING LOCATED ON THE SURFACE OF ANY OF THESE AREAS, GRID OPENINGS IN THE GRATING SHALL BE LIMITED TO 10 INCH IN THE DIRECTION OF TRAFFIC FLOW. IF GRATING 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 ADJACENT A VEHICULAR WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, BALUSTS, OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND VEHICULAR AREAS, THE DISCREMINATORY 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 BE, GENERALLY, IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE RAMPING AND CROSS SLOPE.
3. 1:6 OR 1:8 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. IF HEIGHT FOR WHEEL STOPS, (80A-57)
5. (A) TRANSITIONS FROM RAMPS TO WALKS, CUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
6. MAXIMUM SLOPES OF ADJACENT CUTTERS, ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP ON ACCESSIBLE ROUTE, SHALL NOT EXCEED ONE VERTICAL UNIT TO 20 UNITS HORIZONTAL IS PERCENT SLOPE WITHIN 1 FEET OF THE TOP AND BOTTOM OF 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 10 UNITS HORIZONTAL (10 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 EXTENDING 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 WARNING SHALL CONSIST OF RAISED TRIANGULAR CONES WITH DIAMETER OF NOMINAL 10 INCH AT THE BASE TAPERING TO 4.5 INCH AT THE TOP, A HEIGHT OF NOMINAL 10 INCH AND A CENTER-TO-CENTER SPACING OF NOMINAL 3.3 INCHES. THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJACENT SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE FINISH. ONLY APPROVED DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE INSTALLED. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED CARS.

NOTES

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 RESURFACED, 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 FT. 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 80A-281 & 80A-282.
7. SPACE TYPES INDICATED ON PLAN ARE FOR REFERENCE AND ARE NOT TO BE PAINTED ON THE PAVING.

KEYNOTES

1. 100% TO PROVIDE AND INSTALL PRECASTABLE 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"



FOR CODE: AOR CODE LOCATION

TITLE:
ARCHITECTURAL
SITE PLAN

DRAWING NO.:

A-041

RIVIAN
PROJECT NAME:
DOWNERS GROVE

2100 OGDEN AVE
DOWNERS GROVE, IL 60515

Owner:
GMX Real Estate Group, LLC
3000 Dundas Road, Suite 408
Northbrook, IL 60062
CONTACT - Todd Brutz
PHONE - 847-480-8800

Architect:
Rustek Design Studio
601 Main St, Suite 200
CONTACT - Ben Harrison
PHONE - 515-233-3333

Structural Engineer:
Thorson Baker + Associates
2025 Reading Rd, Suite 400
CONTACT - Nick Steiner
PHONE - 515-579-5000

MEP Engineer:
Kohrs Lonsman Hall Engineers, Inc.
1538 Grandview Plaza, Suite 11
CONTACT - Justin Marquardt
PHONE - 855-547-0239

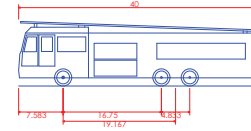
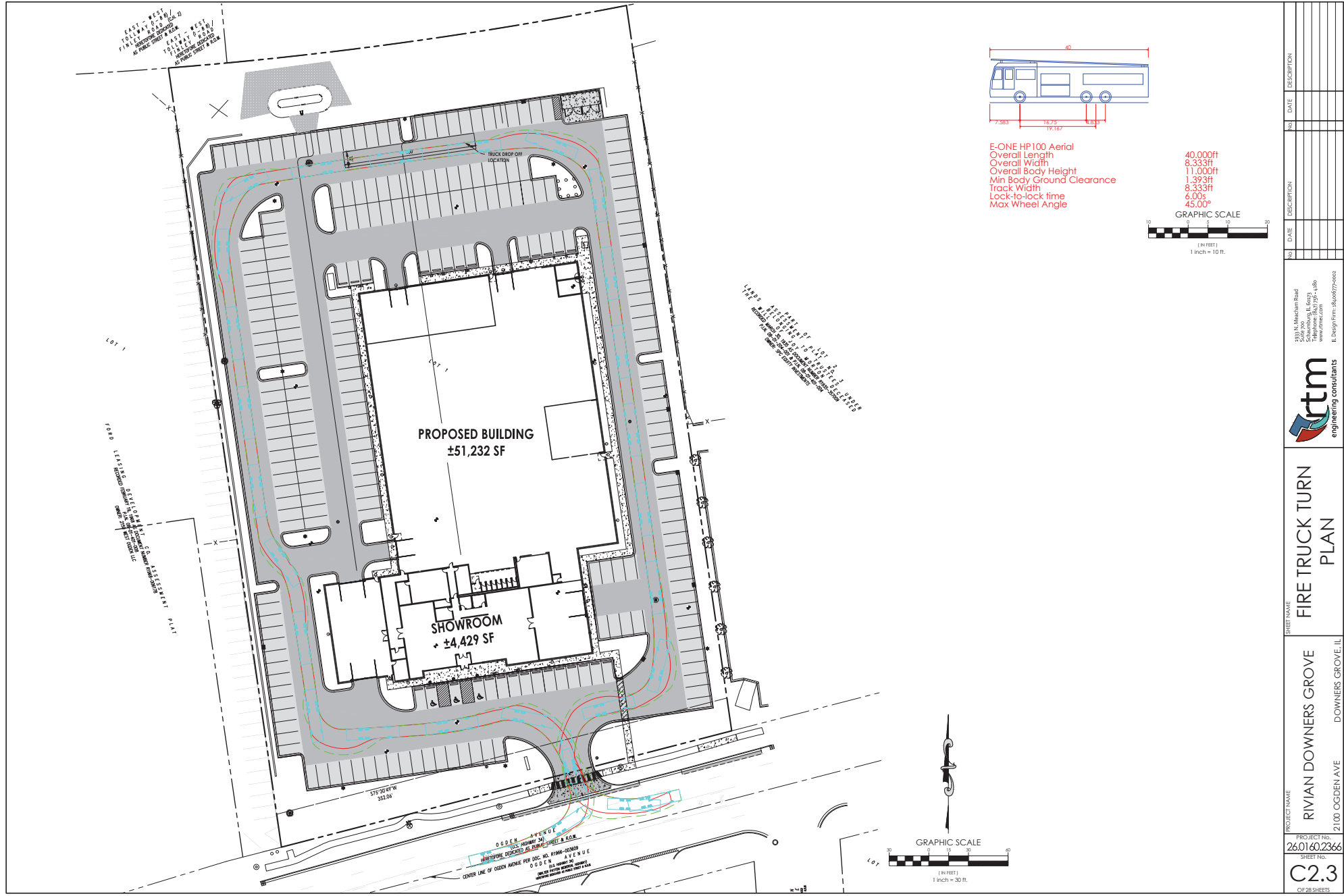
Civil Engineer:
RTM Engineering Consultants
1933 N. Meacham, Suite 700
Schweitzburg, IL 60173
CONTACT - Lucas Keller
PHONE - 617-756-4150

ISSUANCE:
REV. DATE DESCRIPTION
84-2026 75% CD

STANDARDS VERSION: R3.03.02

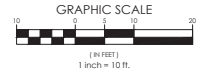
SIGNATURE & SEAL:
**NOT FOR
CONSTRUCTION**

This drawing is issued for informational purposes only and is not for construction. The drawings are subject to change without notice. The drawings are not to be used for any other purpose without the written consent of the engineer. The drawings are not to be used for any other purpose without the written consent of the engineer. The drawings are not to be used for any other purpose without the written consent of the engineer.



E-ONE HP100 Aerial
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Max Wheel Angle

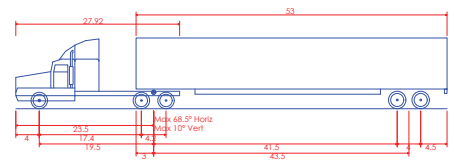
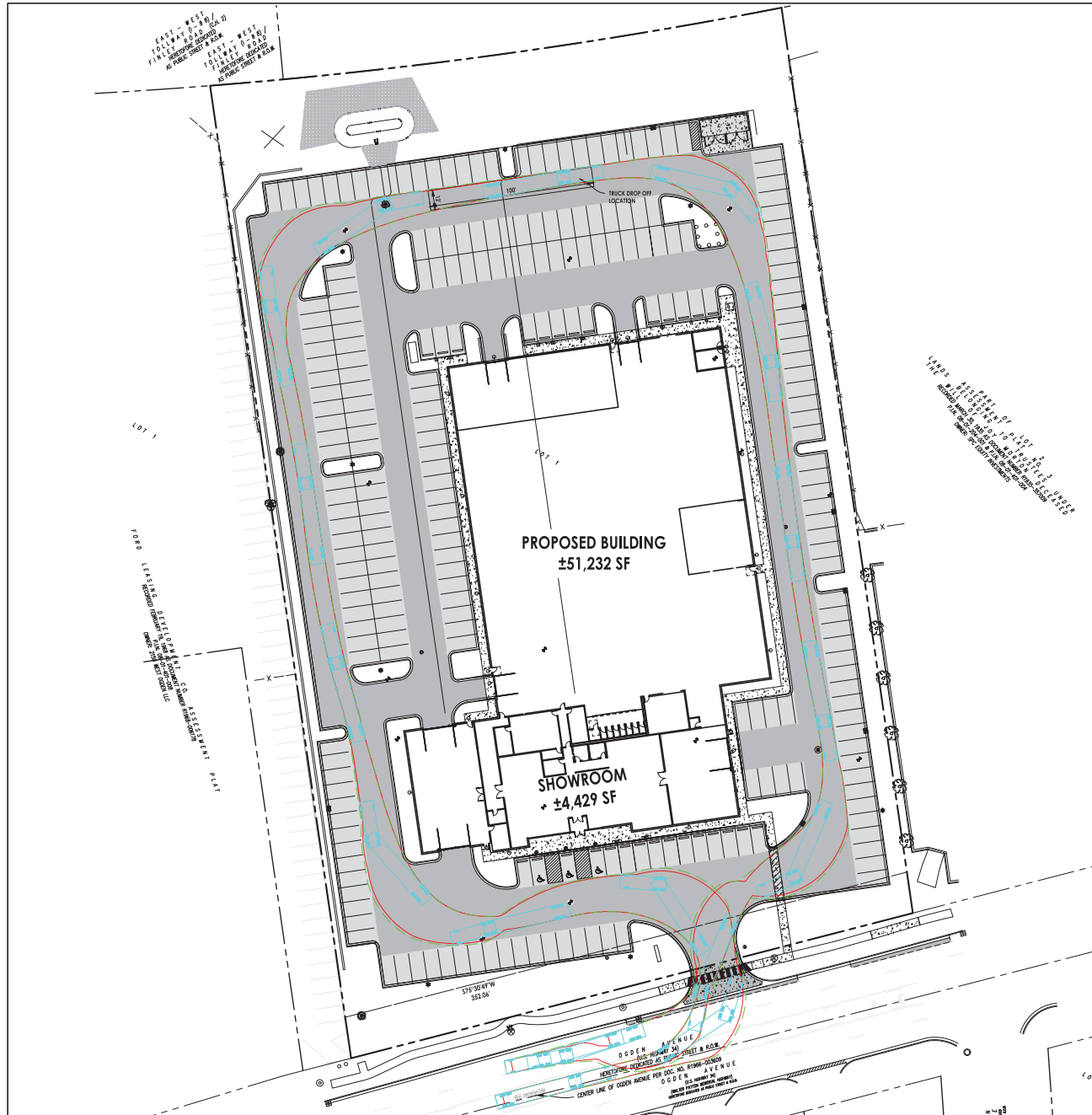
40.000ft
8.333ft
11.000ft
1.393ft
8.333ft
6.00s
45.00°



