VILLAGE OF DOWNERS GROVE
Report for the Village
12/8/2020

SUBJECT:	SUBMITTED BY:
1111 Ogden Avenue - Planned Unit Development, Zoning Map Amendment and Special Use and a Redevelopment Agreement between the Village and 1111 Ogden, LLC	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting approval for a Planned Unit Development, Map Zoning Map Amendment and Special Use to construct a 9,000 square foot multi-tenant retail building at 1111 Ogden Avenue. An Ordinance has also been prepared approving a Redevelopment Agreement between the Village and 1111 Ogden, LLC. (the "Developer").

STRATEGIC PLAN ALIGNMENT

The goals for 2019-2021 include *Strong and Diverse Local Economy*.

FISCAL IMPACT

The Village would reimburse the Developer in an amount not to exceed $850,000 for eligible redevelopment costs from the Ogden TIF Fund. The reimbursement would be made upon substantial completion of the redevelopment project as well as submission of no less than two signed leases for restaurant tenants and submission to the Village of requisitions for eligible redevelopment costs. Requisitions shall be submitted no later than 90 days from substantial completion of the project and the Village shall pay the reimbursement in one lump sum within 90 days after all required submittals have been received by the Village. The reimbursements shall not be made if there are insufficient funds in the Ogden TIF Fund and delayed until such time as funds are available.

RECOMMENDATION

Approval on the December 15, 2020 active agenda per the Plan Commission's 7-2 positive recommendation. The first dissenting Plan Commission member felt that the proposal requested too many deviations from the bulk regulations. The second dissenting Plan Commission member specifically felt that the request to deviate from the setbacks required for monument signs was not in line with previous efforts to promote conforming signage in the Village. The Plan Commission found that the proposal is compatible with the Comprehensive Plan and meets the standards for a Special Use found in Section 28.12.050.H, the standards for a Planned Unit Development and associated Zoning Map Amendment found in Section 28.12.040 and Section 28.12.030 respectively.

BACKGROUND

Property Information & Zoning Request

The petitioner is seeking approval for a planned unit development, zoning map amendment and a special use to construct a multi-tenant commercial building with a drive-through facility on the east side of the building. The property is located at the southwest corner of Ogden Avenue and Forest Avenue and is zoned B3, General Services and Highway Business.

The existing building is currently a retail building that sits on the western section of the property. The petitioner is proposing to demolish the existing building and construct a new 9,056 square foot multi-tenant retail building on one lot. The building facades will be composed of various colored brick, glass, and metal canopies, with a varied roof line. The design is complimentary of other recent redevelopment projects along Ogden Avenue. The new commercial building includes five tenant spaces. The easternmost tenant space includes the drive-through and a building bump out to the east to serve as a pick-up window. The drive-through lane is designed to accommodate eight vehicles, as required by the Zoning Ordinance. Additionally, this tenant space includes an outdoor seating area immediately north of the entrance. Public improvements include a reduction of curb cuts, sidewalks along Ogden Avenue and Forest Avenue, a watermain extension, and repaving and reconfiguring parking within the Forest Avenue right-of-way.

Compliance with the Comprehensive Plan

The current Comprehensive Plan identifies Ogden Avenue as a Key Focus Area. The proposed development:

- Removes one curb-cut and improves access onto Ogden Avenue while promoting shared access agreements (internal cross access).
- Improves connectivity by installing a new sidewalk along Ogden Avenue and Forest Avenue.
- Consolidates multiple lots to improve onsite operations
- Provides enhanced landscaping and screening in order to provide a buffer to the institutional uses to the south and continues to build on a more attractive image within the proximity of a community gateway intersection.

The proposed development would add to the commercial area by providing neighborhood-oriented services. The site plan indicates attention to pedestrian circulation, reduced curb-cuts, cross-access between lots and overall enhanced appearance.

Compliance with the Zoning Ordinance

The subject property is zoned B3, General Services and Highway Business. The proposed multi-tenant shopping center business is a permitted use, while a drive-through restaurant requires a Special Use in the B-3 zoning district. A table is provided in the Staff Report that summarizes the development regulations for B-3 zoning district, in addition to the applicable calculations for the proposed improvements.

As depicted in the proposed site plan and elevations, the petitioner is proposing to demolish the existing building to construct a new building. The proposal includes a number of items that will require relief as shown in Table 1 below:

Table 1 – List of Deviations with Petitioner's Rationale

Improvement	Relief Request	Petitioner's Rationale
Proposed Commercial Building Street Setback (East – Forest)	Required: 25' *Proposed: 18'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize tenant square footage.
Proposed Parking Street Setback (North – Ogden)	Required: 50' (from CL Ogden) *Proposed: 47'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize their proposed parking.

Proposed Parking Street Setback (East – Forest)	Required: 8' *Proposed: 5.1'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize their proposed parking.
Proposed Parking Street Setback (South – Sherman)	Required: 8' *Proposed: 3.5'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize their proposed parking.
Proposed Drive-through Street Setback (East – Forest)	Required: 8' *Proposed:3.2'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize tenant square footage.
Proposed Site Plan Elements Trash Enclosure	Required: In side or rear yard *Proposed: In street yard*	Based on the proposed location of the new building and need for egress path along the side and rear of the building, the proposed location for the enclosure is the only available location.
Proposed East Monument Signs	Required: 10' *Proposed: 4.5'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize parking and thus has limited space to ensure signage is also maximized.
Proposed West Monument Signs	Required: 25' *Proposed: 20.5'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize parking and thus has limited space to ensure signage is also maximized.

Public Comment

An essential Plan Commission meeting was held on November 16, 2020, with participation through an in-person meeting and via Zoom. The meeting was also televised on DGTV6. Notice was provided to all property owners 250 feet or less from the property in addition to posting the public hearing notice sign and publishing the legal notice in the *Enterprise Newspapers, Inc., (The Bugle)*. The notice also provided guidance on how to participate in the Zoom meeting. Prior to the Plan Commission meeting, staff did not receive any inquiries regarding this proposal. The Downers Grove Economic Development Corporation noted their support for the project during the Zoom meeting. No other members of the public participated in the Zoom meeting.

Redevelopment Agreement

The redevelopment agreement includes the following key terms:

- Developer shall comply with all Village ordinances and applicable laws and shall diligently pursue obtaining all required permits for the construction of the project
- Developer shall substantially complete the project by no later than May 1, 2022 in accordance with the approved plans
- Developer may construct public improvements within the adjacent Forest Avenue right-of-way pursuant to the requirements of the Planned Unit Development
- The Village approves the already completed Phase I environmental study of the property, which showed no need for remediation

- Upon completion of the project and submission of two signed leases for restaurant tenants, the Village will reimburse Developer an amount equal to the amount of eligible redevelopment costs not to exceed $850,000

ATTACHMENTS

Ordinances
Aerial Map
Staff Report with attachments dated November 16, 2020
Draft Minutes of the Plan Commission Hearing dated November 16, 2020

ORDINANCE NO. _____

AN ORDINANCE REZONING CERTAIN PROPERTY
LOCATED AT 1111 OGDEN AVENUE

WHEREAS, the real estate located at 1111 Ogden Avenue, located at the intersections of Ogden and Forest Avenues, hereinafter described has been classified as "B-3, General Services and Highway Business" under the Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner or owners of said real estate have requested that such property be rezoned as hereinafter provided; and

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing respecting said petition on November 16, 2020 and has made its findings and recommendations all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and

WHEREAS, making due allowance for existing conditions, the conservation of property values, the development of the property in conformance to the official Comprehensive Plan of the Village of Downers Grove, and the current uses of the property affected, the Council has determined that the proposed rezoning is for the public good.

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

SECTION 1. The Zoning Map of the Village, pursuant to Section 28.12.030 of the Downers Grove Municipal Code, is hereby further amended by rezoning to "B-3/PUD, General Services and Highway Business/Planned Unit Development" the zoning classification of the following described real estate, to wit:

LOTS 1, 2, 3 AND 4 AND THE EAST 42 FEET OF LOTS 15, 16, 17 AND 18, IN BLOCK 33 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1891, AS DOCUMENT NUMBER 43600, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 1111 Ogden Avenue, Downers Grove, IL 60515
PIN(s): 09-05-303-003
09-05-303-004

SECTION 2. The official zoning map shall be amended to reflect the change in zoning classification effected by Section 1 of this ordinance, subject to the following conditions:

1. Any changes to the conditions represented by the Petitioner as the basis for this petition, whether those changes occur prior to or after Village approval, shall be promptly reported to the Village. The Village reserves the right to re-open its review process upon receipt of such information; and

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

SECTION 3. That the following factors were considered in this rezoning as shown in the Zoning

Ordinance:

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.

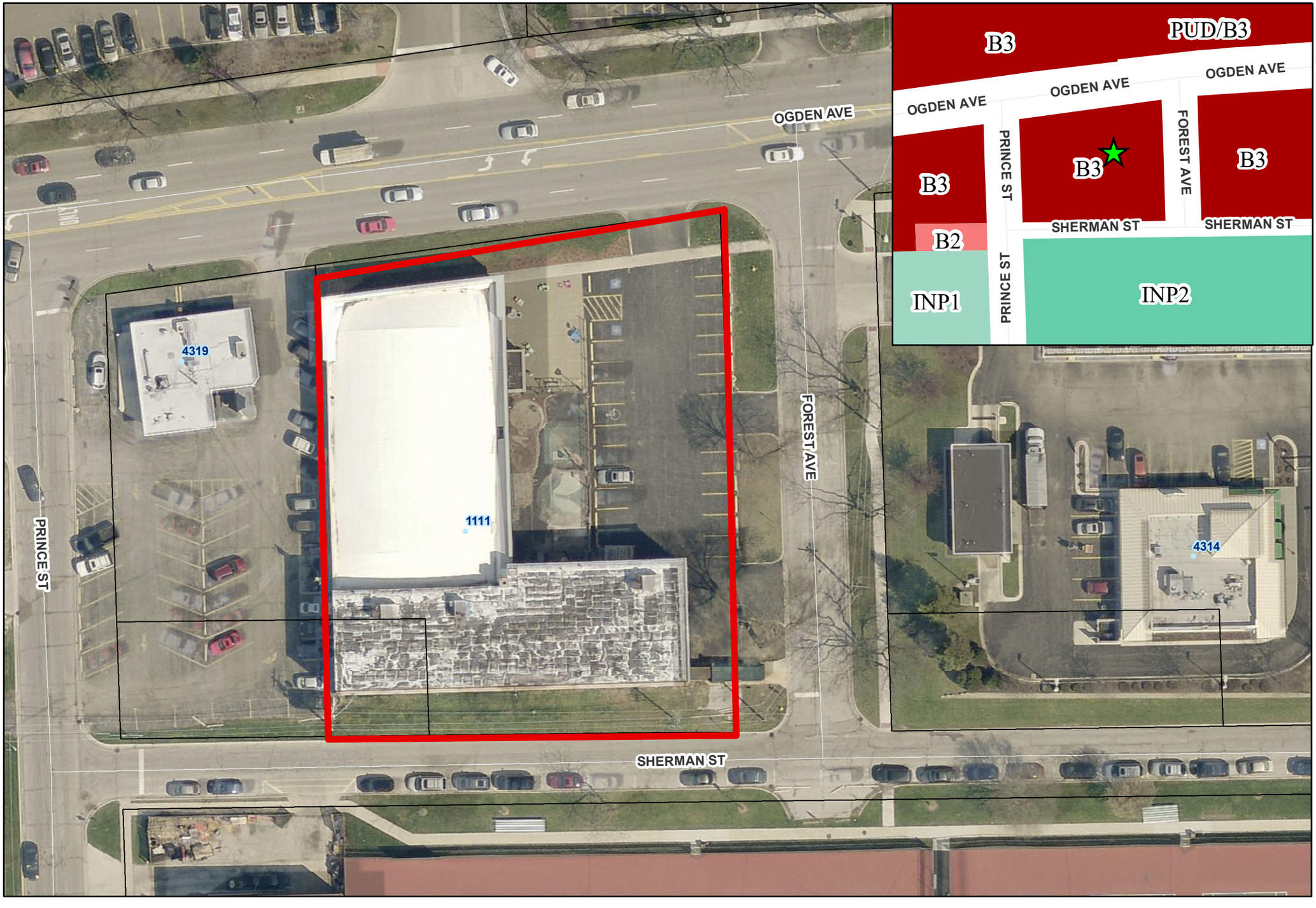
SECTION 4. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 5. This ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

1\mw\Ord.20\1111-Ogden-PUD-Rezone-20-PLC-0020



0 25 50 100 Feet

Location Map: 1111 Ogden Avenue

Project Location

Subject Property

N

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
NOVEMBER 16, 2020 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
20-PLC-0020 1111 Ogden Avenue	Planned Unit Development, Rezoning, and Special Use	Flora Ramirez, AICP Development Planner

REQUEST
The petitioner is requesting approval for a Planned Unit Development and accompanying rezoning to construct a multi-tenant retail building at 1111 Ogden Avenue. A special use is also being requested to permit one drive-through.

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

GENERAL INFORMATION

OWNERS: Windy Ogden LP
4352 Lindenwood Ln.
Northbrook, IL 60062

PETITIONER: Kim Ward & Ivan Nockov
Vequity
226 Morgan St. Suite 300
Chicago, IL 60607

PROPERTY INFORMATION

EXISTING ZONING: B-3, General Services and Highway Business
EXISTING LAND USE: Retail
PROPERTY SIZE: 35,719.2 sq. ft. (.82 acres)
PINS: 09-05-303-004 and 09-05-30 -003

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-3, General Services and Highway Business	Corridor Commercial
SOUTH:	INP-2, Campus Institutional Public	Corridor Commercial
EAST:	B-3, General Services and Highway Business	Corridor Commercial
WEST:	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. Plat of Survey
3. Site Plans
4. Architectural Plans
5. Elevation
6. Landscape Plan
7. Photometric Plan
8. Summary of Neighborhood Meeting
9. Traffic Impact Study

PROJECT DESCRIPTION

The petitioner is seeking a rezoning, a planned unit development and a special use to construct a multi-tenant commercial building with a drive-through facility on the east side of the building. The property is located at the southwest corner of Ogden Avenue and Forest Avenue and is zoned B3, General Services and Highway Business.

The existing building is currently a retail building that sits on the western section of the property. The petitioner is proposing to demolish the existing building and construct a new 9,056 square foot multi-tenant retail building on one lot. The building facades will be composed of various colored brick, glass, and metal canopies, with a varied roof line. The design is complimentary of other recent redevelopment projects along Ogden Avenue. The new commercial building includes five tenant spaces. The easternmost tenant space includes the drive-through and a building bump out to the east to serve as a pick-up window. The drive-through lane is designed to accommodate eight vehicles, as required by the Zoning Ordinance. Additionally, this tenant space includes an outdoor seating area immediately north of the entrance.

The petitioner is proposing to construct public improvements within the Forest Avenue right-of-way. These improvements include parking spaces, sidewalks and crosswalks. The Forest Avenue access for the property to the east will remain with no proposed changes.

The petitioner is proposing landscaping around the perimeter of the site, in conformance with the Village Ordinance. Landscaping is provided along the north, east, and southern property lines. Immediately southwest of the building, a new screened trash enclosure area is proposed. As required by the Zoning Ordinance, pedestrian connections will be provide to both Ogden Avenue and Forest Avenue. As a condition of approval the petitioner will also extend the Ogden Avenue public sidewalk west to Prince Street.

The existing curb cut onto Ogden Avenue will be removed while the three curb cuts onto Forest Avenue will be reduced to two. At the northern most access point, vehicles will enter and exit the site. The southern curb cut will be exit only.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The property is designated as Corridor Commercial in the Comprehensive Plan. The plan recommends the corridor commercial areas include a blend of neighborhood-oriented commercial retail, offices, smaller regional retail and service uses. These uses serve a dual role by providing for the daily needs of the local residents while continuing to provide goods and service to the larger region. The current Comprehensive Plan identifies Ogden Avenue as a Key Focus Area. The plan notes that this area should be redeveloped with attention to pedestrian circulation, reducing the number of curb-cuts, cross-access between lots and overall enhanced appearance.

The proposed development:

- Removes one curb-cut and improves access onto Ogden Avenue while promoting shared access agreements (internal cross access).
- Improves connectivity by installing a new sidewalk along Ogden Avenue and Forest Avenue.
- Consolidates multiple lots to improve onsite operations
- Provides enhanced landscaping and screening in order to provide a buffer to the institutional uses to the south and continues to build on a more attractive image within the proximity of a community gateway intersection.

The proposed development meets the goals of the Comprehensive Plan.

COMPLIANCE WITH ZONING ORDINANCE

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

Proposed Commercial Building	**Required**	**Proposed**
Street Setback (North – Ogden)	75' from CL of Ogden	114'
Street Setback (East – Forest)	25'	**18'***
Side Setback (West)	N/A	25'
Street Setback (South – Sherman)	25 feet	56.1'
FAR	0.75	0.2535
Proposed Parking	**Required**	**Proposed**
Street Setback (North – Ogden)	50 ft. from CL of Ogden	**47'***
Street Setback (East – Forest)	8'	**5.1'***
Side Setback (West)	N/A	11.3’
Street Setback (South – Sherman)	8'	**3.5'***
Total Parking Required	36	36 (on-site)+ 22 (off-site)
Total ADA Required	2 (on-site)	2 (on-site)
Two-Way Drive Aisle Width	24’	24' & 15' (one way)
Proposed Drive-through	**Required**	**Proposed**
Street Setback (North – Ogden)	50' from CL of Ogden	89'
Street Setback (East – Forest)	8 ft.	**3.2'***
Side Setback (West)	N/A	64.6’
Street Setback (South – Sherman)	8’	42’
Stacking Spaces	8	8
Drive-Through Lane Width	10’	10-12’
Site Plan Elements	**Required**	**Proposed**
Pedestrian Connection	Yes	Provided
Trash Enclosure	Yes	Yes – **In street yard***
Bike Parking	2	3
Open Space	10% of lot area	11.50%
Open Space in the Street Yard	50%	54%
Signage	**Required**	**Proposed**
East Monument Sign – Side Setback	10’	**4.5’***
West Monument Sign - Side Setback	25’	**20.5’***

***deviation requested**

The proposed development is compliant with a majority of the bulk regulations in the B3 zoning district; however, the petitioner is applying for a Planned Unit Development in order to deviate from the following Zoning Ordinance regulations as specified in Table 2.

Table 2 – Requested Deviations

Improvement	Relief Request	Petitioner's Rationale
Proposed Commercial Building Street Setback (East – Forest)	Required: 25' *Proposed: 18'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize tenant square footage.
Proposed Parking Street Setback (North – Ogden)	Required: 50' (from CL Ogden) *Proposed: 47'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize their proposed parking.
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Proposed Drive-through Street Setback (East – Forest)	Required: 8' *Proposed:3.2'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize tenant square footage.
Proposed Site Plan Elements Trash Enclosure	Required: In side or rear yard *Proposed: In street yard*	Based on the proposed location of the new building and need for egress path along the side and rear of the building, the proposed location for the enclosure is the only available location.
Proposed East Monument Signs	Required: 10' *Proposed: 4.5'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize parking and thus has limited space to ensure signage is also maximized.
Proposed West Monument Signs	Required: 25' *Proposed: 20.5'*	To ensure the retail space is economically viable, the petitioner has proposed to maximize parking and thus has limited space to ensure signage is also maximized.

ENGINEERING/PUBLIC IMPROVEMENTS

Based on the existing and proposed impervious area and the use of pervious concrete, Post Construction Best Management Practices are not required for this property. The project will meet all provisions of the Stormwater and Floodplain Ordinance. Additional public improvements include a removal of one curb-cut on Ogden Avenue. Additionally, one curb cut will be removed and two newly adjusted curb cuts on Forest Avenue are proposed. The existing sidewalk on Ogden Avenue will be replaced and extended west to Prince Street. The sidewalk east of Forest Avenue will be replaced and a small section of sidewalk on the west side of Forest Avenue will provide a new connection to Ogden Avenue. The existing watermain, currently dead-ending at the southwest corner of Forest Avenue and Sherman Road, will be extended westward along Sherman Road towards Prince Street. This main will be upsized to an 8-inch line and end

with a fire hydrant. This new watermain extension will provide water service for the new building.

TRAFFIC

A traffic impact study for the proposed development was prepared by KLOA. Ingress and egress to the site will be provided via two access points off of Forest Avenue. The first drive will be approximately 70 feet south of Ogden Avenue and will provide for two-way traffic. The second drive will be located 215 feet south of Ogden Avenue and will be restricted to one-way eastbound exiting traffic only. Flexible access to the site will be established while at the same time removing the existing curb cut on Ogden Avenue.

The study projects that the existing roadway system will have sufficient reserve capacity to accommodate the traffic generated by the new development. Additionally, the signalized intersections on Ogden Avenue at Main Street and Saratoga Avenue create enough gaps in the Ogden Avenue traffic stream that allow vehicles to turn to/from the local roadways and access drives onto/of off Ogden Avenue. The eight vehicle drive-through stacking lane is adequate to accommodate drive-through peak demand without blocking the parking lot drive aisles. As noted above, the petitioner will improve the Forest Avenue right-of-way to offer additional parking in the area. The petitioner will also provide a cross access easement to the neighboring property to west, if the property redevelops.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division has reviewed the proposed plans and determined that the development provides sufficient access for emergency vehicles. As shown in the truck turning plan, the Village's largest emergency vehicle can maneuver through the site and access the new building. The building will also include a fire alarm system and sprinkler system that meet the Village's code requirements.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property in addition to posting public hearing notice signs and publishing the legal notice in the *Enterprise Newspaper, Inc.* (*The Bugle*). Staff did not receive any resident inquiries regarding the proposed development.

As required by the Zoning Ordinance, the petitioner attempted to hold a neighborhood meeting on November 2, 2020. Due to the on-going COIVD-19 Pandemic, the petitioner attempted to hold an in-person neighborhood meeting but was unable to find a location willing to host such an event. As such, the petitioner held a virtual neighborhood meeting. No members of the public attended the meeting, however the applicant did provide a summary of their attempt to hold the meeting. The summary is attached.

STANDARDS OF APPROVAL

The petitioner is requesting a Planned Unit Development, accompanying Rezoning, and a Special Use to redevelop 1111 Ogden Avenue. The review and approval criterion for each request is listed below.

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

Section 28.12.040.C.6 Review and Approval Criteria

The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

a. *The zoning map amendment review and approval criteria of Sec. 28.12.030.I.*
b. *Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.*
c. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030.*
d. *Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.*
e. *Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

Section 28.12.030.I. Zoning Map Amendment Review and Approval Criteria
The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:

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.*
7. *The comprehensive plan.*

Section 28.12.050.H Approval Criteria
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 constituent with and in substantial compliance with all Village Council policies and plans 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;*
2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

DRAFT MOTION

Staff will provide a recommendation at the November 16, 2020 meeting. Should the Plan Commission find that the request meets the standards of approval for a Planned Unit Development, accompanying Rezoning, and Special Use staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 20-PLC-0020:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Planned Unit Development, accompanying Rezoning, and Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and

therefore, I move that the Plan Commission recommend to the Village Council approval of 20-PLC-0020, subject to the following conditions:

1. The Planned Unit Development, Rezoning, and Special Use shall substantially conform to the staff report; engineering, architectural and landscape drawings prepared by CivWorks Consulting, LLC, Ilekis Associates and LG Workshop dated September 26, 2020 and last revised on November 11, 2020, except as such plans may be modified to conform to the Village codes and ordinances.
2. The buildings shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.
3. A final plat of consolidation will be required prior to permit issuance.
4. Cross access easements along the entire north, south and west driving lanes shall be provided throughout the development.
5. A one-way traffic sign along the southern drive on Forest Avenue shall be included on the plans.
6. The sidewalk along Ogden Avenue shall be extended west to Prince Street.
7. All signage shall be permitted separately.
8. The petitioner shall reduce light levels to security level no later than 30 minutes after the close of business.

Staff Report Approved By:

_____

Stanley J. Popovich, AICP
Director of Community Development

SP; fr
-att

VEQUITY
400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com
+ 312.985.0987

9/25/2020

RE: The redevelopment of the property located at 1111 Ogden Ave. Downers Grove, IL

The petition for plan commission includes the following:

- Five (5) plan sets including Plat of Survey
- The completed application for petition
- Application Fee
- Project Summary
- Five Review and Approval Criteria Zoning Map Amendment
- Five Review and Approval Criteria Planned Unit Development
- Five Review and Approval Criteria Special Uses
- Traffic Study performed by KLOA

Introduction

Vequity is submitting plans for a proposed redevelopment at the SW corner of Ogden and Forest Ave. along the Ogden Avenue corridor. Vequity is proposing to construct one building shared by multiple tenants and one drive-through. This parcel represents a very important and strategic aspect to the Downers Grove Comprehensive Plan and this redevelopment will have an extremely positive impact on the Ogden Avenue corridor. This redevelopment is expected to bring high quality tenancy, high-end design – grounds and buildings, increased sales and real estate tax revenue to the Village and daily needs shopping. It will also expand shopping options for citizens and will continue to reinforce to national and local tenants Downers Grove as an important geographic for their stores.

The current property is underutilized and does not present the Village with the highest and best use. There are significant impediments to redeveloping this parcel however after exhaustive work, we have been able to align all aspects of this proposed development and feel now is the right time to bring this before the Village.

Location

The proposed development is located at 1111 Ogden Ave. The lot is located on southwest corner of Ogden Ave. and Forest Ave.

Tenant

We are in discussions with several national and local tenants to occupy the development.

Architecture

VEQUITY
400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com
+ 312.985.0987

The Retail building is designed as full masonry building with limestone base undulating roof lines, and alternating brick colors, which we believe fits in nicely with the nearby buildings (Starbucks, Chipotle, BMO Harris and our Ogden/Main development).

Landscape Plans

The development has landscaping beds of shrubs, ornamental grasses, and perennials all around in keep with the Village's landscape ordinance.

Signage

Vequity is requesting two masonry base monument signs.

Requested Relief

In order to proceed with this development, Vequity requires a Zoning Map Amendment, Planned Unit Development and Special Use Permit

+ A Special-Use permit for the Drive-Through

Please let us know if you have any further questions.

IVAN NOCKOV
DIRECTOR OF DEVELOPMENT & CONSTRUCTION
VEQUITY

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CHICAGO, IL 60607

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Review and Approval Criteria

ZONING MAP AMENDMENTS

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.030.I. Review and Approval Criteria (Zoning Map Amendments - Rezonings)
The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors.

(1) The existing uses and zoning of nearby property.

The current zoning of the property and the properties to the north, east and west is B-3, General Services and Highway Business. The property to the south is INP-2, Campus-Scale Institutional and Public District.

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

The current B-3 zoning will require a PUD overlay district for the needs of the development and the proposed uses.

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

The development will not diminish any property values, it will actually improve the surrounding property values and will further increase the public health, safety and welfare.

(4) The suitability of the subject property for the zoned purposes.

The suitability of the property meats all of the criteria 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.

The current building is occupied by the pool supply business, which is struggling to remain open until the our acquisition. The current building is underutilized and has been for a long time and is thus ideal for redevelopment.

(6) The value to the community of the proposed use.

The proposed use will bring value to the community by providing needed services for the community, in addition it will increase the tax base of the community.

(7) The Comprehensive Plan.

The Proposed development will match the comprehensive plan for the community and will match greatly both the business corridor and the surrounding uses and properties.

Review and Approval Criteria

PLANNED UNIT DEVELOPMENT

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.040.C.6 Review and Approval Criteria (Planned Unit Development)
The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

1. ***The zoning map amendment review and approval criteria of Sec. 12.030.I.***
   See the analysis of zoning map amendment review and approval criteria in separate document.