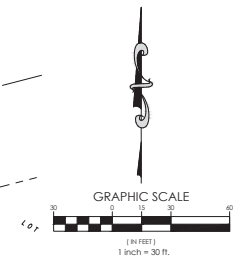
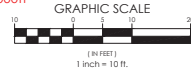
PROJECT NAME	PROJECT NO.	DATE	DESCRIPTION
RIVIAN DOWNERS GROVE	26.0160.2366		
2100 OGDEN AVE			
DOWNERS GROVE, IL			
C2.3			
OF 28 SHEETS			

rtm
engineering consultants

1833 N. Meacham Road
Suite 200
Downers Grove, IL 60529
Telephone: (630) 756-1480
www.rtm.com
IL Design Firm: 0606077-0002



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

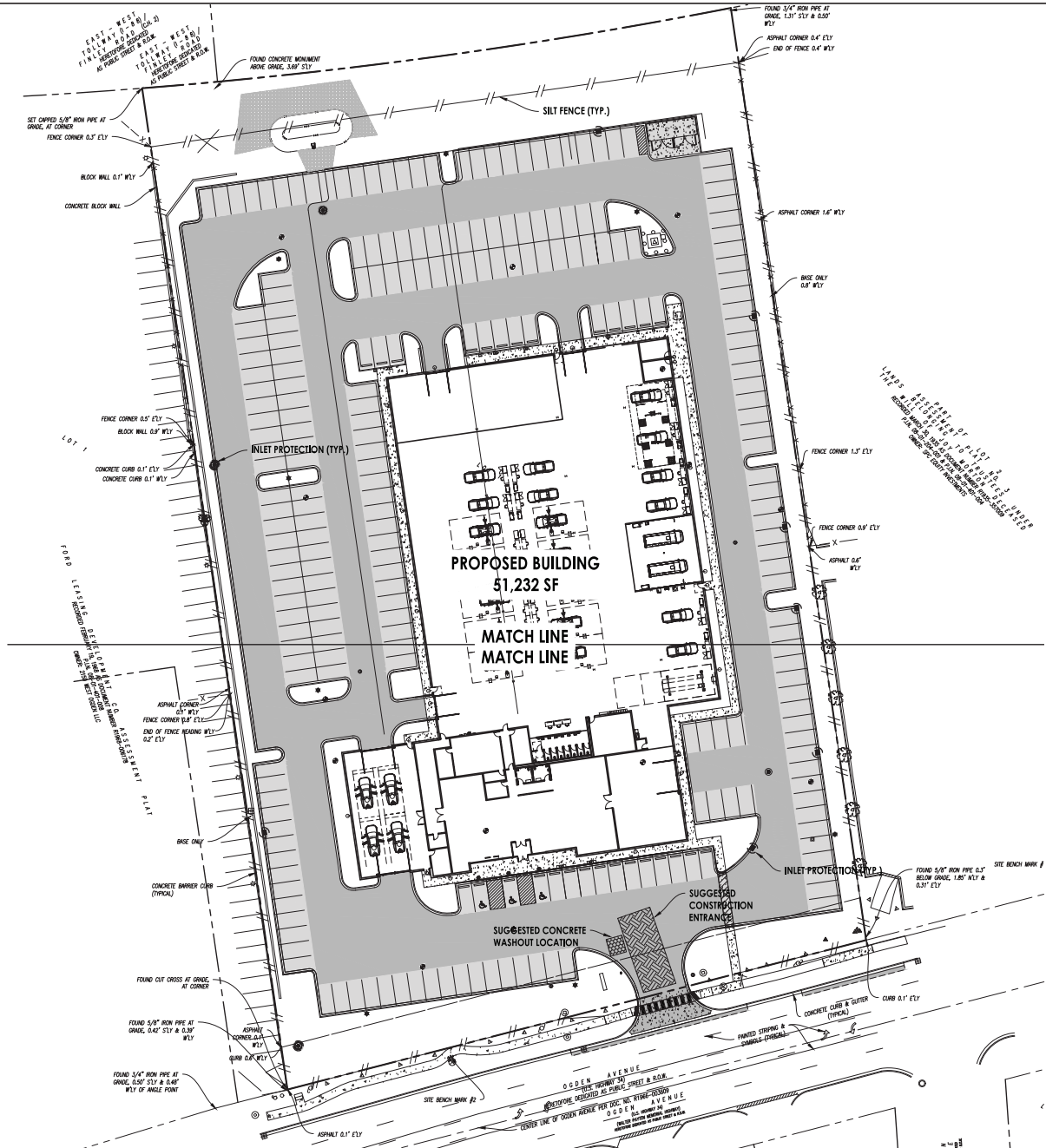


PROJECT NAME		SHEET NAME		DESCRIPTION	
RIVIAN DOWNERS GROVE		TRUCK TURN PLAN			
2100 OGDEN AVE		DOWNERS GROVE, IL			
PROJECT NO: 26.0160.2366		SHEET NO: C2.4			
DATE: 08/17/2024		DESIGNER: RDM			
DRAWN BY: RDM		CHECKED BY: RDM			
APPROVED BY: RDM		DATE: 08/17/2024			
PROJECT LOCATION: 2100 OGDEN AVE, DOWNERS GROVE, IL		SHEET TOTAL: 1 OF 28 SHEETS			

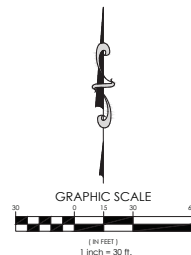
1833 N. Meacham Road
Suite 200
Downers Grove, IL 60529
Telephone: (630) 756-1480
www.rtm.com

rtm
engineering consultants

IL Design Firm: IL00677-0002



- LEGEND**
- STABILIZED CONSTRUCTION ENTRANCE, SEE SHEET C5.3.
 - TREE PROTECTION FENCING, SEE SHEET C5.3.
 - INLET PROTECTION, AND INLET BASKET FILTERS, SEE SHEET C5.3.
 - CONCRETE/MORTAR WASHOUT FACILITY, SEE SHEET C5.3.
 - SILT FENCE, SEE SHEET C5.3.



PROJECT NAME		SHEET NAME		1593 N. Meacham Road Suite 200 Schaumburg, IL 60197 Telephone (847) 295-4480 www.rtm.com				No.		DATE		DESCRIPTION		No.		DATE		DESCRIPTION	
RIVIAN DOWNERS GROVE		EROSION CONTROL PLAN																	
C5.0		DOWNERS GROVE II																	
OF 28 SHEETS		2100 OGDEN AVE																	
26.0160.2366																			
SHEET NO.																			

Traffic Impact Study Proposed Rivian Car Dealership

Downers Grove, Illinois



Prepared For:



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)

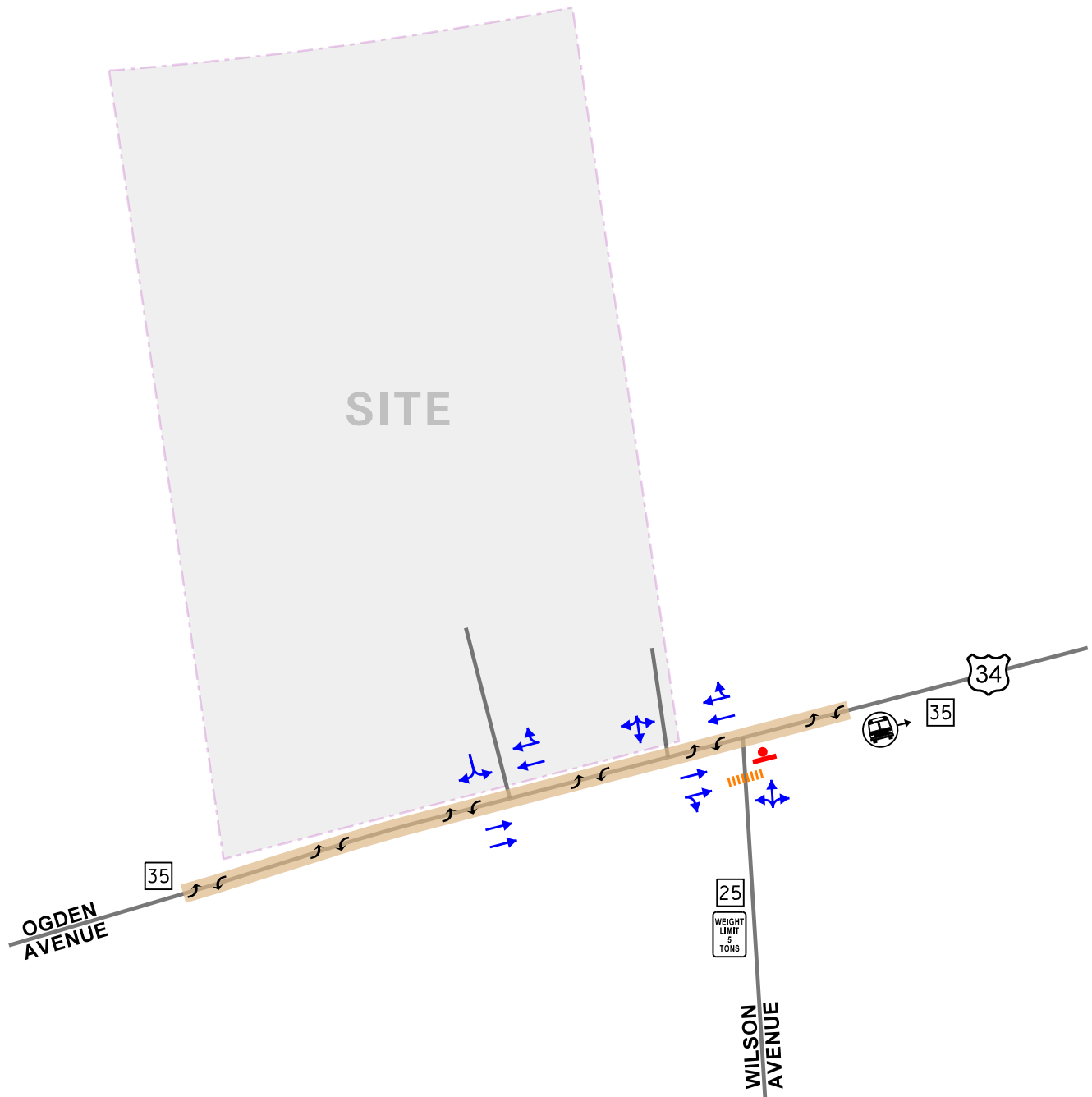
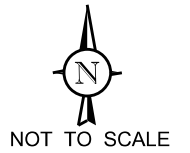
- East-west other principal arterial roadway
- Provides two travel lanes in each direction divided by a two-way left-turn lane (TWLTL)
- Unsignalized at its intersection with Wilson Avenue and the site's access drive
- Under the jurisdiction of Illinois Department of Transportation (IDOT)
- Carries an 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



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 data¹ 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

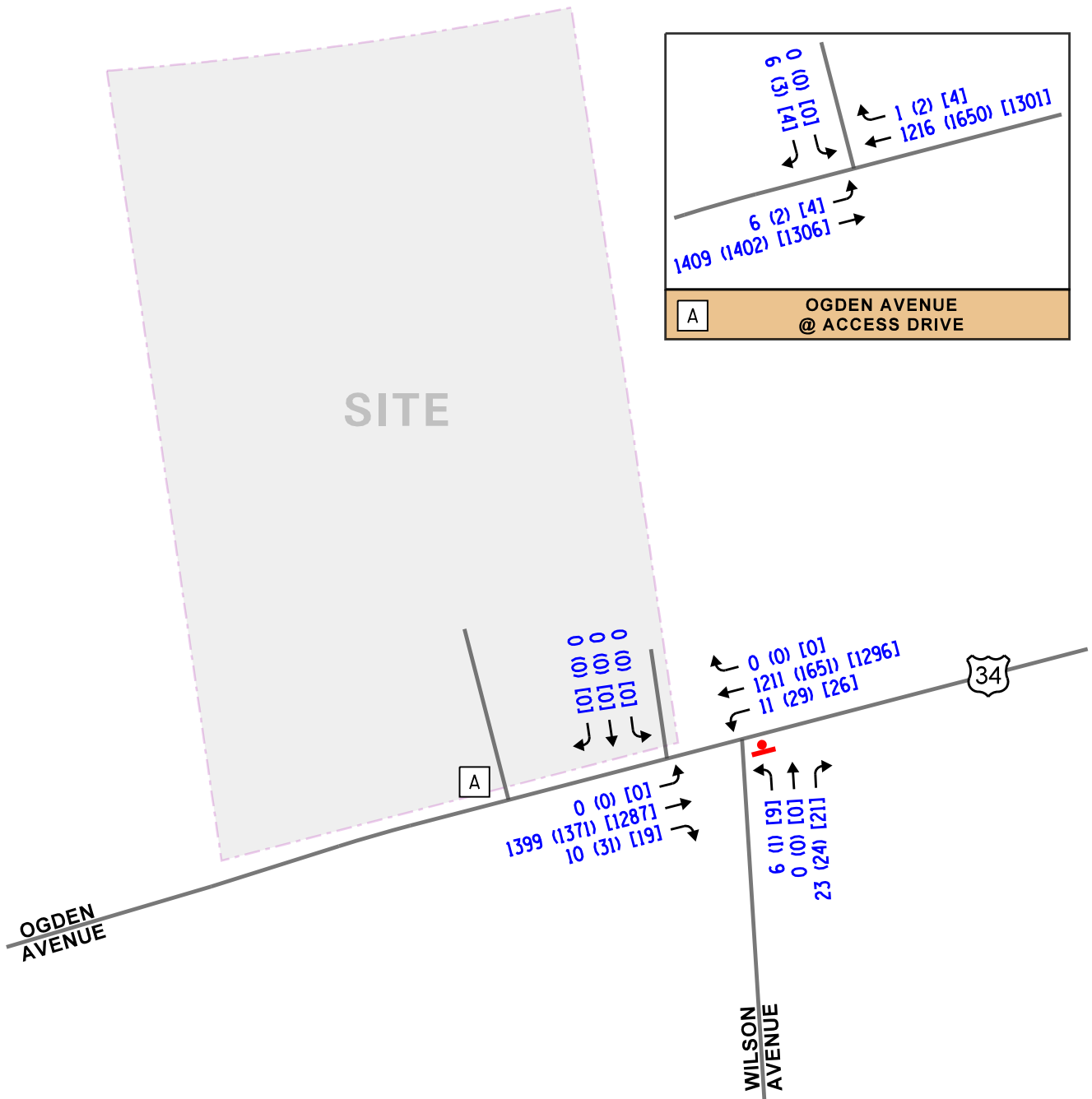
¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

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



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

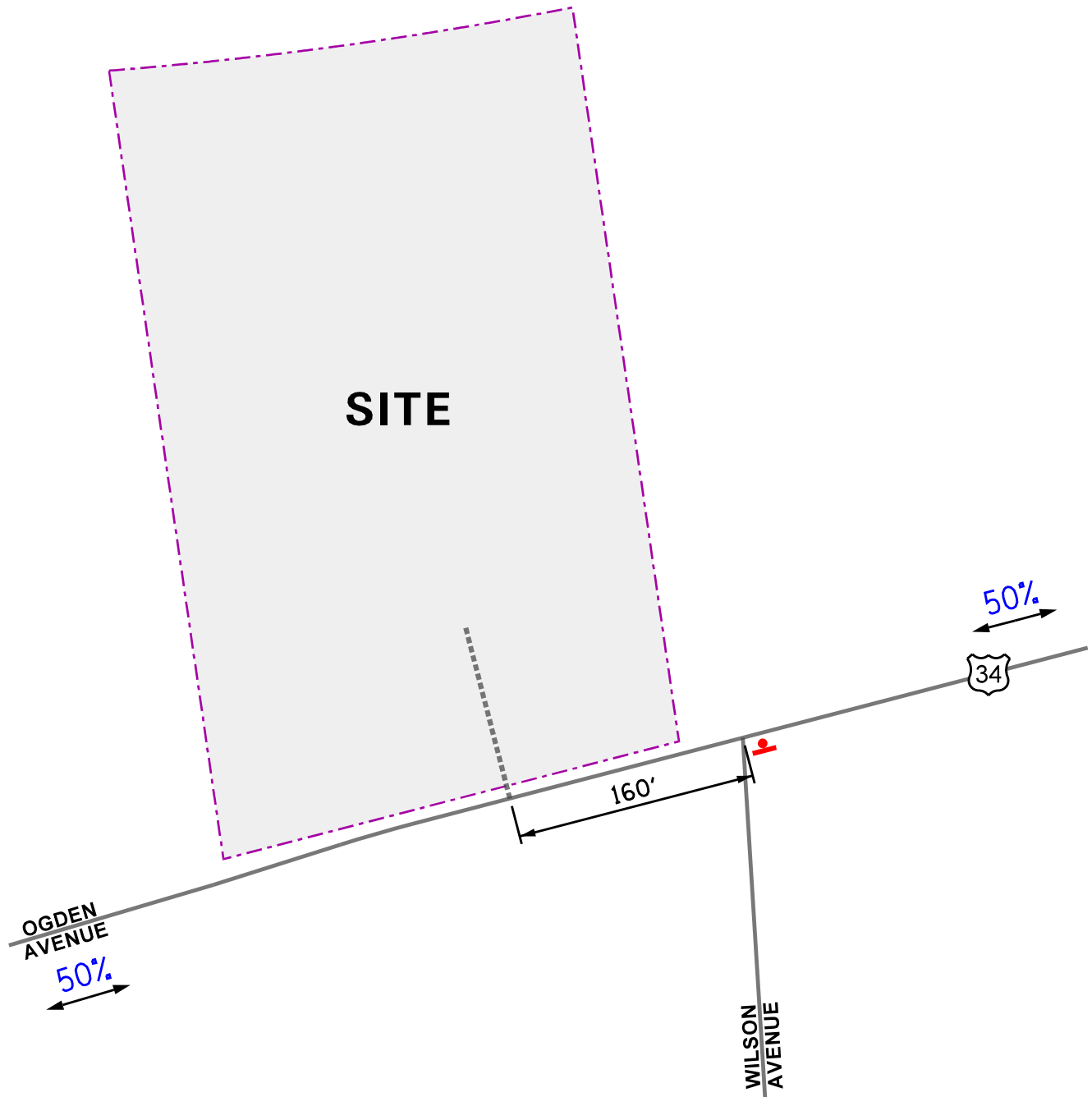
LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET



NOT TO SCALE



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

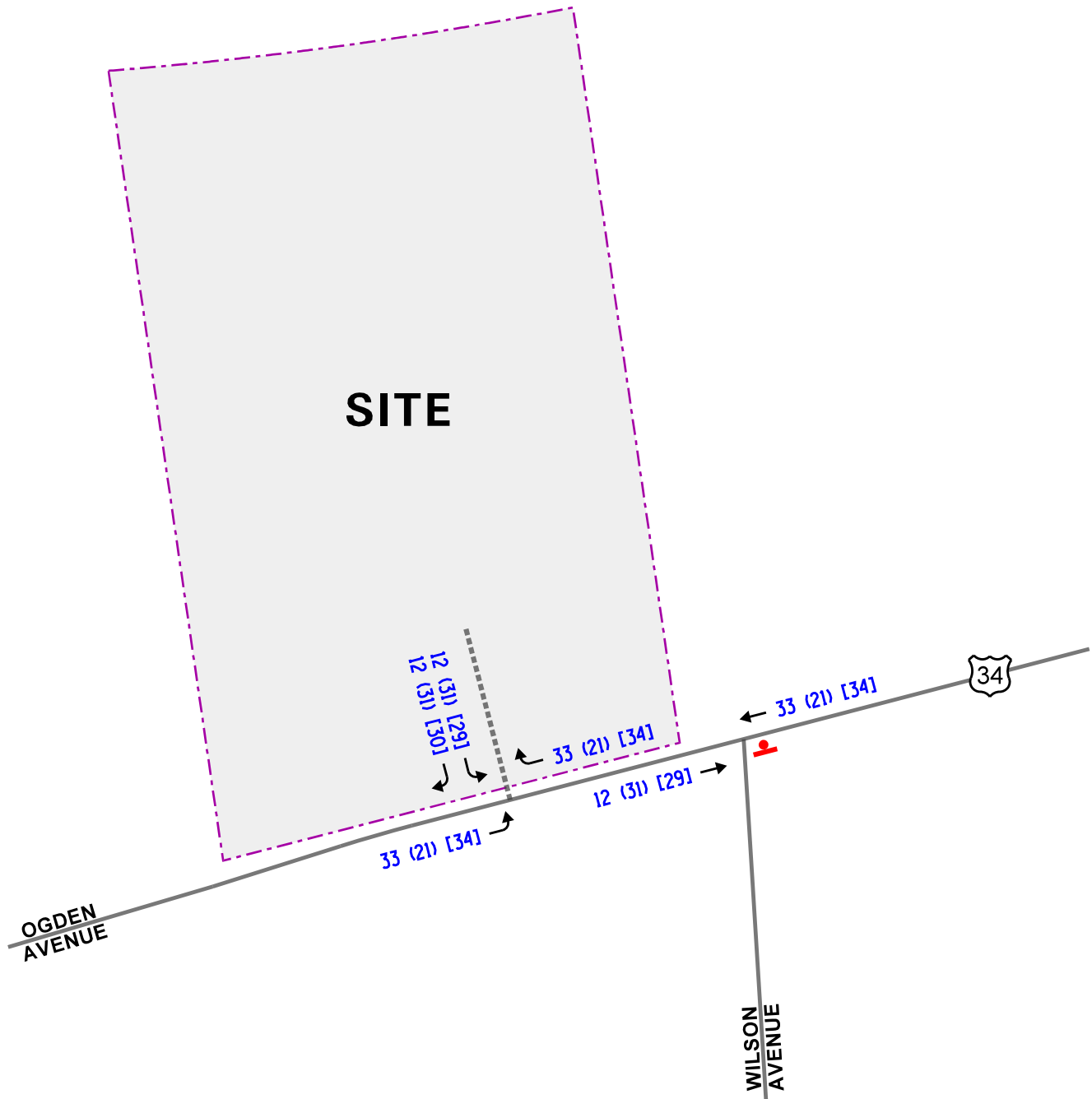
The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2032 total projected traffic volumes, as shown in **Figure 8**.