2. ***Whether the proposed PUD development plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.***

   The current Comprehensive Plan identifies the subject site as a part of he Ogden Avenue Central - Key Focus Area. The proposed PUD development plan and map amendment would be consistent with the Comprehensive Plan and the general intent of the commercial corridor along Ogden Ave. A PUD overlay shall provide the necessary tools to redevelop and improve the site.

3. ***Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.***

   The proposed project meets several of the PUD overlay district provisions and objectives as found in Section 4.030 of the Zoning Ordinance. Some of the objectives of the PUD which the development complies with are: implementation of and consistency with the comprehensive plan and other relevant plans and policies; high-quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping.

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

   The proposal will result in the retention and expansion of an existing business in the Village of Downers Grove while attracting new businesses. The improved facility as discussed above shall provide numerous public benefits that would not be possible under the conventional zoning regulation. This standard has been met.

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

   The petitioner has worked with Village staff to optimize the redevelopment potential of the site as envisioned by the Comprehensive Plan,Including elimination of a curb cut, additional landscaping and buffering, increased pedestrian access and safety, bike parking and more efficient on-site circulation. These elements of the site design protect the interests of the surrounding property owners, businesses, residents and the general public. This project will advance many goals and objective laid out in

Review and Approval Criteria

SPECIAL USES

Plan Commission Number & Title: _____

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 constituent with and in substantial compliance with all Village Council policies and plans 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.***

   The property is located in the B-3, General Service and Highway Business zoning district. Under Section 5.010 of the Zoning Ordinance, a drive-through facility is listed as an allowable Special Use in the B-3 zoning district. This standard has been met.

2. ***That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.***

   The proposed redevelopment, which includes the construction of one new commercial buildings and one drive-through, is desirable within the Ogden Avenue corridor and will contribute to the general welfare of the community. The proposed drive-through meet various Comprehensive Plan goals which include reinvestment, adding to the complement of auto-oriented businesses and adding uses that cater to the nearby residents and to the larger region. This standard has been met.

3. ***That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.***

   The proposed development and drive-through facilities will not be detrimental to the health, safety or general welfare of persons residing in or working in the vicinity and will not be injurious to property values or improvements in the vicinity. The proposed development will convert an older commercial buildings into an active commercial development that will contribute to the ongoing enhancement of the Ogden Avenue corridor. The development will increase the overall value of this corridor and should increase property values while attracting new business. The drive-through facility has been designed in a manner that will separate the vehicles from the pedestrian areas. Moreover, landscaping and screening will be added which will create a buffer from the adjacent properties. This standard has been met.

VEQUITY
226 N MORGAN STREET
SUITE 300
CHICAGO, IL 60607

www.vequity.com
312.985.0976

November 3, 2020

Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL

RE: Neighbor Meeting Summary November 2nd, 2020

On Friday, October 23rd, 2020, eleven (11) letters of notification for the neighborhood meeting were mailed out to the neighbors within 250 feet of the site via USPS. The meeting was held via Zoom Video Conferencing on Monday, November 2nd at 5:30pm. The only attendees on the call were Christopher Ilekis, Ivan Nockov, Andrew Cohen, and Kim Ward all Vequity employees. In my initial letter we had stated that any neighbor who wished to attend to please reach out to Kim Ward by October 29th and none of the recipients responded.

The four of us stayed on the call from 5:30pm until 6:00pm to ensure if someone were running late, they would still be able to join the call.

OWNER	ADDRESS	CITY	STATE	ZIP	PIN
CH RETAIL FUND II	1 PARKVIEW PLZ #9FL	OAKBROOK TERRACE	IL	60181	09-05-115-024, 09-05-115-021
John Howe	1035 Havens Ct	Downers Grove	IL	60515	09-05-115-016
CFT NV Developments LLC	1120 N Town Center Drive #150	Las Vegas	Nv	89144	09-05-115-025
Red Crown Investments LLC	750 Bunker Ct #100	Vernon Hills	IL	60061	09-05-304-004
School District No 99	1860 63rd Street	Downers Grove	IL	60516	09-05-308-005, 09-05-308-001
Charles & Elaine Lawrence	N7429 Country Club Dr	Elkhorn	WI	53121	09-05-303-001, 09-05-303-002
Downers Grove Township	4340 Prince Street	Downers Grove	IL	60515	09-05-30-010
Cora LLC	4326 Prince Street	Downers Grove	IL	60515	09-05-302-008, 09-05-302-009
1149 Ogden Ave LLC	1060 Woodland Drive	Beverly Hills	CA	90210	09-05-302-011
1201 Ogden LLC	8237 W. 90th Place	Hickory Hills	IL	60457	09-05-302-012
ACI Real Estate SPE 111 LLC	250 E Parkcenter Blvd	Boise	ID	83706	09-05-115-008

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CHICAGO, IL 60607

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October 23, 2020

Dear Neighbor,

We are in the process of making plans to construct a 9,056 SF new construction retail building located at 1111 Ogden Avenue at the corner of Ogden Avenue and Forest Avenue. The site is currently a pool supply store that will be demolished prior to the redevelopment and construction of the proposed project.

We are seeking the Village of Downers Grove's approval for a Special Use, Planned Unit Development and rezoning to do this work. As part of that process, we will be presenting this project to the Village of Downers Grove at Plan Commission on November 16th at 7:00pm. Prior to that date we would like to host a Town Hall meeting for all neighbors. After reaching out to several local establishments; Downers Grove Park District, Library, Township and several other local establishments and in conjunction with the new COVID-19 restrictions put into place by Governor Pritzker we have decided that the safest way to communicate with all neighbors is via an online video conferencing platform called Zoom.

At this meeting we will share information about the project with you as well as answer any questions you may have.

We will conduct the meeting on November 2nd at 5:30pm via the link below. Upon entering the Zoom Meeting, you will be placed in a waiting room in which someone from Vequity will let attendees into the conference room. Please RSVP if you are attending with your name to k.ward@vequity.com by October 29th.

https://us02web.zoom.us/j/82785037830?pwd=V2hWZitmY1g1VTZYNW01ZUR1QmxvQT09

Meeting ID: 827 8503 7830
Passcode: 711387
Dial-In: 312.626.6799

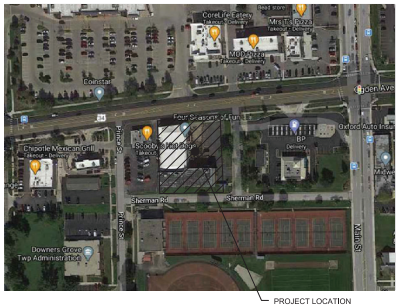
Sincerely,

Chris Ilekis
Vequity

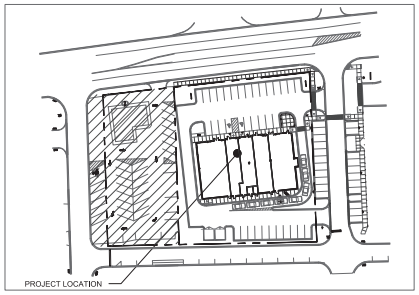
vequity
real estate. redefined.

vequity | real estate. redefined.

SITE AND SHELL BUILDING
(LANDLORD WORK) - DESIGN DEVELOPMENT
1111 OGDEN AVE
DOWNERS GROVE IL 60515



NORTH 1 VICINITY AERIAL MAP
SCALE: NTS



NORTH 2 PROJECT KEY PLAN
SCALE: NTS

3 PERSPECTIVE VIEW
SCALE: NTS FOR REFERENCE ONLY

SHEET INDEX

SHEET INDEX							
REVISION						SHEET NAME	
6	5	4	3	2	1		
						ARCHITECTURAL	
						G0.00	COVER SHEET DRAWING INDEX PROJECT INFO
						L.1	PRELIMNARY TREE PROTECTION & REMOVAL PLAN
						L.2	PRELIMINARY LANDSCAPE PLAN
						L.3	PRELIMINARY LANDSCAPE DETAILS & NOTES
						AS1.01	SITE PLAN
						AS1.02	SITE DETAILS
						AS1.03	SITE DETAILS
						A1.01	FLOOR PLAN
						A3.01	EXTERIOR COLOR ELEVATIONS
						PH1.01	PHOTOMETRIC PLAN

PROJECT DIRECTORY

OWNER
VEQUITY LLC
226 N MORGAN STREET
SUITE 300
CHICAGO, IL 60607
P. 312-985-0987

ARCHITECT OF RECORD
ILEKIS ASSOCIATES
223 WEST JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
P. 312-419-0009

LANDSCAPE ARCHITECT:
LARRY C. GLASSCOCK, P.L.A
LG WORKSHOP, LLC
2324 W ARMITAGE AVE
CHICAGO, IL 60647
P. 773-697-4388

CODE SUMMARY

SEE AS1.01 FOR CODE ANALYSIS

PRELIMINARY DESIGN PACKAGE

CITY APPROVAL

CLIENT:
vequity | real estate. redefined.
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226 N Morgan Street
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Email info@vequity.com
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PROJECT TEAM:

ILEKIS architects + planners
ILEKIS ASSOCIATES
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LG Workshop LLC
Landscape Architecture
Site Planning
Illustration
2324 W. Armitage Ave. Chicago, IL
773.697.4388 www.LGWLA.com

NOTE:

PROJECT # 1914-18
1111 OGDEN AVE
DOWNERS GROVE IL 60515

DATE:	ISSUED FOR:
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10/21/20	ISSUED PER PUD COMMENTS
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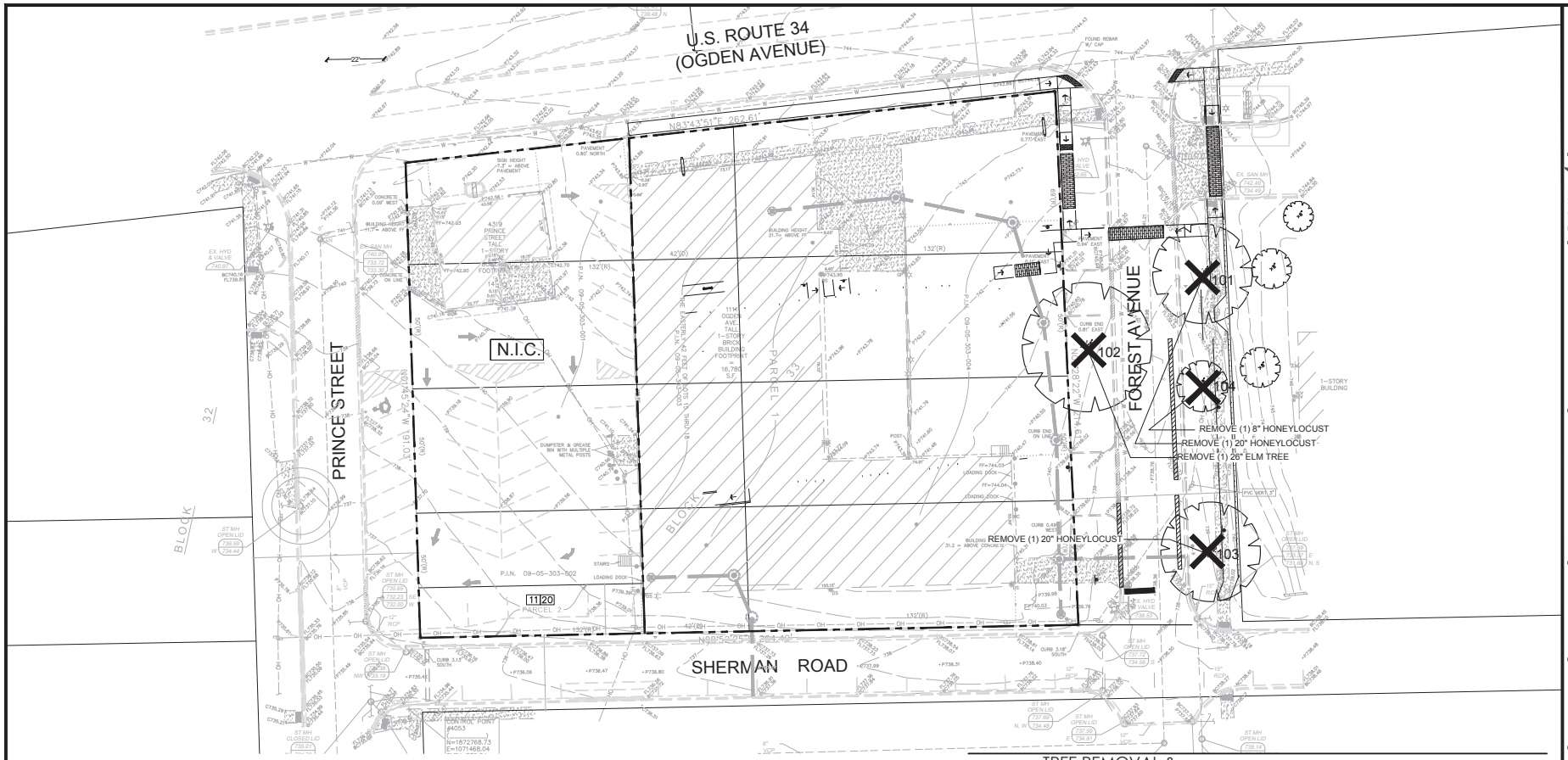
COVER SHEET, DRAWING INDEX & PROJECT INFO

G0.00



TREE PROTECTION & REMOVAL NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
3. DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.
4. BARRIER SHALL BE CONSTRUCTED OF A MIN. 3' TALL SNOW FENCE OR SIMILAR AND SUPPORT POSTS MIN. 6' O.C. AND SHALL BE ERECTED ONE FOOT BEYOND THE DRIP LINE OFF ALL EXISTING TREES ON SITE AND ADJACENT SITES TO REMAIN.
5. BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.
6. NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
7. NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
8. NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
9. STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVEED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.