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)



NOT TO SCALE

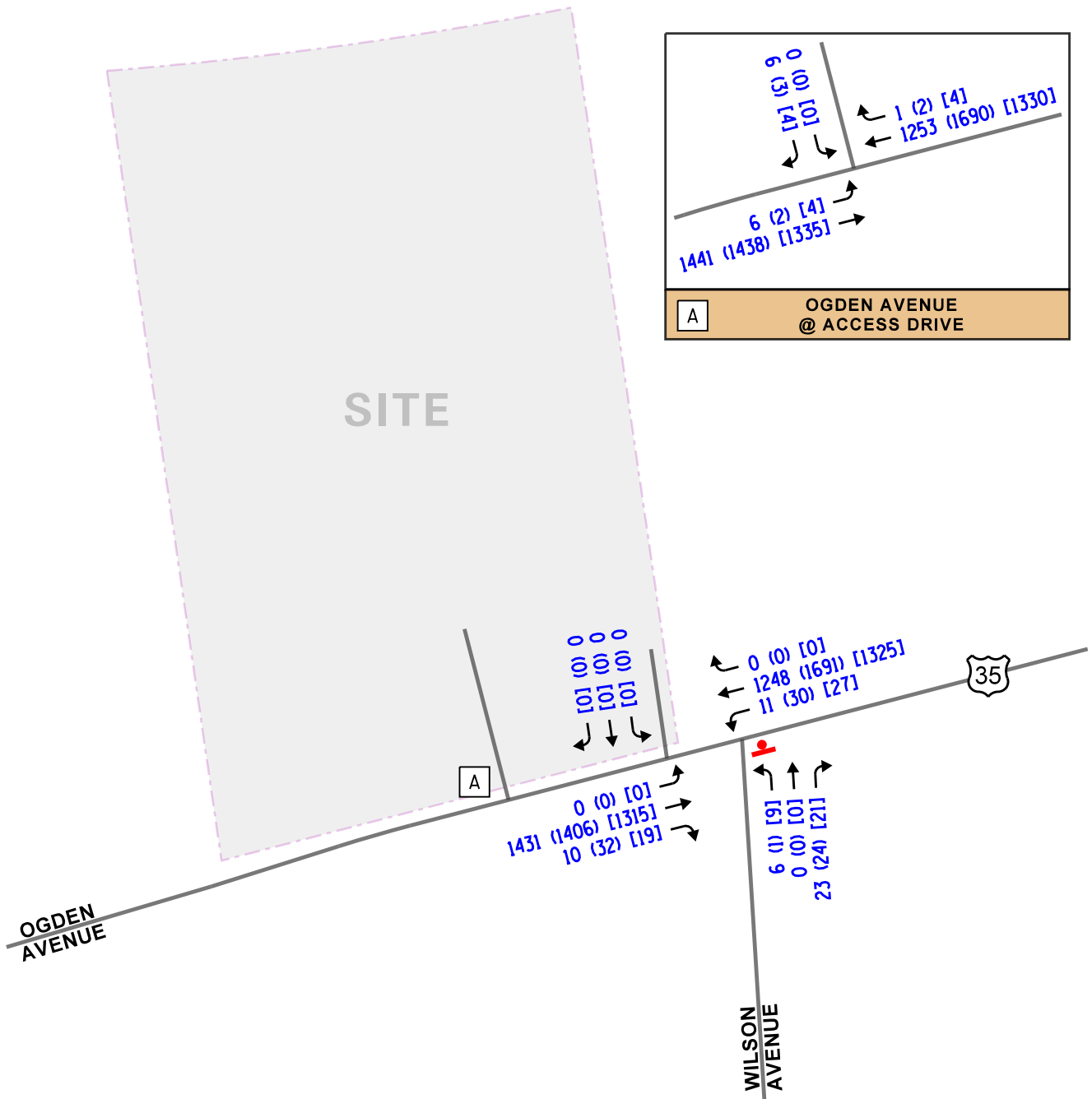


LEGEND

- 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

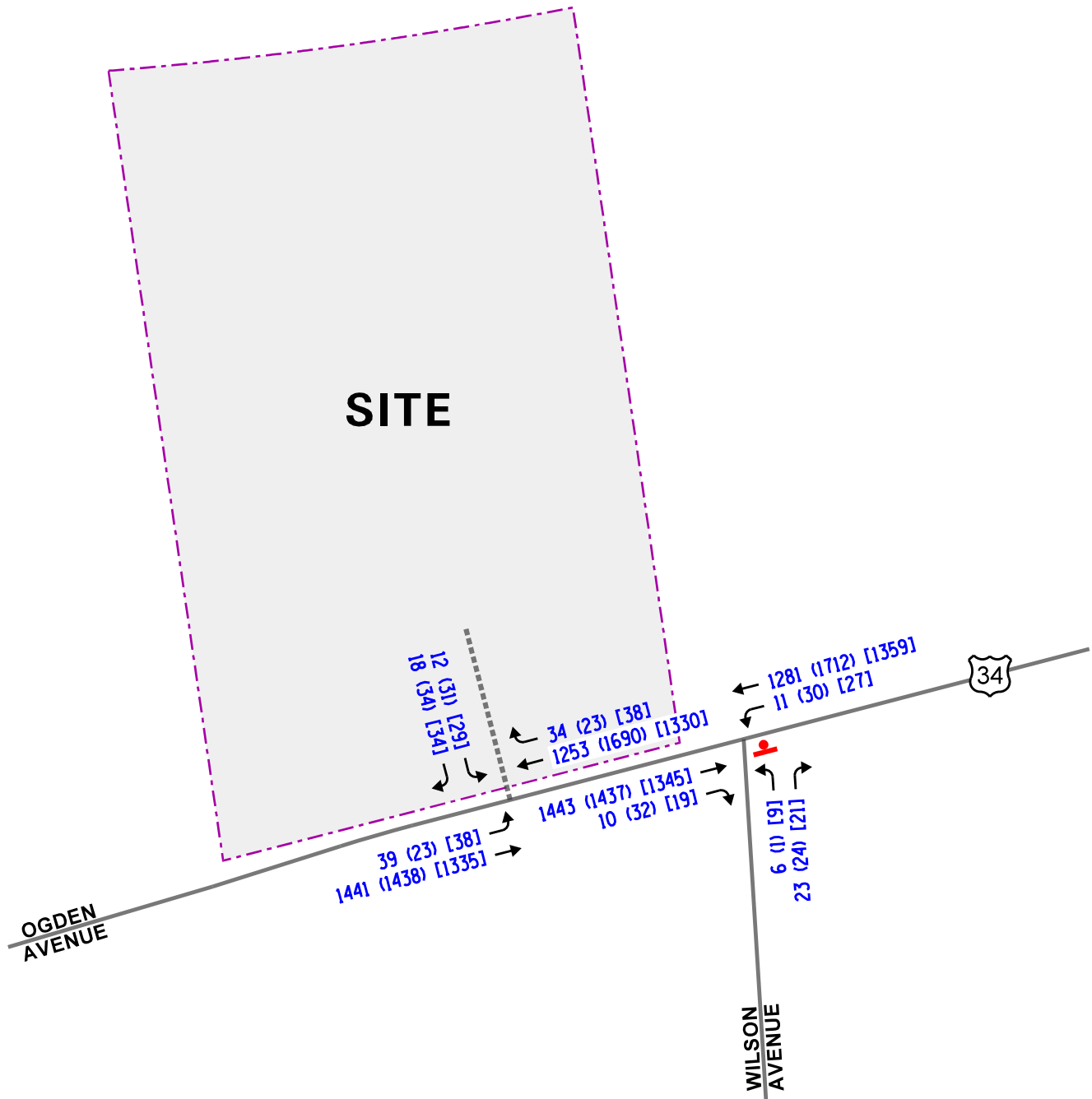


LEGEND

- 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



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 Drive¹						
• 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 Drive²						
• 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 Drive¹						
• 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 Drive²						
• 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 Avenue¹						
• 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 Drive¹						
• 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



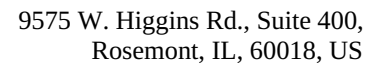
Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg 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 7:00AM	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

ID: 1403430, Location: 41.807399, -88.035736



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

[N] Access Dr

Total: 13

In: 6 Out: 7

6

[W] ogden ave
Total: 2581
In: 1408 Out: 1173

1402

6

1167

Out: 1402 In: 1168
Total: 2570
[E] ogden ave

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 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 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

[N] Access Dr

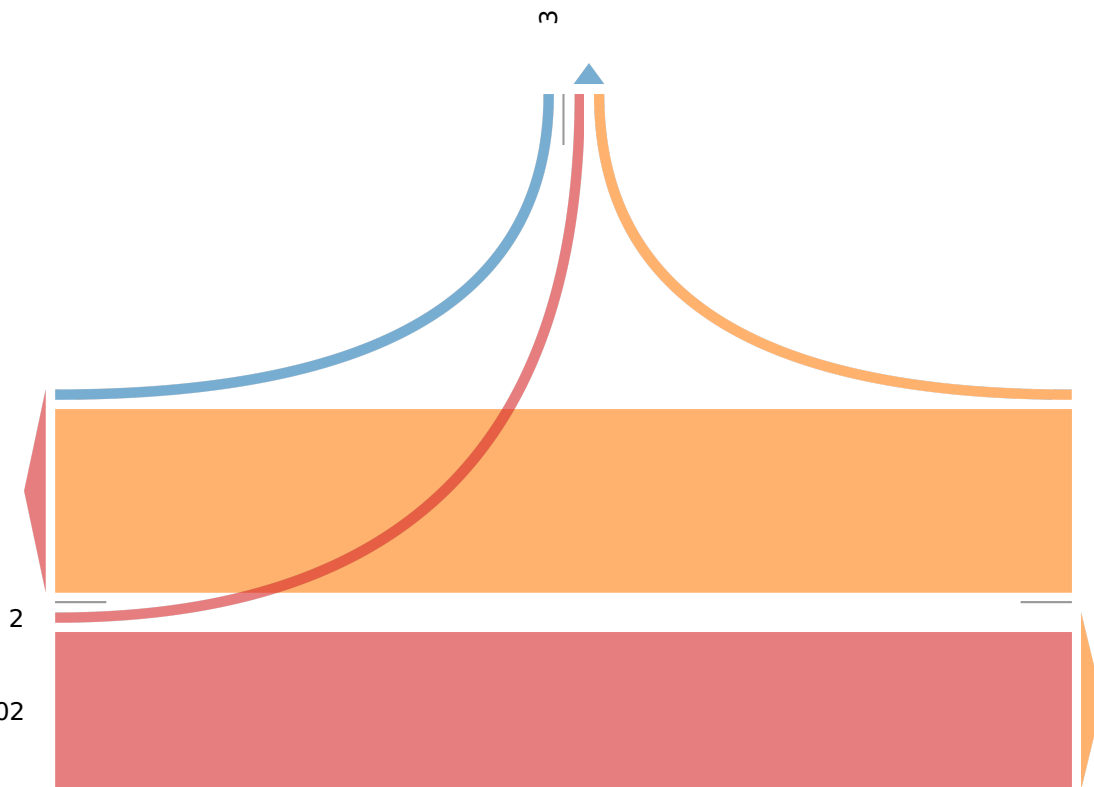
Total: 7

In: 3 Out: 4

3

[W] ogden ave
Total: 3057
In: 1404 Out: 1653

1402



1650

[E] ogden ave
Total: 3054
In: 1402 Out: 1652

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.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

[N] Access Dr

Total: 10

In: 4 Out: 6

4

[W] ogden ave

Total: 2607

Out: 1300

In: 1307

1301

2
4

1294

2

In: 1296

Out: 1301

Total: 2597

[E] ogden ave

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

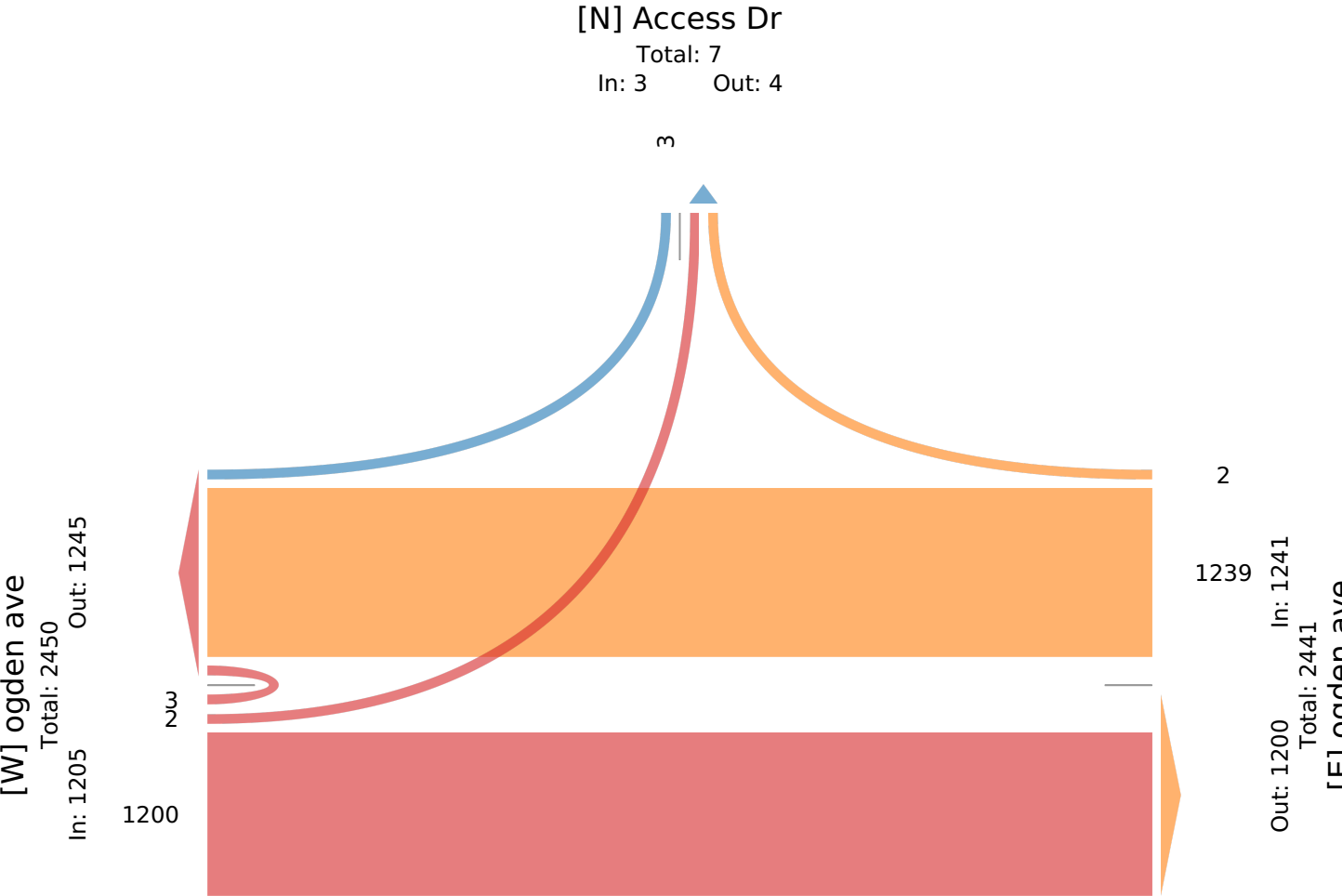
* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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



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

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

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 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 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%	-	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%	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%	-	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%	-	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%	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%	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	0	2	-
% Bicycles on Road	0%	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

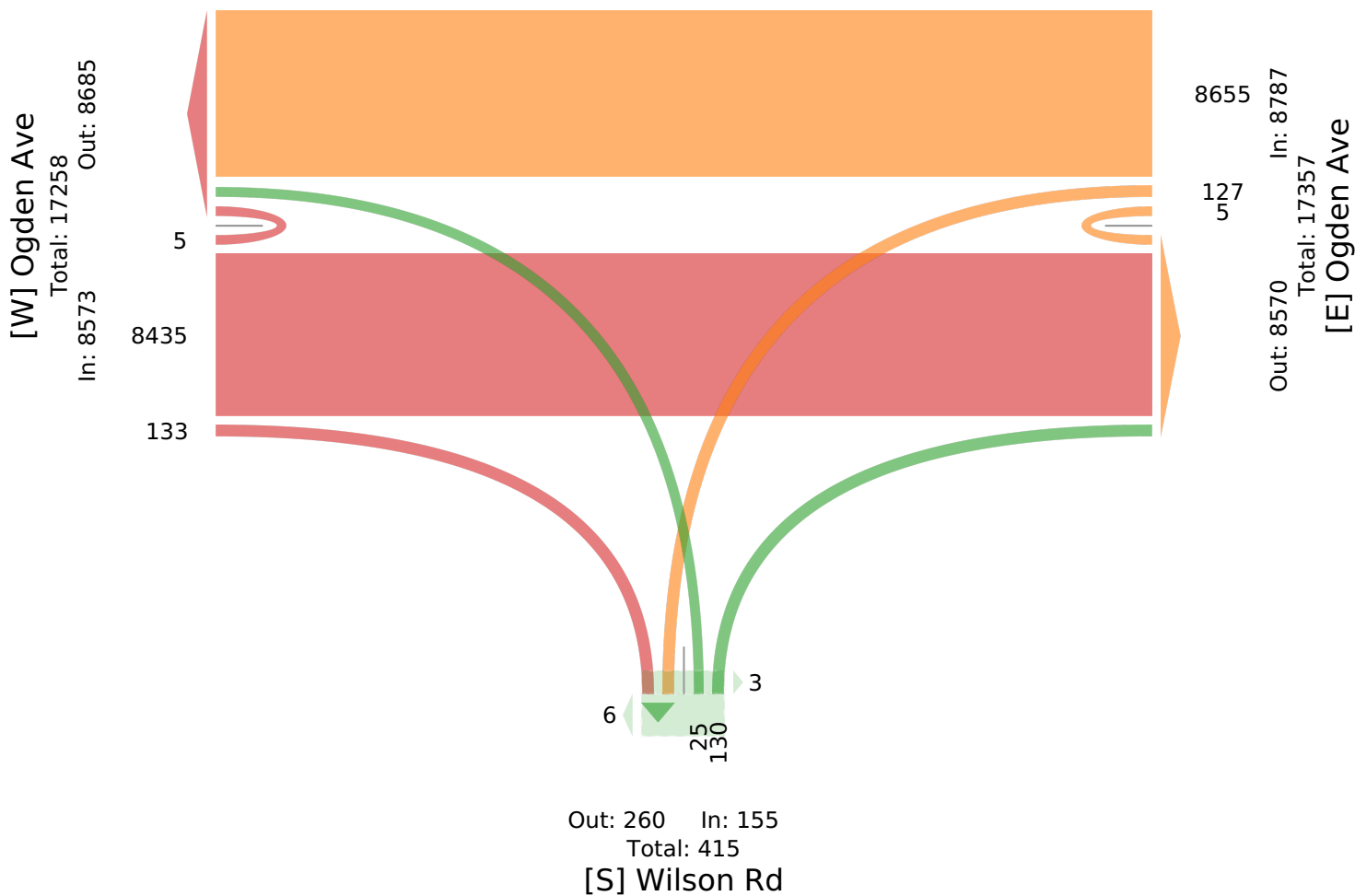
ID: 1403427, Location: 41.807457, -88.035209



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

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

[N] Access Dr



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 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 7:30AM	0	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	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	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	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	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%	-	-	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%	-	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	-	0	1167	11	0	1178	-		22	0	4	0	26	-		10	1362	0	1	1373	-		2577
% Lights	0%	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	-	0	23	0	0	23	-		0	0	1	0	1	-		0	16	0	0	16	-		40
% Single-Unit Trucks	0%	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	-	0	5	0	0	5	-		0	0	0	0	0	-		0	12	0	0	12	-		17
% Articulated Trucks	0%	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	-	0	16	0	0	16	-		1	0	1	0	2	-		0	9	0	0	9	-		27
% Buses	0%	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	-		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%
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)