EXISTING VEGETATION DESCRIPTION

THE PROJECT SITE CONSISTS OF A VACANT RETAIL BUILDING AND PARKING LOT. 3 LARGE TREES EXIST ALONG THE PARKWAY OF FOREST AVENUE AND WILL BE REMOVED AS PART OF PROPOSED PARKING IN THESE AREAS

SURVEY OF EXISTING TREES

BEST 5/5

TREE #	SIZE	SCIENTIFIC NAME	COMMON NAME	LOCATION	COND/FORM	COMMENTS
101	20"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	EAST	3/2	TOPPED FOR POWER LINES
102	26"	ULMUS AMERICANA	AMERICAN ELM	EAST	4/4	SUCKERING
103	20"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	SOUTHEAST	3/2	TOPPED FOR POWER LINES
104	12"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	EAST	3/2	TOPPED FOR POWER LINES

1 TREE REMOVAL & PROTECTION PLAN

TREE PROTECTION & REMOVAL LEGEND

- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING DECIDUOUS TREE TO BE REMOVED
- BARRIER FENCING TO BE INSTALLED

SHEET SCALE 1"=20'

PRELIMINARY DESIGN PACKAGE

CITY APPROVAL

CLIENT:
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ILEKIS ASSOCIATES
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312-419-0009 www.ILEKIS.com
THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE APPLICABLE CODES AND BUILDING REGULATIONS.
ALPHONSE A. ILEKIS, AIA

LG Workshop LLC
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Site Planning
Illustration
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STAMP:
LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
STATE OF ILLINOIS
EXPIRES 08/2021

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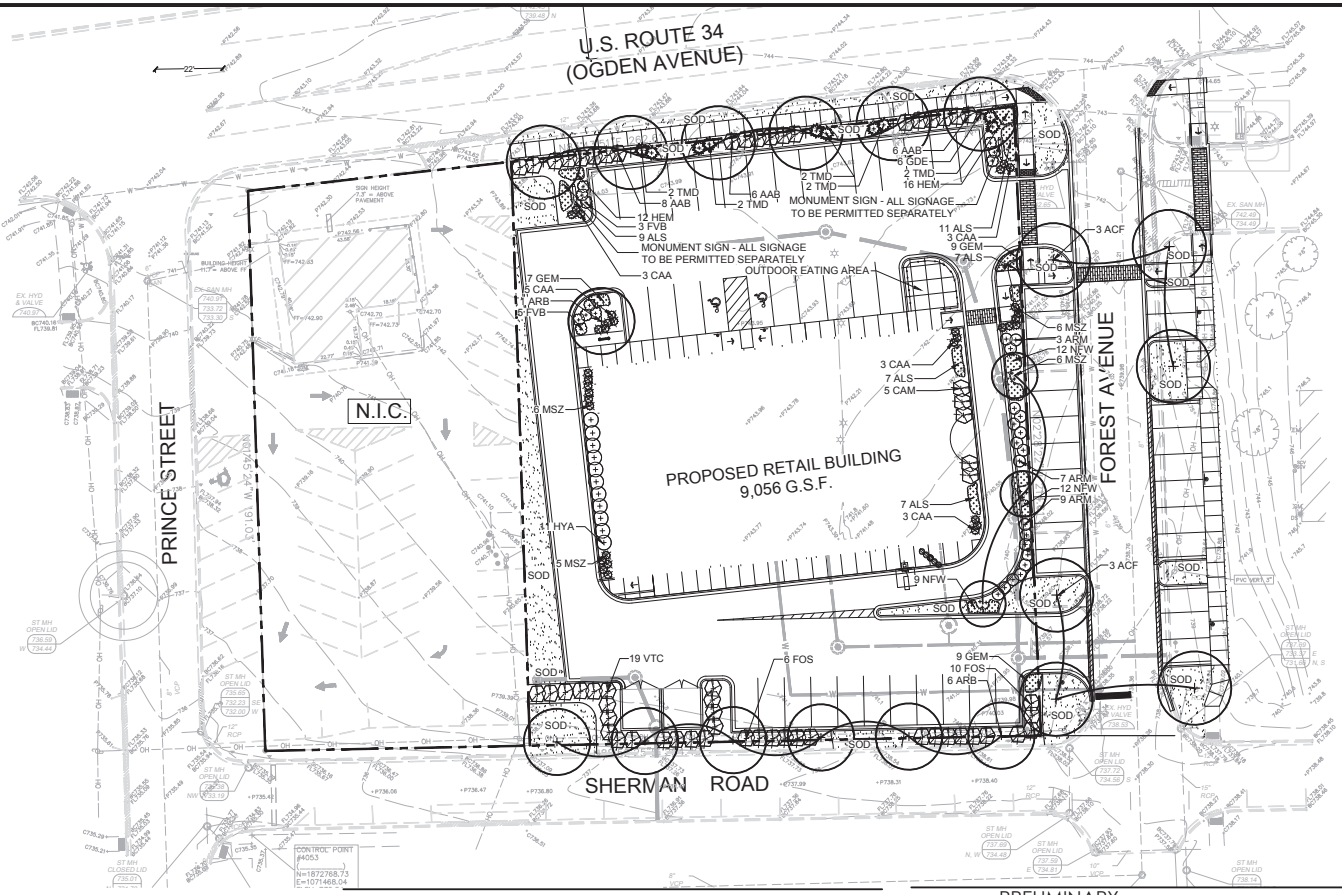
PRELIMINARY TREE PROTECTION & REMOVAL PLAN

L.1



PRELIMINARY PLANT LIST

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
ACF	2.5" CAL.	6	ACER FREEMANII 'SIENNA'	SIENNA GLEN MAPLE	B&B
ARB	2.5" CAL.	7	ACER RUBRUM 'BRANDYWINE'	BRANDYWINE RED MAPLE	B&B
GDE	2.5" CAL.	6	GYMNOCLADUS DIOIC. 'ESPRESSO'	ESPRESSO KENTUCKY COFFEETREE	B&B
ORNAMENTAL TREES					
AGP	6' MULTI	3	AMELANCHIER GRAN. 'PRINCESS DI'	PRINCESS DIANA SERVICEBERRY	B&B
DECIDUOUS SHRUBS					
AAB	30" HT.	20	ARONIA ARBUT. 'BRILLIANTISSIMA'	BRILLIANT RED CHOKEBERRY	B&B
ARM	24" HT.	19	ARONIA MELANO. 'ELATA'	ELATA CHOKEBERRY	B&B
CAM	30" HT.	5	CORNUS ALBA 'ARGENTEO MARG.'	CREAM EDGE DOGWOOD	B&B
FOS	30" HT.	16	FORSYTHIA X INTERMED. 'SUNRISE'	SUNRISE FORSYTHIA	B&B
FVB	18" W.	11	FORSYTHIA VIRID. 'BRONXENSIS'	BRONX GREENSTEM FORSYTHIA	B&B
HYA	24" HT.	11	HYDRANGEA ARBOR. 'ANNABELLE'	ANNABELLE HYDRANGEA	B&B
VTC	30" HT.	19	VIBURNUM TRILOBUM 'ALFREDO'	ALFREDO AMER.CRANBERRY BUSH	B&B
EVERGREEN SHRUBS					
TMD	24" W.	10	TAXUS X MEDIA 'DENSIFORMIS'	DENSE YEW	B&B
ORNAMENTAL GRASSES					
CAA	#1 CONT.	17	CALAMAGROSTIS ACUT. 'STRICTUS'	STRICTUS FEATHER REED GRASS	
MSZ	#1 CONT.	17	MISCANTHUS SIN. 'LITTLE ZEBRA'	LITTLE ZEBRA DWARF JAP. SILVER GRASS	
GROUNDCOVER / PERENNIALS					
ALS	#1 CONT.	41	ALLUM TANGUT. 'SUMMER BEAUTY'	SUMMER BEAUTY WILD OINION	18" O.C.
GEM	#1 CONT.	25	GERANIUM SANGUINEUM 'MAX FREI'	MAX FREI BLOODY CRANESBILL	18" O.C.
HEM	#1 CONT.	28	HEMEROCALLIS 'STELLA DE ORO'	STELLA DE ORO DAYLILY	15" O.C.
NFW	#1 CONT.	22	NEPETA FASSENI 'WALKER'S LOW'	WALKERS LOW CATMINT	24" O.C.
SOD	SQ. YD.	296	SODDED LAWN		

1 PRELIMINARY LANDSCAPE PLAN

LANDSCAPE LEGEND

- EXISTING TREE
- PROPOSED SHADE TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB (30" AT PLANTING)
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL PLANTING
- SODDED LAWN

IN SHEET SCALE 1"=20'

PRELIMINARY DESIGN PACKAGE

CITY APPROVAL

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PRELIMINARY LANDSCAPE PLAN

L.2

LANDSCAPE NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
2. ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE VILLAGE OF DOWNERS GROVE LANDSCAPING CODES AND ZONING ORDINANCES.
3. PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE DIGGERS HOTLINE LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
4. ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. PLANT MATERIALS MUST BE SUPPLIED WITHIN A 150 MILE RADIUS OF PROJECT SITE WITHIN NORTHEAST ILLINOIS. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B&B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.
5. IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND VILLAGE STAFF.
6. SOIL IN GROUNDCOVER BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.
7. DISTURBED AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING. EXISTING SOD AREAS SHALL HAVE TURF REMOVED WITH AUTOMATED SODCUTTER OR HAND SPACE TO REMOVE ALL BLADES AND ROOTS. 1" OF FIND GRADED TOPSOIL SHALL BE TILLED AND GRADED.
8. TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
9. ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 4 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUNDCOVER, ANNUAL AND PERENNIAL BEDS SHALL RECEIVE A 2 INCH LAYER OF THE SAME MULCH MATERIAL. COSTS FOR MULCH SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.
10. NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM MUNICIPALITY.
11. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
12. CONTRACTOR SHALL PROVIDE A SEPARATE ESTIMATE FOR AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL AND APPLY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK. IRRIGATION PLANS SHALL INCLUDE HUNTER PRO-C CONTROLLER W/WIRELESS SOLAR SYNC STATION AND HUNTER SPRAYHEADS AND NOZZLES. IRRIGATION WORK SHALL BE WARRANTY ALL LABOR AND MATERIALS FOR 1 FULL YEAR AFTER INSTALLATION AND TESTING.
13. SEEDED LAWN AREAS SHALL BE BID WITH A BID ALTERNATE FOR HYDROSEEDED LAWN. PRIOR TO SEEDING, 2" OF FINE TOPSOIL SHALL BE TILLED INTO EXIST SOIL MIXTURE. A MIX CONSISTING OF ROUGHLY 30 % BLUEGRASS / 30% FINE FESCUES / 40% RYE GRASSES (AND TACKIFIER FOR HYDROSEEDING) SHALL BE APPLIED AT MANUFACTURERS SPECIFIED RATES FOR NEW LAWNS BETWEEN 5 AND 10 LBS PER 1,0000 SF.
14. TREES AND SHRUBS SHALL NOT BE LOCATED CLOSER THAN TEN (10) FEET TO FIRE HYDRANTS, TRANSFORMERS OR OTHER ABOVE GROUND UTILITIES. ANY DISCREPANCY ON THE PLAN RELATED TO THESE PROXIMATE UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.

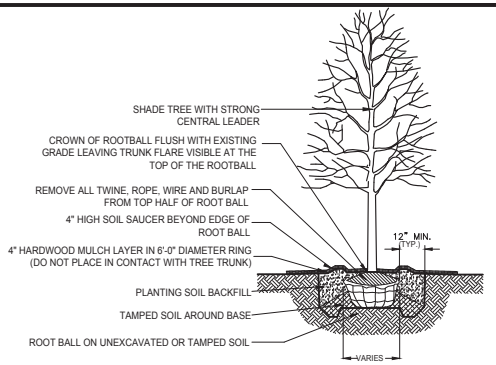
VILLAGE CALCULATIONS

OPEN SPACE

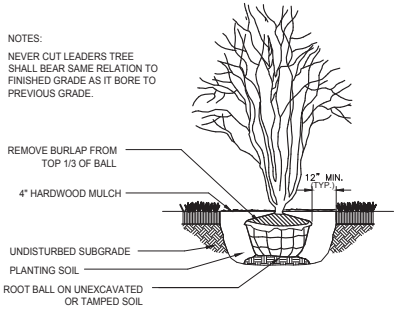
LOT SIZE	VILLAGE REQ. OPEN SPACE	PROPOSED OPEN SPACE	VILLAGE REQ. STREETYARD OS	PROPOSED STREETYARD OS
35,794 SF	10% = 3,579 SF	4,130 SF = 11.5%	50% = 1,790 SF	54% = 1,918 SF

SEC 28.8.020 PARKING LOT PERIMETER LANDSCAPING

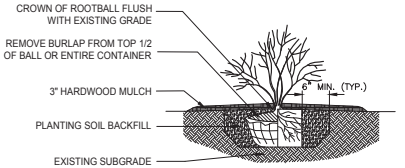
PERIMETER LOCATION	LENGTH	REQUIRED COVERAGE	PROPOSED COVERAGE	REQUIRED TREES	PROPOSED TREES
NORTH (OGDEN)	174 LF	75%= 131 LF	144 LF	174 / 30 = 6	6 TREES
EAST (FOREST)	215 LF	50%= 108 LF	155 LF	215 / 30 = 7	7 TREES
SOUTH	174 LF	50%= 87 LF	124 LF	174 / 30 = 6	6 TREES
WEST	199 LF	50%= 100 LF	139 LF	N/A	N/A



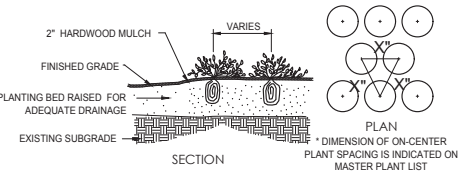
1 SHADE TREE PLANTING DETAIL — NOT TO SCALE



2 ORNAMENTAL TREE PLANTING DETAIL — NOT TO SCALE



3 SHRUB PLANTING DETAIL — NOT TO SCALE



4 PERENNIAL / ANNUAL PLANTING DETAIL — NOT TO SCALE

PRELIMINARY DESIGN PACKAGE

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STAMP:
LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
001-001650
STATE OF ILLINOIS
EXPIRES 08/2021

NOTE:

PROJECT # 1914-18
1111 OGDEN AVE
DOWNERS GROVE IL 60515

DATE:	ISSUED FOR:
11/11/20	ISSUED FOR CLIENT REVIEW
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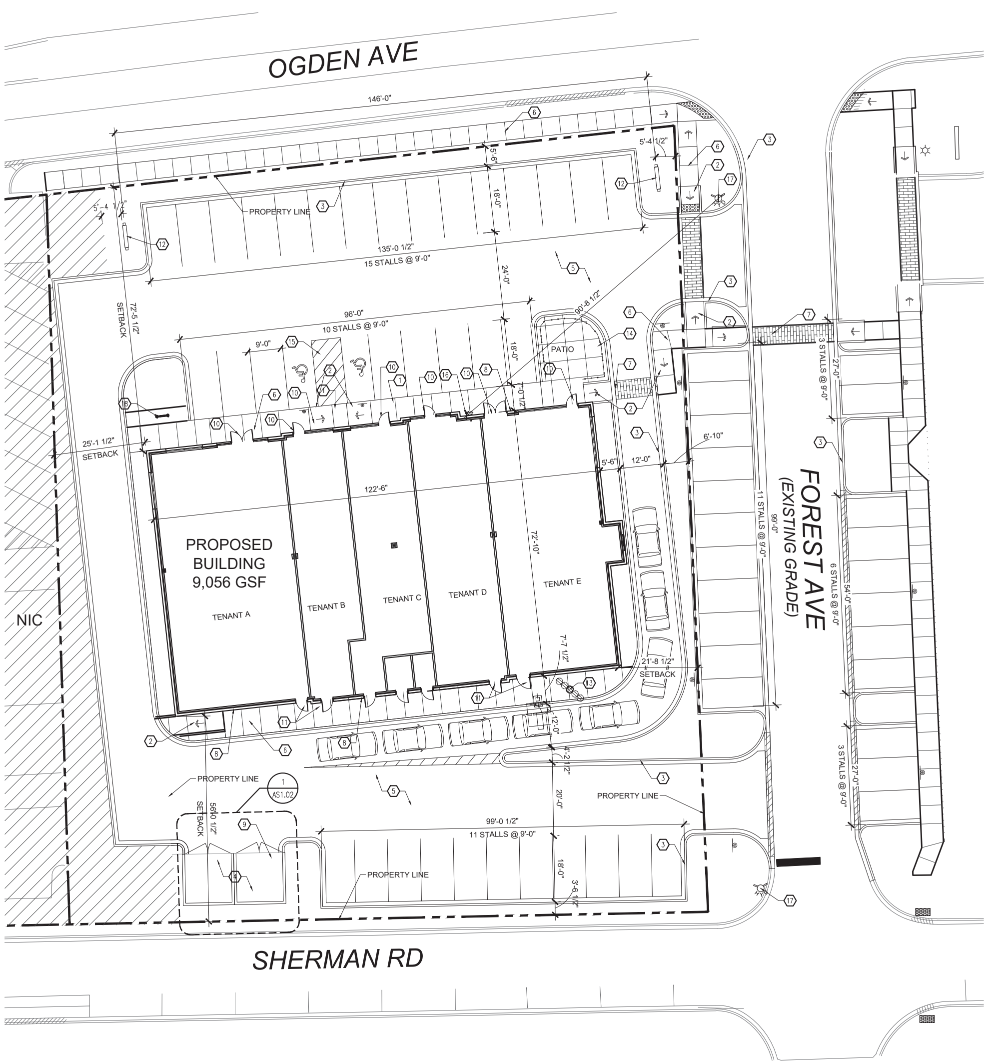
09/25/20	ISSUED FOR CLIENT REVIEW

PRELIMINARY LANDSCAPE DETAILS & NOTES

L.3



NORTH

1 SITE PLAN
SCALE: 1/16"-1'-0"

FOR REFERENCE ONLY

GOVERNING CODES			
2015 INTERNATIONAL BUILDING CODE WITH D.G. AMENDMENTS			
2014 NATIONAL ELECTRIC CODE WITH D.G. AMENDMENTS			
CURRENT STATE OF ILLINOIS PLUMBING CODE WITH D.G. AMENDMENTS			
2015 INTERNATIONAL MECHANICAL CODE WITH D.G. AMENDMENTS			
2015 INTERNATION FUEL GAS CODE WITH D.G. AMENDMENTS			
2015 INTERNATIONAL ENERGY CONSERVATION CODE WITH D.G. AMENDMENTS & STATE OF ILLINOIS AMENDMENTS			
2015 INTERNATIONAL PROPERTY MAINTENACE CODE WITH D.G. AMENDMENTS			
2015 INTERNATIONAL FIRE CODE WITH D.G. AMENDMENTS			
2003 LIFE SAFETY CODE - NFPA 101			
CURRENT STATE OF ILLINOIS ACCESSIBILITY CODE			
BUIDLING INFORMATION			
ZONING:		B-3	
CONSTRUCTION TYPE:		TYPE II B	
SPRINKLER SYSTEM:		SPRINKLERED	
PROPOSED USE GROUP:		MIXED USE	
# STORIES:		1	
GROSS LEASE AREA:		8,915	SF
BUILDING GROSS AREA:		9,056	SF

SITE-BUILDING ANALYSIS			
ZONE:	B-3	GENERAL SERVICE AND HIGHWAY BUSINESS	
LOT AREA SF:	35,794	SF	
BUILDING AREA SF:	9,056	SF	
BUILDING SETBACKS:	REQUIRED	PROVIDED	VARIANCE
FRONT YARD (NORTH)	75'	72'-5 1/2"	
REAR YARD (WEST)	0'	24'-0"	
SIDE YARD (SOUTH)	0'	56'-0 1/2"	
SIDE YARD (EAST)	0'	21'-8 1/2"	
NOTES:			

PARKING CALCULATION				
TENANT	OCCUPANCY	AREA	PARKING/SF	PARKING REQUIRED
TENANT A	RETAIL USE	2,707	4 /1000	11
TENANT B	RETAIL USE	1,154	4 /1000	5.00
TENANT C	RETAIL USE	1,272	4 /1000	5.00
TENANT D	RETAIL USE	1,482	4 /1000	6.00
TENANT E	RESTAURANT USE	2,300	4 /1000	9.00
	TOTAL BUILDING AREA	8,915	TOTAL REQUIRED	36
			TOTAL PROVIDED ON SITE	36
			ADDITIONAL PARKING ON FOREST AVE	23
			SURPLUS/(DEFICIT)	0

	90 Degree	
STALL :	9' 6" X18'0"	
ADA STALL:	16'-0"x18'-0"	
DRIVE AISLE:	20' max	ONE WAY
	24'	TWO WAY

		REQUIRED	PROVIDED
ADA PARKING SPACES :	5%	2	2
LOADING BERTH:			
BIKE PARKING :			
STACKING PARKING:			

GENERAL NOTES:

A. SEE CIVIL FOR GRADING PLAN. SEE CIVIL DRAWING FOR SITE DEMOLITION, NEW PAVEMENT, SITE UTILITIES, SIGNAGE AND FINAL SITE DIMENSIONS.
B. SEE AS1.03 FOR ADDITIONAL SITE DETAILS.
C. VERIFY THE EXISTENCE OF AND PROTECT ALL EXISTING UTILITY LINES. EXCAVATE WITH CARE.
D. INSTALL ADDRESS ON BUILDING AS REQUIRED BY LOCAL CODE.
E. PROVIDE KNOX BOX , PER FIRE DEPARTMENT REQUIREMENTS.
F. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE TRAFFIC CONTROL REQUIREMENTS.
G. CLEAN LOT AFTER SITE WORK AND AFTER CONSTRUCTION COMPLETION.
H. PROTECT ADJACENT PROPERTY. ANY DAMAGE IS TO BE REPAIRED AT CONTRACTOR EXPENSE WITH PERMISSION OF ADJACENT BUILDING OWNER. FOR EXAMPLE, IF SOD IS DAMAGED IT WILL BE REPLACED AND WATERED REGULARLY UNTIL ESTABLISHED.
I. PROVIDE EXPANSION JOINTS IN CONCRETE PAVING AND CURBS AS REQUIRED BY MANUFACTUER SPECS, OR 30FT SPACING WHICHEVER IS LESS. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION AND DETAILS.

KEY NOTES:

1. ADA PARKING SIGN MOUNTED ON POST. SEE CIVIL FOR DETAILS.
2. ADA SIDEWALK RAMP TYP. SEE CIVIL.
3. CONCRETE CURB OR CURB/GUTTER, TYP. REFER TO CIVIL FOR DETAILS.
4. NEW CONCRETE PAVEMENT TYP. SEE CIVIL.
5. PROVIDE ASPHALT PAVEMENT. SEE CIVIL PLANS FOR PAVING AND GRADING DETAILS.
6. NEW CONCRETE SIDEWALK, WITH CONTROL JOINTS.
7. STAMPED CONCRETE PATTER, REFER TO CIVIL DRAWINGS.
8. 1/2" ISOLATION JOINT ALONG PROFILE OF BUILDING AND WHERE INDICATED, USE BITUMINOUS FILLER AND SEALANT ALONG EDGE.
9. PROVIDE TRASH ENCLOSURE. REFER TO AS1.02 FOR DETAILS.
10. MAIN EXIT DOOR.
11. REAR EXIT DOOR.
12. NEW MONUMENT SIGN UNDER SEPARATE PERMIT. REFER TO 4/AS1.03 FOR DETAILS.
13. DRIVE THRU MENU BOARD BY OTHERS. FINAL LOCATION TO BE DETERMINED.
14. 4' HIGH IRON FENCE WITH 5" BAR SPACING. REFER TO SHEET 1/AS1.03 FOR DETAILS.
15. ADA PARKING PAINTED STRIPPING.
16. FIRE DEPARTMENT CONNECTION. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION.
17. EXISTING FIRE HYDRANT. REFER TO CIVIL FOR MORE DETAILS.
18. BIKE RACK BOLTED TO CONCRETE. REFER TO 3/AS1.03.

ALL SIGNAGE TO BE PERMITED SEPARATELY

LEGEND:

SEE CIVIL FOR SITE LAYOUT, DIMENSIONS, AND DETAILS.	○	SIGNAGE, SEE CIVIL
	FDC	FIRE DEPARTMENT CONNECTION

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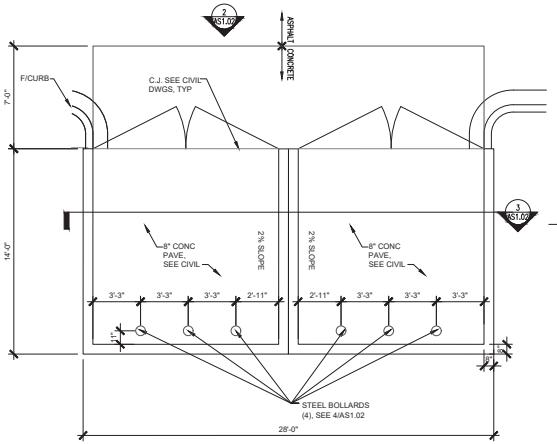
SITE PLAN

AS1.01

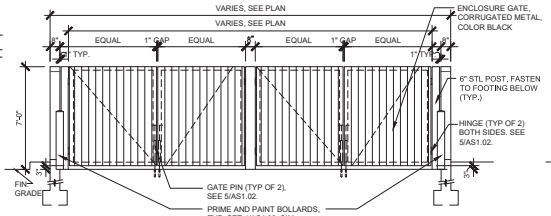


NORTH

1 ENLARGED PLAN

SCALE: 1/4"=1'-0"

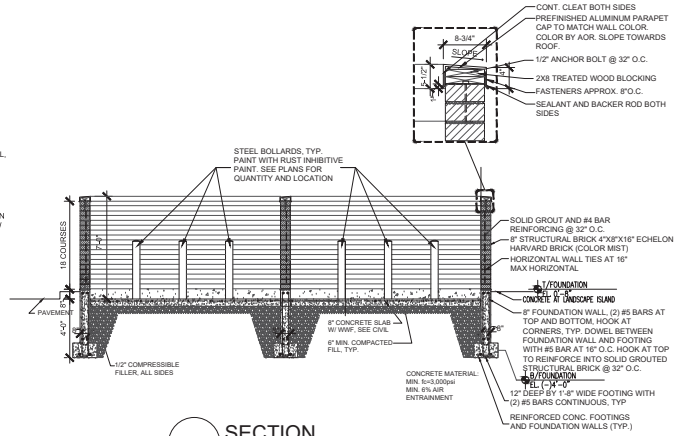
0 1' 2' 4' 8'



2 ELEVATION

SCALE: 1/4"=1'-0"

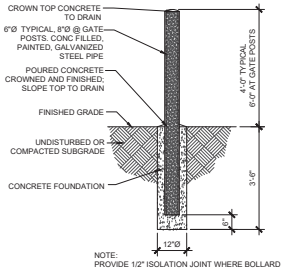
0 1' 2' 4' 8'



3 SECTION

SCALE: 1/4"=1'-0"

0 1' 2' 4' 8'

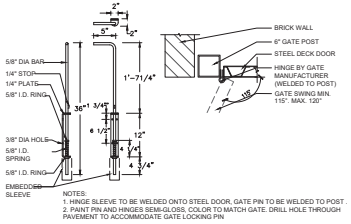


NOTE:
PROVIDE 1/2" ISOLATION JOINT WHERE BOLLARD FOUNDATION ABUTTS CONCRETE PAVING

4 TYPICAL BOLLARD DETAIL

SCALE: 1/2"=1'-0"

0 6" 1' 2' 4'



NOTES:
1. HINGE SLEEVE TO BE WELDED ONTO STEEL DOOR, GATE PIN TO BE WELDED TO POST .
2. PAINT PIN AND HINGES SEMI-GLOSS, COLOR TO MATCH GATE. DRILL HOLE THROUGH PAVEMENT TO ACCOMMODATE GATE LOCKING PIN

5 GATE PIN AND HINDGE DETAILS

SCALE: 3/4"=1'-0"