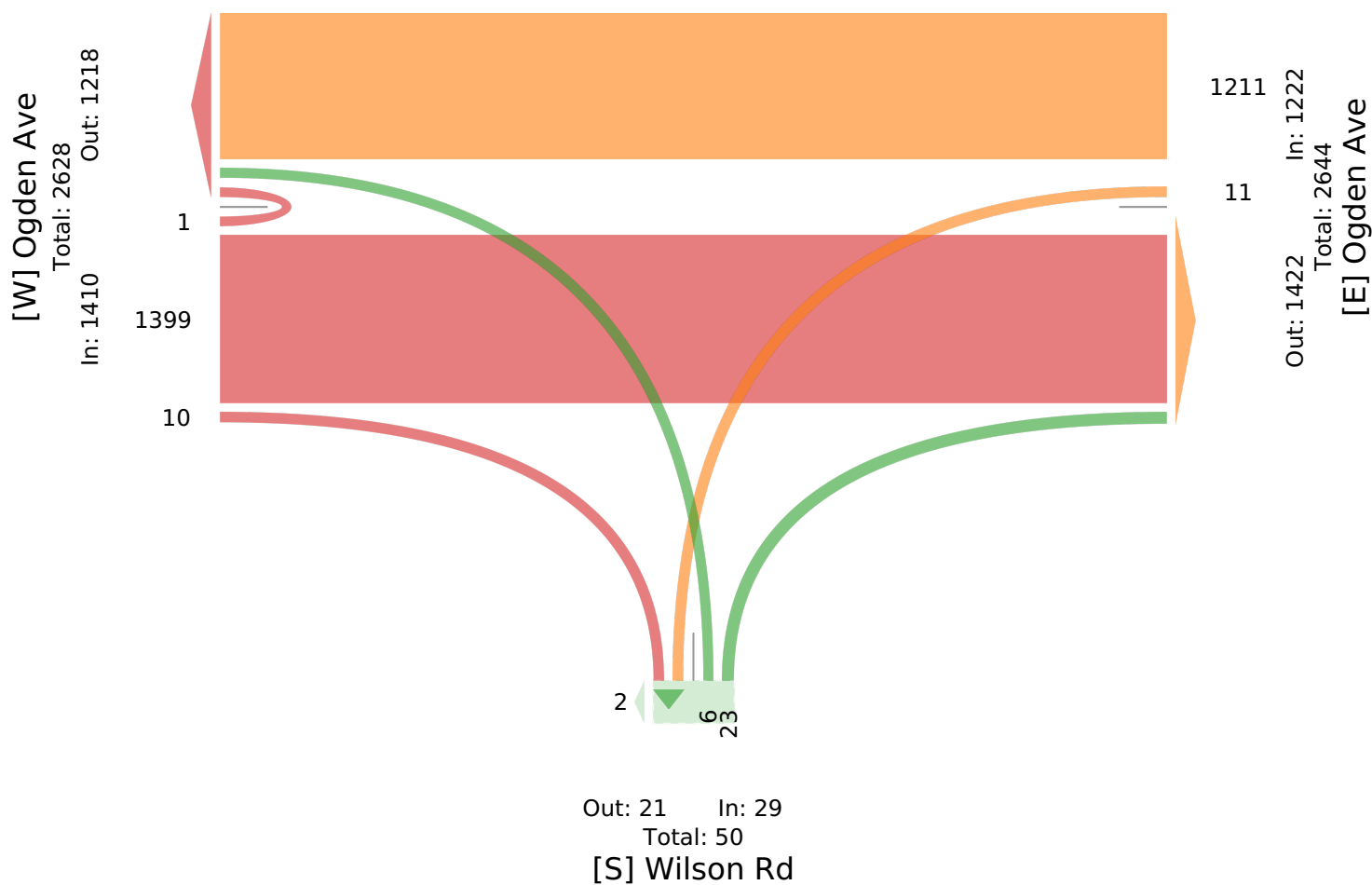
All Movements

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%	-	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%	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	0	1609	28	2	1639	-	24	0	1	0	25	-	31	1316	0	1	1348	-	3012
% Lights	0%	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	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%	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	0	3	1	0	4	-	0	0	0	0	0	-	0	6	0	0	6	-	10
% Articulated Trucks	0%	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	0	3	0	0	3	-	0	0	0	0	0	-	0	3	0	0	3	-	6
% Buses	0%	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	-	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%
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)

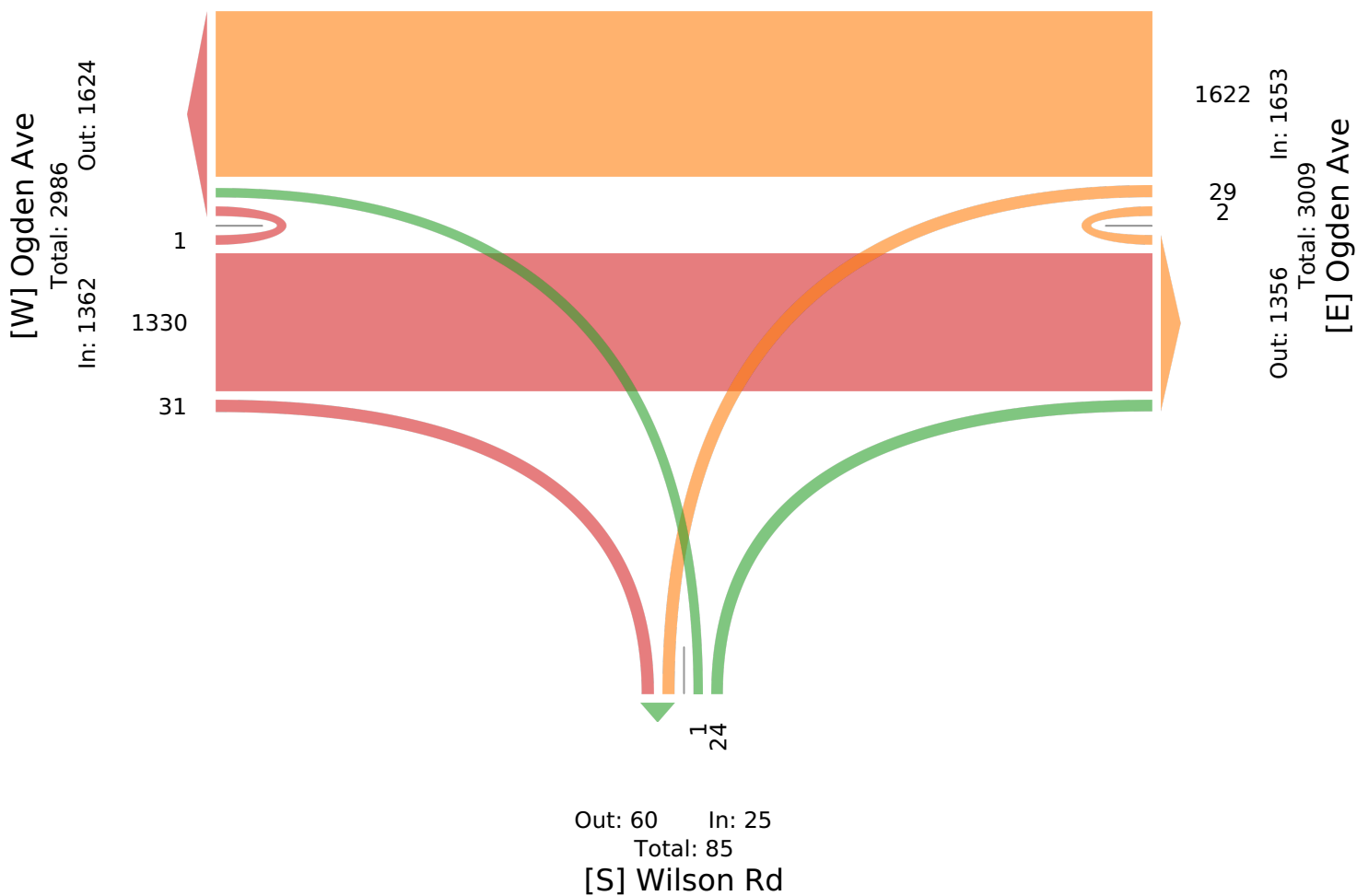
All Movements

ID: 1403427, Location: 41.807457, -88.035209



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

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



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%	-	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%	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	0	1275	26	0	1301	-	20	0	9	0	29	-	16	1254	0	1	1271	-	2601
% Lights	0%	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	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%	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	0	2	0	0	2	-	0	0	0	0	0	-	1	4	0	0	5	-	7
% Articulated Trucks	0%	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	0	2	0	0	2	-	0	0	0	0	0	-	0	5	0	0	5	-	7
% Buses	0%	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	0	-	2	0	0	0	2	-	2
% Bicycles on Road	0%	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)

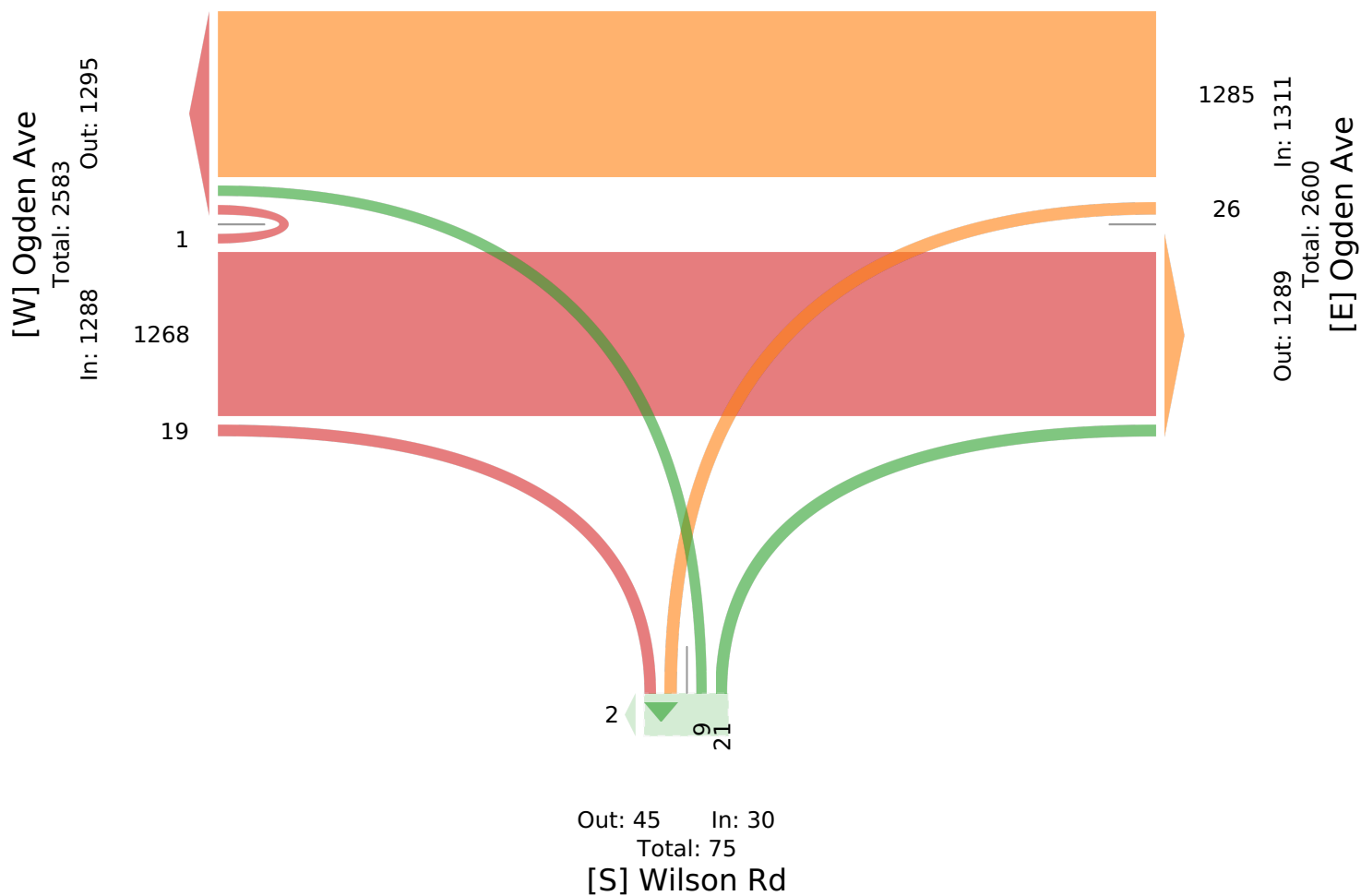
All Movements

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 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 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%	-	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%	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	0	1254	10	2	1266	-	10	0	3	0	13	-	25	1185	0	1	1211	-	2490
% Lights	0%	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	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%	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	0	5	0	0	5	-	0	0	0	0	0	-	0	5	0	0	5	-	10
% Articulated Trucks	0%	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	0	4	0	0	4	-	0	0	0	0	0	-	0	4	0	0	4	-	8
% Buses	0%	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	-	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%
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)

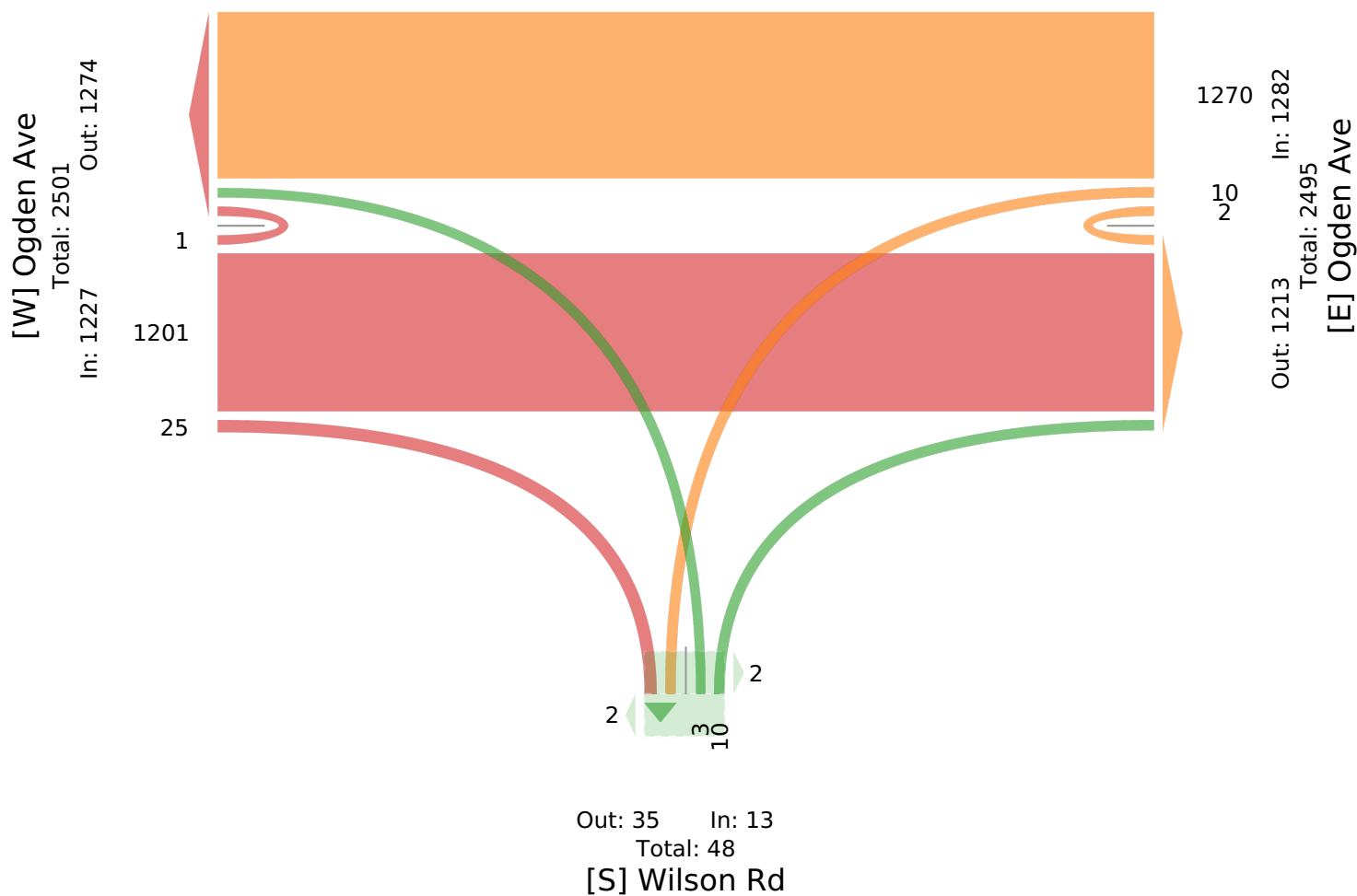
All Movements

ID: 1403427, Location: 41.807457, -88.035209

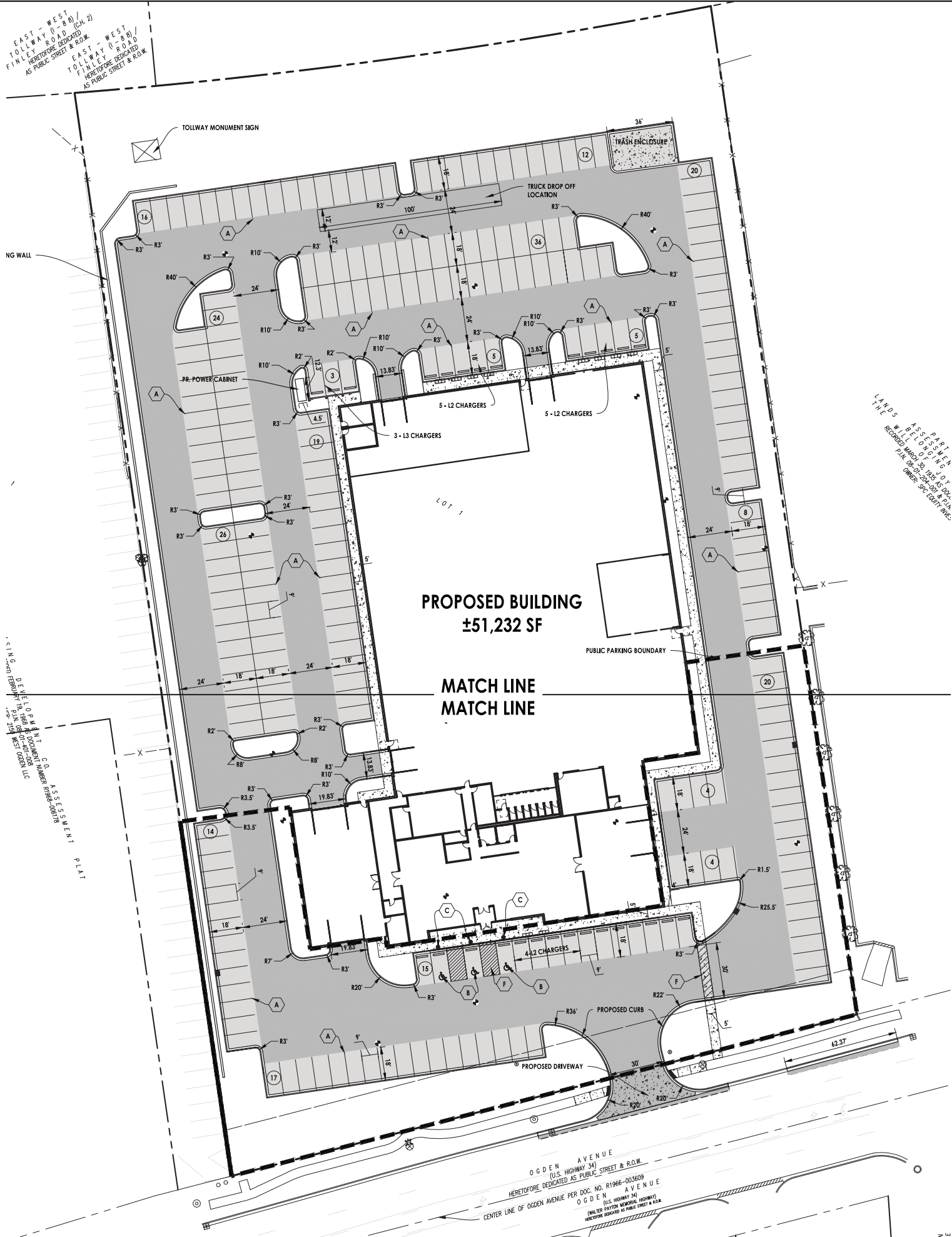


Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Site Plan



- NOTES:**
- ALL DIMENSIONS ALONG CURB LINES ARE TO FACE OF CURB, UNLESS NOTED OTHERWISE.
 - 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.
 - ADA DETECTIBLE WARNING STRIPS SHALL BE CAST IRON TILES, WET SET INTO CONCRETE SURFACE, PER MANUFACTURERS INSTALLATION RECOMMENDATIONS.
 - TOPOGRAPHIC AND BOUNDARY SURVEY PREPARED BY SIGHT ON SOLUTIONS, INC.

SIGNING AND STRIPING SCHEDULE

- A. 4" YELLOW STRIPING
- B. YELLOW HANDICAP PARKING STRIPING (SEE DETAIL)
- C. "ACCESSIBLE" PARKING STALL SIGN ASSEMBLY (\$350 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.

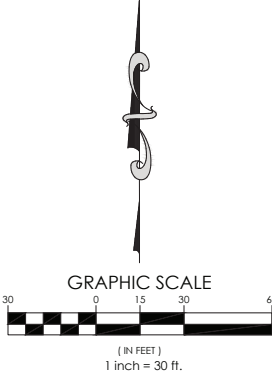
PARKING SUMMARY

	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



PROJECT NAME	RIVIAN DOWNERS GROVE	PROJECT No.	26.0160.2366
SHEET NAME	2100 OGDEN AVE	SHEET No.	C2.0
	DOWNERS GROVE, IL		OF 20 SHEETS

rtm
engineering consultants

1032 N. Meacham Road
Suite 700
Schaumburg, IL 60173
Telephone: (847) 756-4480
www.rtmec.com
IL Design Firm: 18-066777-0002