0 4" 8" 16" 32"

PRELIMINARY DESIGN PACKAGE

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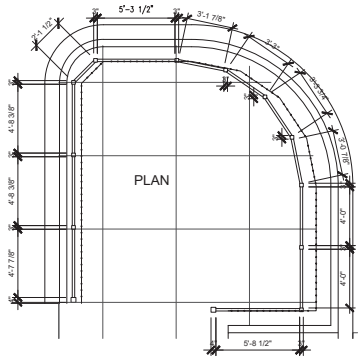
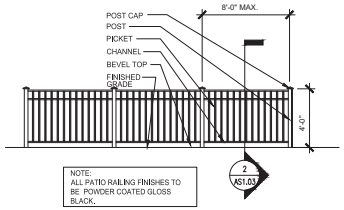
SITE PLAN DETAILS

AS1.02



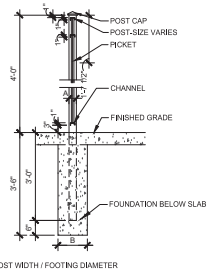


ELEVATION

1 ORNAMENTAL FENCE ELEVATION

SCALE: 1/4"=1'-0"

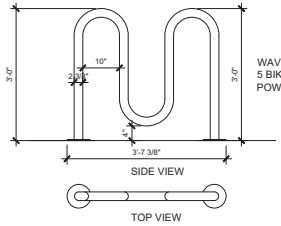
	A POST SIZE	B FOOTING DIAMETER
TYP. INTERMEDIATE POSTS	3" SQ.	12"
CORNER POSTS	4" SQ.	16"
ENTRY GATE POSTS (UP TO 12'-0" WIDE OPENING)	4" SQ.	16"
ENTRY GATE POSTS (UP TO 12'-0" WIDE OPENING)	6" SQ.	24"



POST WIDTH / FOOTING DIAMETER

2 ORNAMENTAL POST DETAIL

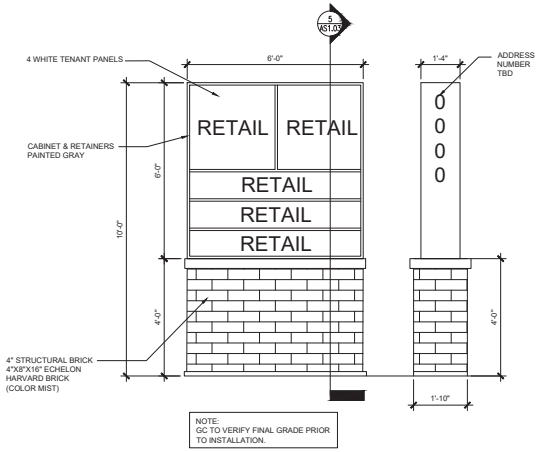
SCALE: 1/2"=1'-0"



WAVE STYLE RACK
5 BIKE RACK 543-1002
POWDER COATED BLACK

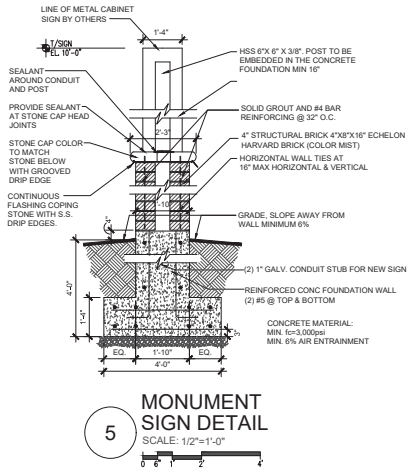
3 BIKE RACK DETAILS

SCALE: 3/4"=1'-0"



4 MONUMENT SIGN

SCALE: 1/2"=1'-0"



5 MONUMENT SIGN DETAIL

SCALE: 1/2"=1'-0"

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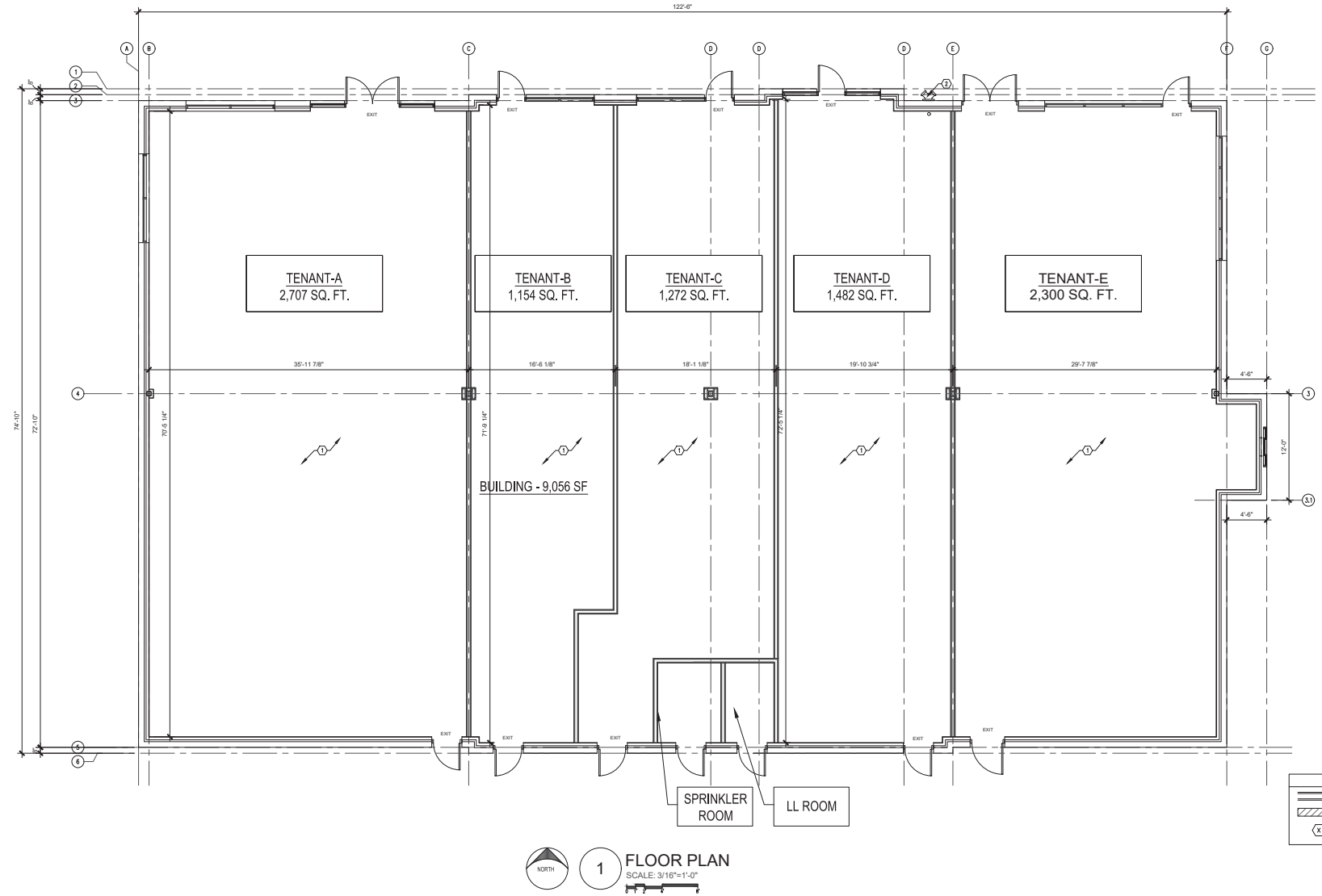
PROPOSED SITE DETAILS

AS1.03



GENERAL NOTES

A. ALL EXTERIOR WALL DIMENSIONS ON THE PLANS UNLESS OTHERWISE NOTED TO OUTSIDE FACE OF STRUCTURAL BRICK.
B. PROVIDE ACCESSIBLE THRESHOLD AT EACH EXTERIOR DOOR-SEE DOOR SCHEDULE.
C. SEE STRUCTURAL FOR CONTROL AND ISOLATION JOINTS AT CONCRETE SLAB AND AROUND COLUMNS.
D. CONTACT OWNER REGARDING HOW THEY WANT TO REKEY THE LOCK FOR THE MAIN ENTRY VS THE SERVICE DOOR. SPRINKLER ROOM TO HAVE ELECTRONIC KEY PAD KEY LOCK.
E. ARABIC NUMERALS AT LEAST FOUR INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCHES SHOWING THE ADDRESS OF THE BUILDING SHALL CONTRAST WITH THE BACKGROUND, SHALL BE CONSTRUCTED OF DURABLE MATERIALS, BE PERMANENTLY INSTALLED AND BE READILY VISIBLE. SCRIPT OR WRITTEN NUMBERS ARE NOT PERMITTED. ADDITIONAL NUMBERS SHALL ALSO BE PLACED ON THE SIDE OF THE BUILDINGS STREET ADDRESS. AT SERVICE DOORS USED AS EXIT/ACCESS FOR FIRE FIGHTING, ARABIC NUMERALS A MINIMUM OF FOUR INCHES IN HEIGHT WITH A MINIMUM STROKE OF 0.5 INCH SHALL BE APPLIED TO THE ADDITIONAL DOOR TO INDICATE THE ADDRESS. THE ADDRESS SHALL BE VISIBLE FROM THE PARKING LOT OR FIRE APPARATUS ACCESS.
F. THIS IS A SPRINKLERED BUILDING PER REQUIREMENT OF THE VILLAGE OF DOWNERS GROVE.
G. PROVIDE A KNOX BOX TO ENABLE THE FIRE DISTRICT TO HAVE ACCESS TO THE BUILDING AND THE BUILDING'S FIRE PROTECTION FEATURES. FINAL LOCATION TBD.
H. G.C. TO PROVIDE PORTABLE FIRE EXTINGUISHERS WITHIN THE BUILDING. THE TYPE, SIZE, AND SPACING MUST MATCH THE SPECIFIC HAZARD THEY ARE TO PROTECT. CONTACT THE FIRE DISTRICT FOR APPROVAL OF THE TYPES AND LOCATIONS OF PORTABLE FIRE EXTINGUISHERS TO BE USED PRIOR TO FINAL OCCUPANCY.

KEYED NOTES

1 THIS PLAN DEPICTS THE BASE BUILDING SHELL WORK. BUILDOUT OF TENANT SPACE UNDER SEPARATE PERMIT UNLESS NOTED OTHERWISE.
2 FIRE DEPARTMENT CONNECTION.

WALL LEGEND

NEW MTL. STUD WALL
MASONRY WALL
X PROPOSED WORK NOTE

PRELIMINARY DESIGN PACKAGE

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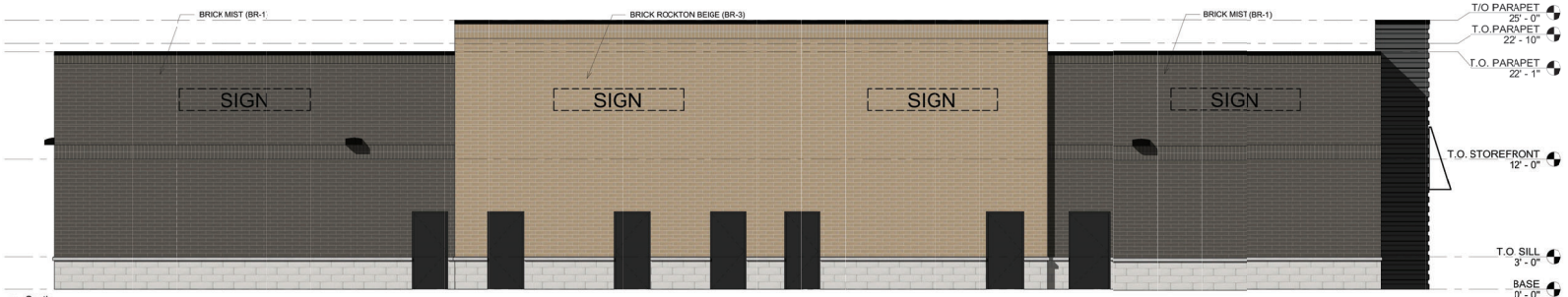
FLOOR PLAN

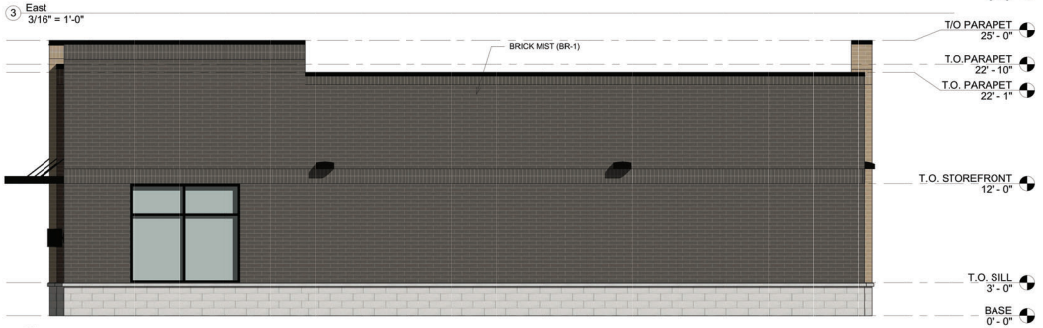
A1.01

1 North
3/16" = 1'-0"



2 South
3/16" = 1'-0"

3 East
3/16" = 1'-0"



4 West
3/16" = 1'-0"

EXTERIOR MATERIAL SCHEDULE

SYMBOL	IMAGE	MATERIAL	MANUFACTURER	COLOR	NOTES
BR-1		BRICK	ECHELON	MIST	
BR-2		BRICK	ECHELON	DARK WOOD	
BR-3		BRICK	ECHELON	ROCKTON BEIGE	

NOTE: SIGNAGE UNDER SEPARATE PERMIT.

5 Perspectve View

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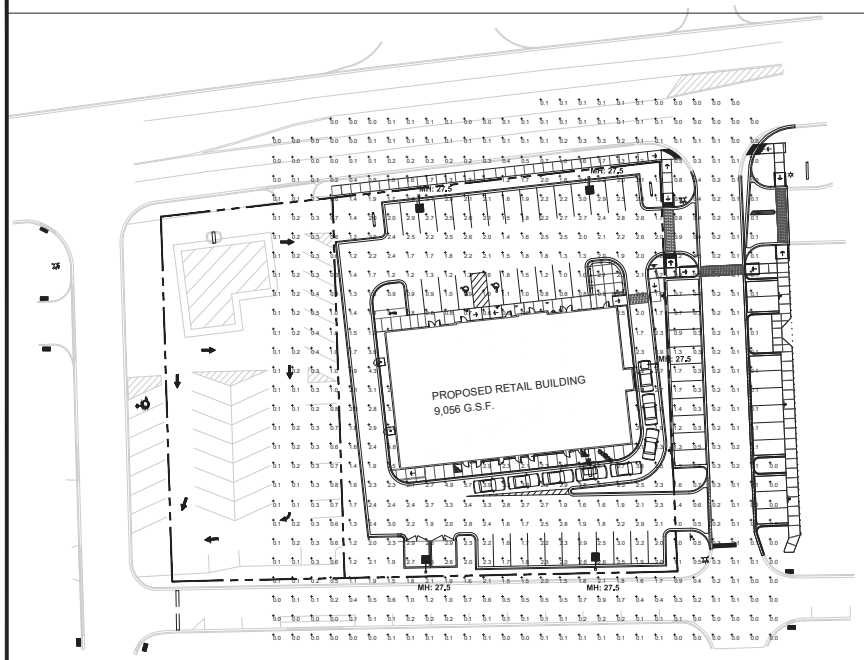
EXTERIOR COLOR ELEVATIONS

A3.01

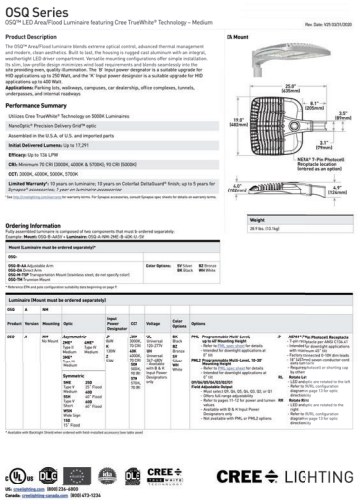


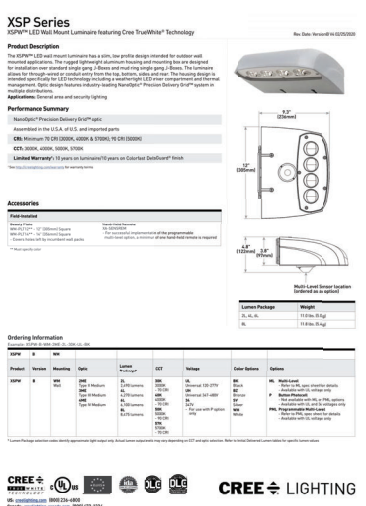
Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	1	OSQK-2ME BLS	SINGLE	1.000	13286	130	OSQ-A-NM-2ME-K-57K-xx-xx
	4	OSQK-4ME BLS	SINGLE	1.000	13286	130	OSQ-A-NM-4ME-K-57K-xx-xx
	2	XSPW-B 2ME	SINGLE	0.970	4270	31	XSPW-B-WM-2ME-4L-57K-xx-xx
	2	XSPW-B 3ME	SINGLE	0.970	4270	31	XSPW-B-WM-3ME-4L-57K-xx-xx

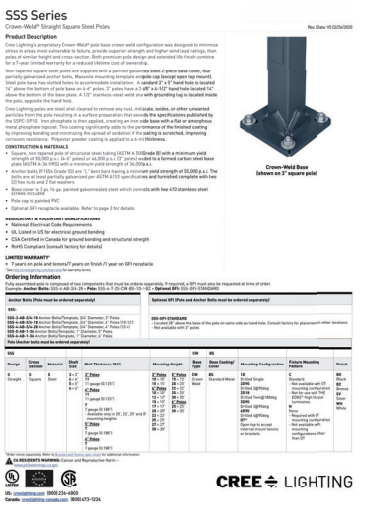
Calculation Summary (Footcandles calculated using predicted lumen values @ 50K hrs of operation)						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts	Fc	1.05	5.7	0.0	N.A.	N.A.
Paved Site	Fc	2.12	5.7	0.8	2.65	7.13

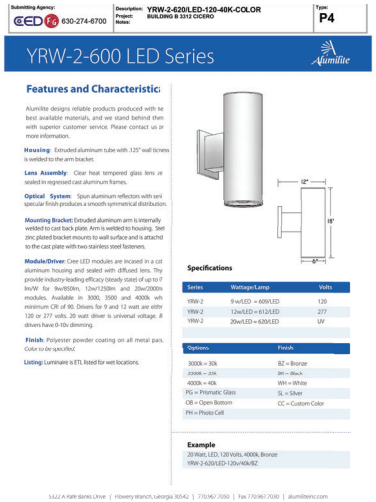
Additional Equipment:
(5) OSQ-DAxx Direct arms
(5) OSQ-BLSMF Backlight shields
(5) SSS-4-11-25-CW-BS-1D-C-xx 25' X 4" X 11ga Square steel poles (+2.5' afg base)
*** Proposed poles meet 110 mph wind zone requirements

*** CUSTOMER TO VERIFY ORDERING INFORMATION AND CATALOGUE NUMBER PRIOR TO PLACING ORDER ***









PRELIMINARY DESIGN PACKAGE

CREE LIGHTING
A COMPANY OF IDEAL INDUSTRIES, INC.
5201 Washington Ave, Racine, WI 53406 https://creelighting.com - (800) 236-6800

Illumination results shown on this lighting design are based on project parameters provided to Cree Lighting used in conjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting or energy code.

Project Name: Retail Strip Mall 1111 Ogden Ave Downers Grove, IL

SR-32925 | Footcandles calculated at grade | Filename: 200929AM1BRSR2.AGI

Layout By: Bill Schubert

Date:10/1/2020

Scale 0 60 120

CITY APPROVAL

CLIENT:
Vequity
226 N Morgan Street
Suite 300
Chicago, IL 60607
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:

ILEKIS ARCHITECTS + PLANNERS
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
312-419-0009 www.ILEKIS.com

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE APPLICABLE CODES AND BUILDING REGULATIONS.
ALPHONSE A. ILEKIS, AIA

LG Workshop LLC
Landscape Architecture
Site Planning
Illustration
2324 W. Armitage Ave. Chicago, IL
773.697.4388 www.LGWLA.com

NOTE:

PROJECT # 1914-18
1111 OGDEN AVE
DOWNERS GROVE IL 60515

DATE:	ISSUED FOR:
11/11/20	ISSUED FOR CLIENT REVIEW
10/21/20	ISSUED PER PUD COMMENTS
09/25/20	ISSUED FOR CLIENT REVIEW

PHOTOMETRIC PLAN

PH1.01

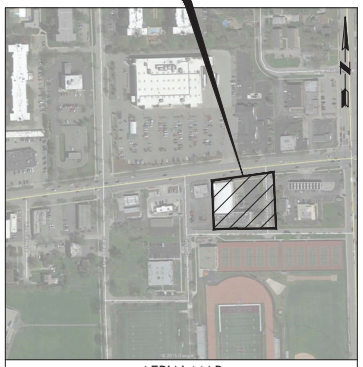
PROPOSED RETAIL DEVELOPMENT

1111 OGDEN AVENUE
DOWNERS GROVE, IL 60515

FINAL SITE DEVELOPMENT PLANS

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
		LIGHT STANDARD/DOUBLE LIGHT STANDARD
		WATER VALVE VAULT
		WATER VALVE BOX
		FIRE HYDRANT
		BUFFALO BOX
		SANITARY MANHOLE
		FLARED END SECTION
		STORM INLET
		STORM CATCH BASIN
		STORM MANHOLE
		CLEANOUT
		STORM SEWER PIPE
		SANITARY SEWER PIPE
		WATER MAIN PIPE
		FORCEMAIN PIPE
		STORM SEWER SERVICE
		SANITARY SEWER SERVICE
		WATER MAIN SERVICE
615.90 / 610.20	615.90 / 610.20	SANITARY RIM ELEVATION / SANITARY INVERT ELEVATION
616.50	616.50 / GRADE	WATER GRADE RING ELEVATION / WATER STATION LOCATION
615.90 / 606.20	615.90 / 606.20	STORM RIM ELEVATION / STORM INVERT ELEVATION
	SA	PROPOSED SANITARY STRUCTURE LABEL
	615.50	PROPOSED WATER STRUCTURE LABEL
	SA	PROPOSED STORM STRUCTURE LABEL
		PROPOSED RETAINING WALL
		CURB AND GUTTER
		DEPRESSED CURB AND GUTTER
		REVERSE CURB AND GUTTER
		SIDEWALK
		SWALE FLOW ARROW
		DRAINAGE ARROW
		OVERLAND FLOW
764	764	1 FOOT CONTOURS
		ACCESSIBLE CURB RAMP

PROJECT LOCATION



AERIAL MAP N.T.S.

PROJECT LOCATION

VICINITY MAP N.T.S.

INDEX OF DRAWINGS	
SHEET NO.	DRAWING TITLE
C1.0	CIVIL ENGINEERING COVER SHEET
C2.0	EXISTING CONDITIONS (BY OTHERS)
C2.1	SITE DEMOLITION PLAN
C3.0	SITE DIMENSIONAL AND PAVING PLAN
C4.0	SITE UTILITY PLAN
C5.0	SITE GRADING AND EROSION CONTROL PLAN
C5.1	SOIL EROSION AND SEDIMENT CONTROL DETAILS
C6.0	SITE CONSTRUCTION DETAILS - 1
C6.1	SITE CONSTRUCTION DETAILS - 2
C6.2	SITE CONSTRUCTION DETAILS - 3
C6.3	SITE CONSTRUCTION DETAILS - 4
C6.4	SITE CONSTRUCTION DETAILS - 5
C6.5	SITE CONSTRUCTION DETAILS - 6
C7.0	GENERAL CONDITIONS AND DETAILED SPECIFICATIONS
EXH1.0	PERVIOUS/IMPERVIOUS EXHIBIT AND STORMWATER SUMMARY

ABBREVIATIONS							
ADJ	ADJUST	E	ELECTRIC	MH	STORM MANHOLE	RT	RIGHT
AGG.	AGGREGATE GRAVEL	E.E	EDGE TO EDGE	MIN	MINIMUM	SAN	SANITARY SEWER
B.A.M.	BIT. AGG. MIXTURE	ELEV.	ELEVATION	N.W.L	NORMAL WATER LEVEL	SF	SQUARE FOOT
B-B	BACK TO BACK	E/P	EDGE OF PAVEMENT	OLID	OPEN LID	SHLD.	SHOULDER
B/P	BOTTOM OF PIPE	EX.	EXISTING	P.E.	PRIVATE ENTRANCE	SL	STREET LIGHT
B/WALL	GROUND AT BOTTOM OF WALL	F.E.	FIELD ENTRANCE	PERF.	PERFORATED	SMH	SANITARY MANHOLE
B.B.	BUFFALO BOX	F-F	FACE TO FACE	PC	POINT OF CURVE	ST	STORM SEWER
BIT.	BITUMINOUS CONCRETE	FF	FINISHED FLOOR	P.C.C.	PORTLAND CEMENT CONCRETE	STA.	STATION
BM	BENCHMARK	FES	FLARED END SECTION	PCC	POINT OF COMPOUND CURVE	STD	STANDARD
B.O.	BY OTHERS	FH	FIRE HYDRANT	PGL	PROFILE GRADE LINE	SW	SIDEWALK
C.E.	COMMERCIAL ENTRANCE	F/L	FLOW LINE	PI	POINT OF INTERSECTION	SY	SQUARE YARDS
CB	CATCH BASIN	FM	FORCE MAIN	PL	PROPERTY LINE	TBR	TO BE REMOVED
CL	CENTERLINE	G	GROUND	PP	POWER POLE	T	TELEPHONE
CLID	CLOSED LID	GAS	GAS	PROP.	PROPOSED	T.A.	TYPE A
CMP	CORRUGATED METAL PIPE	G/F	GRADE AT FOUNDATION	PT	POINT OF TANGENCY	T/C	TOP OF CURB
CNTRL	CONTROL	GW	GUY WIRE	PVC	POLYVINYL CHLORIDE PIPE	T/F	TOP OF FOUNDATION
C.O.	CLEAN OUT	H.C.	HANDICAP	P.V.C.	POINT OF VERTICAL CURVE	T/P	TOP OF PIPE
CONC.	CONCRETE	HDWL	HEADWALL	PVI	POINT OF VERTICAL INTERSECTION	T/W	TOP OF WALK
CY	CUBIC YARD	HH	HANDHOLE	PVT	POINT OF VERTICAL TANGENCY	T/WALL	TOP OF WALL
D	DITCH	HWL	HIGH WATER LEVEL	P	PAVEMENT	TEMP	TEMPORARY
DIA.	DIAMETER	INL	INLET	R	RADIUS	TRANS.	TRANSFORMER
DIP	DUCTILE IRON PIPE	INV.	INVERT	R.O.W.	RIGHT-OF-WAY	V.B.	VALVE BOX
DIWM	DUCTILE IRON WATER MAIN	IP	IRON PIPE	RCP	REINFORCED CONCRETE PIPE	V.V.	VALVE VAULT
DT	DRAIN TILE	MAX.	MAXIMUM	REM	REMOVAL	WL	WATER LEVEL
D.S.	DOWN SPOUT	MB	MAILBOX	RR	RAILROAD	WM	WATER MAIN

CONTACT JULIE AT 811
OR 800-892-0123

48 HOURS (2 working days) BEFORE YOU DIG

NOTE:
THE LOCATION, ELEVATION, SIZE, AND TYPES OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, ELEVATION, SIZE AND TYPES OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

PLAN CHANGES DURING CONSTRUCTION
ANY CHANGES MADE TO THE PLAN OR IN THE FIELD DURING CONSTRUCTION MUST BE SUBMITTED IN WRITING TO THE VILLAGE OF DOWNERS GROVE.