ITE Trip Generation Sheets

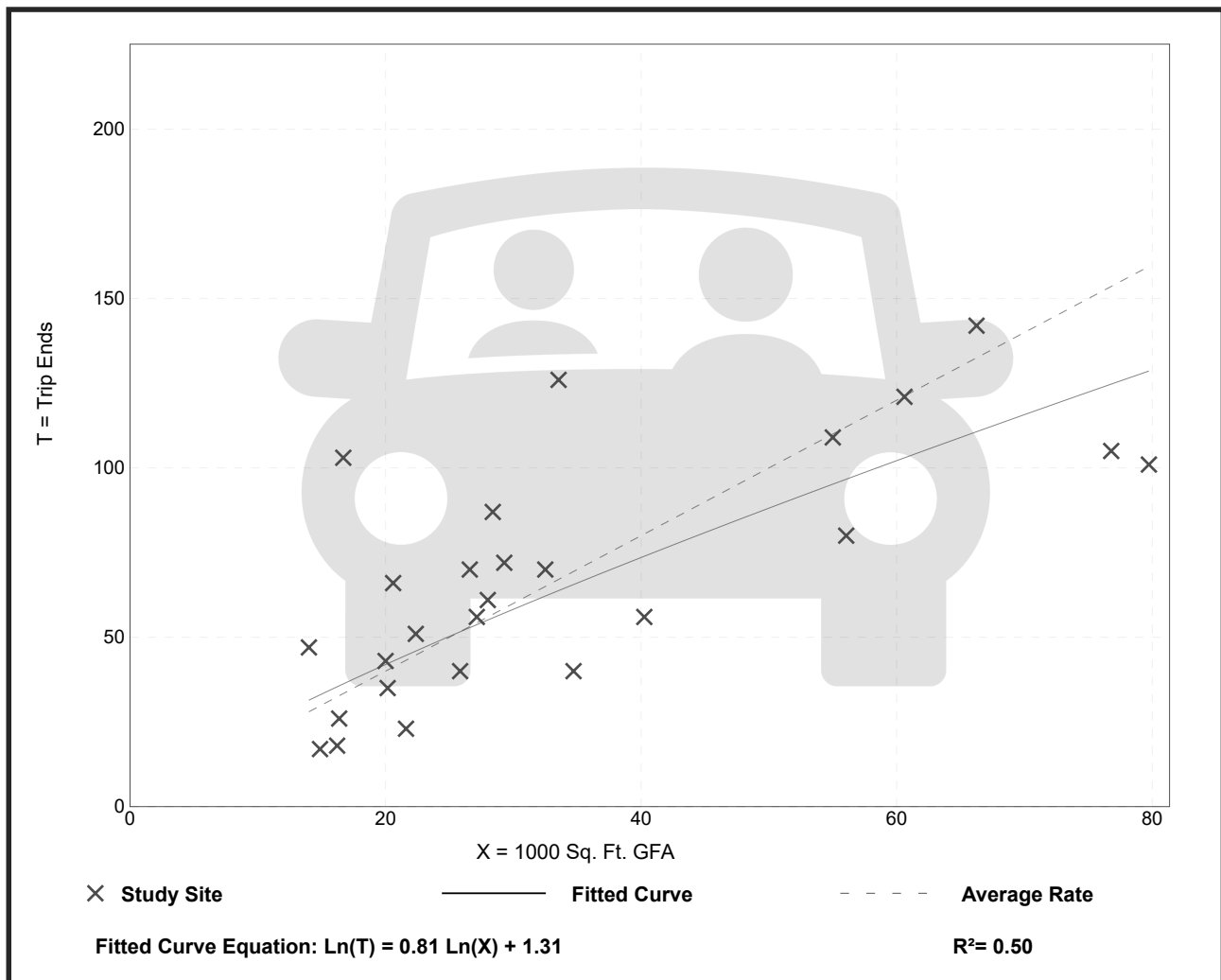
Automobile Sales (New) (840)

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



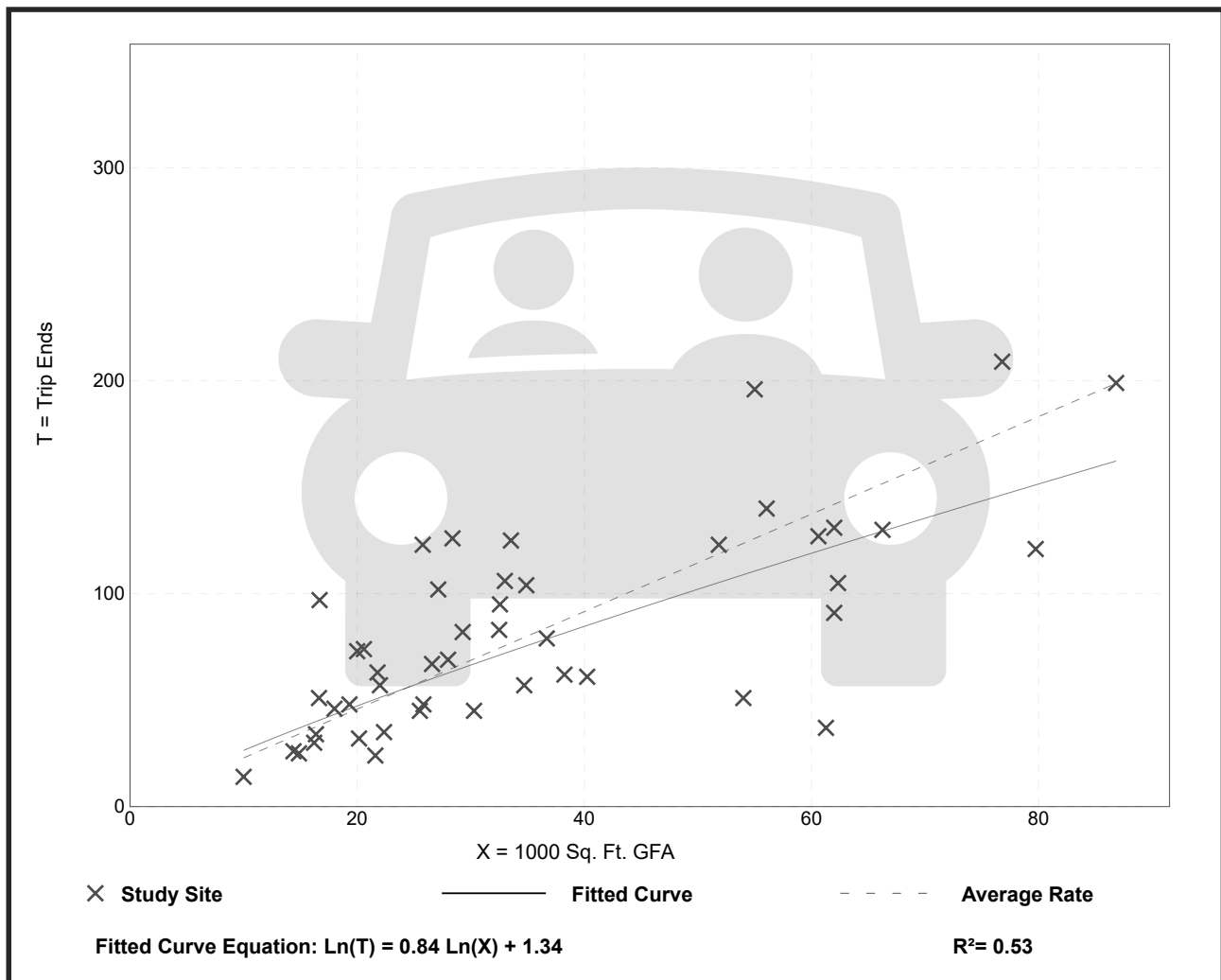
Automobile Sales (New) (840)

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

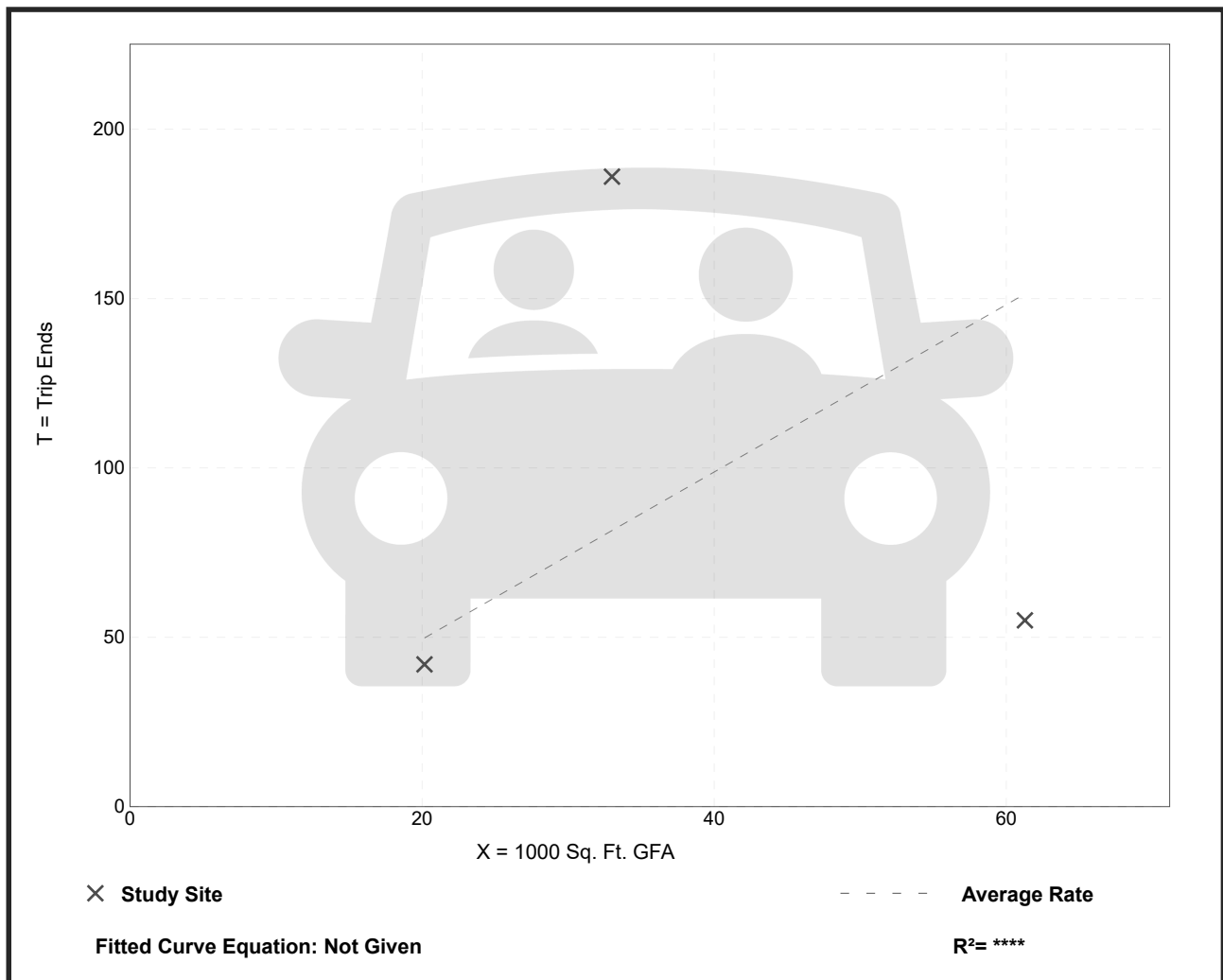
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 38
Directional Distribution: 54% entering, 46% exiting

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



CMAP 2050 Projections Letter



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: <i>Highway Capacity Manual</i> , 7 th Edition.		

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

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	-	-	-

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

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

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	-	-	-				

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

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	-	-	-				

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBRLane 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

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 SBRLane 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

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 SBRLane 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

Intersection

Int Delay, s/veh 0.6

Movement EBT EBR WBL WBT NBL NBRLane 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 SBRLane 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

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.24
Pot Cap-1 Maneuver	-	-	409
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	409
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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
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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
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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
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HCM Ctrl Dly, s/v 1.94 0 53.94

HCM LOS F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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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

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 SBRLane 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