OSVALDO E. PASTRANA 062-057584 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT DESCRIBED BELOW WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF ILLINOIS.

SIGNATURE:
NAME: OSVALDO PASTRANA
DATE: 11-10-2020 LICENSE NUMBER: 062-057584
MY LICENSE RENEWAL DATE IS: NOVEMBER 30, 2021
PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL: FULL CIVIL SET

REVISIONS

2	11-10-20	REVISED PER VILLAGE REVIEW
1	10-21-20	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 W. N. KEVA AVENUE
CHICAGO, ILLINOIS 60603-4
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: CIVIL ENGINEERING COVER SHEET

PROJECT: PROPOSED RETAIL DEVELOPMENT
1111 OGDEN AVENUE, DOWNERS GROVE, IL 60515

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-25-2020
SCALE:	N.T.S.

SHEET NO. C1.0

PROJ. NUMBER: 20018

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

LEGAL DESCRIPTION Title No.2963099

LOTS 15, 16, 17 AND 18 (EXCEPT THE EASTERLY 42 FEET OF SAID LOTS MEASURED ALONG THE SOUTH LINES OF SAID LOTS 15, 16, 17 AND 18) IN BLOCK 33 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 43600, IN DUPAGE COUNTY ILLINOIS.

LEGAL DESCRIPTION Title No.7002357

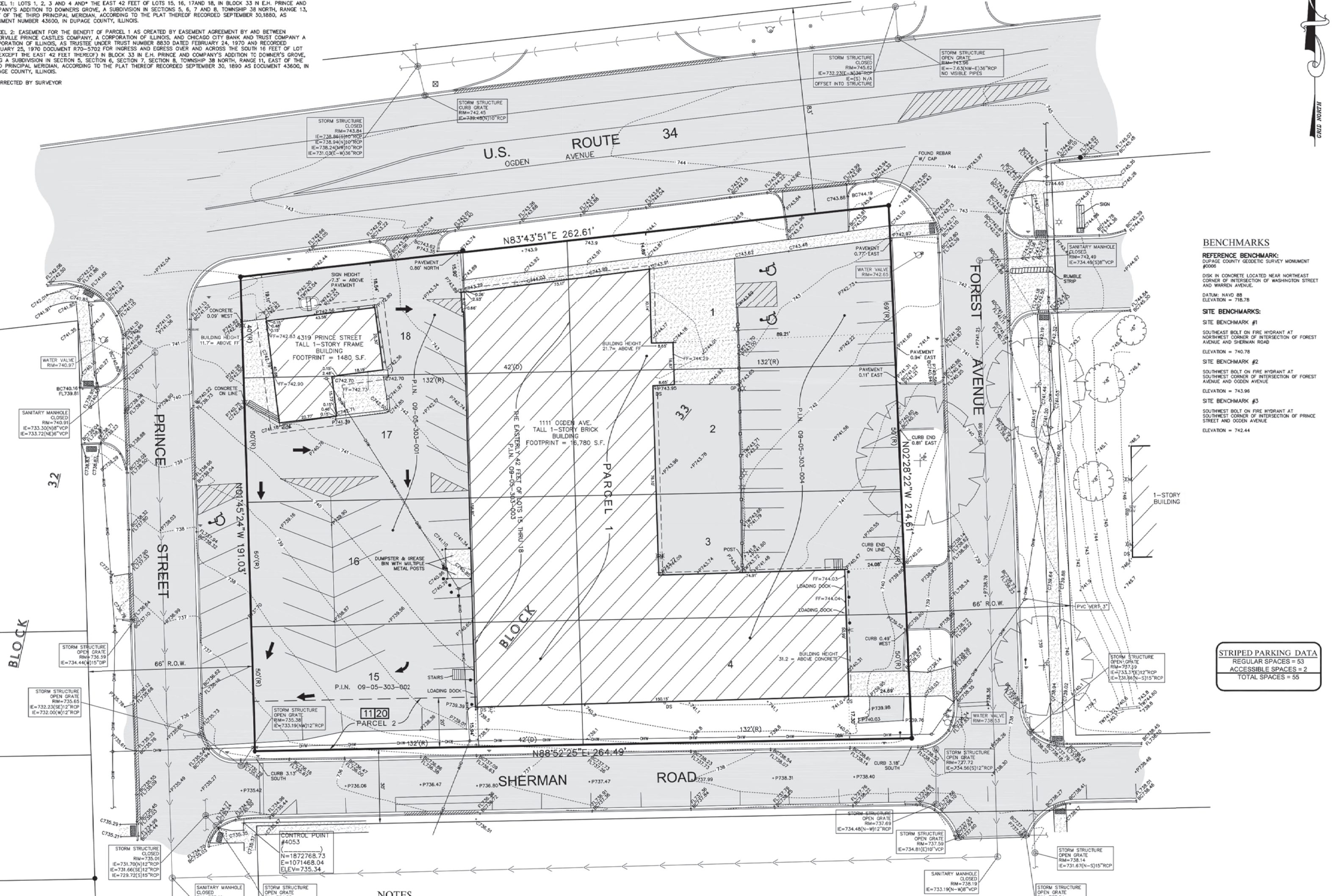
PARCEL 1: LOTS 1, 2, 3 AND 4 AND* THE EAST 42 FEET OF LOTS 15, 16, 17AND 18, IN BLOCK 33 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 38 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30,1880, AS DOCUMENT NUMBER 43600, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY EASEMENT AGREEMENT BY AND BETWEEN NAPERVILLE PRINCE CASTLES COMPANY, A CORPORATION OF ILLINOIS, AND CHICAGO CITY BANK AND TRUST COMPANY A CORPORATION OF ILLINOIS, AS TRUSTEE UNDER TRUST NUMBER 8830 DATED FEBRUARY 24, 1970 AND RECORDED FEBRUARY 25, 1970 DOCUMENT R70-5702 FOR INGRESS AND EGRESS OVER AND ACROSS THE SOUTH 16 FEET OF LOT 15 (EXCEPT THE EAST 42 FEET THEREOF) IN BLOCK 33 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNER'S GROVE, BEING A SUBDIVISION IN SECTION 5, SECTION 6, SECTION 7, SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 43600, IN DUPAGE COUNTY, ILLINOIS.

* CORRECTED BY SURVEYOR

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.



SCHEDULE B EXCEPIONS Title No.2963099

[20] EASEMENT AGREEMENT FOR INGRESS AND EGRESS RECORDED AS DOCUMENT NO. R70-5702, AND THE TERMS AND CONDITIONS CONTAINED THEREIN.

(AFFECTS THE SOUTH 20 FEET OF LOT 15 (EXCEPT THE EAST 42 FEET)

SCHEDULE B EXCEPTIONS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 16, 17, 18, 19, 21, 22 AND 23 ARE NOT SURVEY RELATED AND THEREFORE NOT SHOWN

SCHEDULE B EXCEPIONS Title No.7002357

[11] (A). TERMS, PROVISIONS, AND CONDITIONS RELATING TO THE EASEMENT DESCRIBED AS PARCEL2 CONTAINED IN THE INSTRUMENT CREATING SAID EASEMENT.

(B) RIGHTS OF THE ADJOINING OWNER OR OWNERS TO THE CONCURRENT USE OF SAID EASEMENT.

SCHEDULE B EXCEPTIONS 1, 2, 3,4, 5, 6, 7, 8, 9,10, 12, 13,14,15,16,17,18 AND 19 ARE NOT SURVEY RELATED AND THEREFORE NOT SHOWN

* NOT PLOTTABLE

LEGEND

- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED (HELD LOCATION)
- CONCRETE MONUMENT
- CROSS IN CONCRETE
- MANHOLE
- STORM STRUCTURE
- SANITARY MANHOLE
- CLEANOUT
- FLARED END SECTION
- TRANSFORMER PAD
- ELECTRIC MANHOLE
- ELECTRIC BOX
- ELECTRIC PEDESTAL
- ELECTRIC MARKER
- ELECTRIC METER
- UTILITY POLE
- UTILITY POLE W/LIGHT
- UTILITY POLE W/TSF
- GUY POLE
- OVERHEAD TRAFFIC SIGNAL
- TRAFFIC SIGNAL MANHOLE
- LIGHT
- LIGHT POLE
- HAND HOLE
- VALVE VAULT
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- POST INDICATOR VALVE
- SIAMESE WATER CONNECTION
- WATER MARKER
- WATER METER
- VALVE BOX
- B/BOX
- TELEPHONE MANHOLE
- TELEPHONE NETWORK INTERFACE
- TELEPHONE MARKER
- TELEPHONE PEDESTAL
- CABLE TELEVISION PEDESTAL
- GAS METER
- GAS VALVE
- GAS MARKER
- DOWN SPOUT
- BORING HOLE
- MONITORING WELL
- GATE POST
- BOLLARD POLE
- SIGN
- FLAG POLE
- MAILBOX
- SANITARY SEWER
- STORM SEWER
- WATER MAIN
- GAS MAIN
- ELECTRIC LINE
- OVERHEAD WIRES
- TELEPHONE LINE
- CONIFEROUS TREE W/APPROX. DIAMETER
- DECIDUOUS TREE W/APPROX. DIAMETER MS=MULTI-STEM (DRIP LINE SHOWN IS APPROXIMATE)
- ELEVATION
- BITUMINOUS PAVEMENT
- CONCRETE SURFACE
- DEPRESSED CURB
- GRAVEL SURFACE
- LANDSCAPE AREA
- STONE SURFACE
- DETECTABLE TACTILE WARNING SURFACE
- WOOD FENCE
- CHAIN LINK FENCE
- METAL FENCE
- METAL GUARDRAIL
- OVERHEAD TRAFFIC ARM

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
TF = TOP OF FOUNDATION
FF = FINISHED FLOOR
FES = FLARED END SECTION
VCP = VITRIFIED CLAY PIPE
DIP = DUCTILE IRON PIPE
PVC = POLYVINYL CHLORIDE
RCP = REINFORCED CONCRETE PIPE
CMP = CORRUGATED METAL PIPE
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
A = ARC LENGTH
R = RADIUS
CH = CHORD
CB = CHORD BEARING
B.S.L. = BUILDING SETBACK LINE
R.O.W. = RIGHT-OF-WAY
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
BC = BACK OF CURB
BDC = BACK OF DEPRESSED
FL = FLOW LINE
C = CONCRETE
P = PAVEMENT
G = GRAVEL
EW = EDGE OF WALK
TW = TOP OF WALL
TP = TOP OF PIPE
IE = INVERT ELEVATION
PL = PROPERTY LINE
DS = DOWN SPOUT
S.F. = SQUARE FEET
SL = SHORE LINE
TSF = TRANSFORMER
B = PAVERS

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- EXISTING CONTOUR

NOTES

1. THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION AND EASEMENTS OF RECORD AS IDENTIFIED IN TITLE COMMITMENT NUMBER 2963099 ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY HAVING AN EFFECTIVE DATE OF MARCH 20, 2019, AND TITLE COMMITMENT NUMBER 7002357 ISSUED BY FREEDOM TITLE CORPORATION HAVING AN EFFECTIVE DATE OF NOVEMBER 29, 2018.
2. THE BASIS OF BEARINGS FOR THIS SURVEY IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD 83 (2011), ZONE 1201 (ILLINOIS EAST)
3. THIS SITE FALLS WITHIN "OTHER AREAS: ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN). AS DEFINED BY THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 170204 0901 H (MAP NUMBER 17043C0901H), HAVING AN EFFECTIVE DATE OF DECEMBER 16, 2004.
4. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS, AND IS BASED ON FIELD WORK PERFORMED ON 07/17/2019.
5. THE SURVEYOR CONTACTED J.U.L.I.E. (JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS) FOR AN ON-SITE LOCATE WHICH WAS ASSIGNED A DIG NUMBER OF A191 1393. THE UTILITIES AS MARKED ON-SITE AT THE TIME OF THE SURVEY ARE SHOWN HEREON. ADDITIONALLY, THE SURVEYOR CONTACTED J.U.L.I.E. FOR A DESIGN STAGE REQUEST FOR THIS SITE WHICH WAS ASSIGNED A DIG NUMBER OF A191 2130. INQUIRIES WERE SENT OUT TO THE VARIOUS UTILITY COMPANIES REQUESTING MAPS AND/OR ATLASES OF THEIR RESPECTIVE FACILITIES. THE INFORMATION RECEIVED TO DATE IS SHOWN HEREON.

AREA SUMMARY

(TO HEAVY LINES)
53,378 SQUARE FEET
OR
1.225 ACRES
(BASED ON MEASURED VALUES)

BENCHMARKS

REFERENCE BENCHMARK:
DUPAGE COUNTY GEODETIC SURVEY MONUMENT #0006

DISK IN CONCRETE LOCATED NEAR NORTHEAST CORNER OF INTERSECTION OF WASHINGTON STREET AND WARREN AVENUE.

DATUM: NAVD 88
ELEVATION = 718.78

SITE BENCHMARKS:

SITE BENCHMARK #1

SOUTHEAST BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF INTERSECTION OF FOREST AVENUE AND SHERMAN ROAD

ELEVATION = 740.78

SITE BENCHMARK #2

SOUTHWEST BOLT ON FIRE HYDRANT AT SOUTHWEST CORNER OF INTERSECTION OF FOREST AVENUE AND OGDEN AVENUE

ELEVATION = 743.96

SITE BENCHMARK #3

SOUTHWEST BOLT ON FIRE HYDRANT AT SOUTHWEST CORNER OF INTERSECTION OF PRINCE STREET AND OGDEN AVENUE

ELEVATION = 742.44

STRIPED PARKING DATA

REGULAR SPACES = 53
ACCESSIBLE SPACES = 2
TOTAL SPACES = 55

REVISIONS

2	11-10-20	REVISED PER VILLAGE REVIEW
1	10-21-20	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CivWorks Consulting, LLC
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

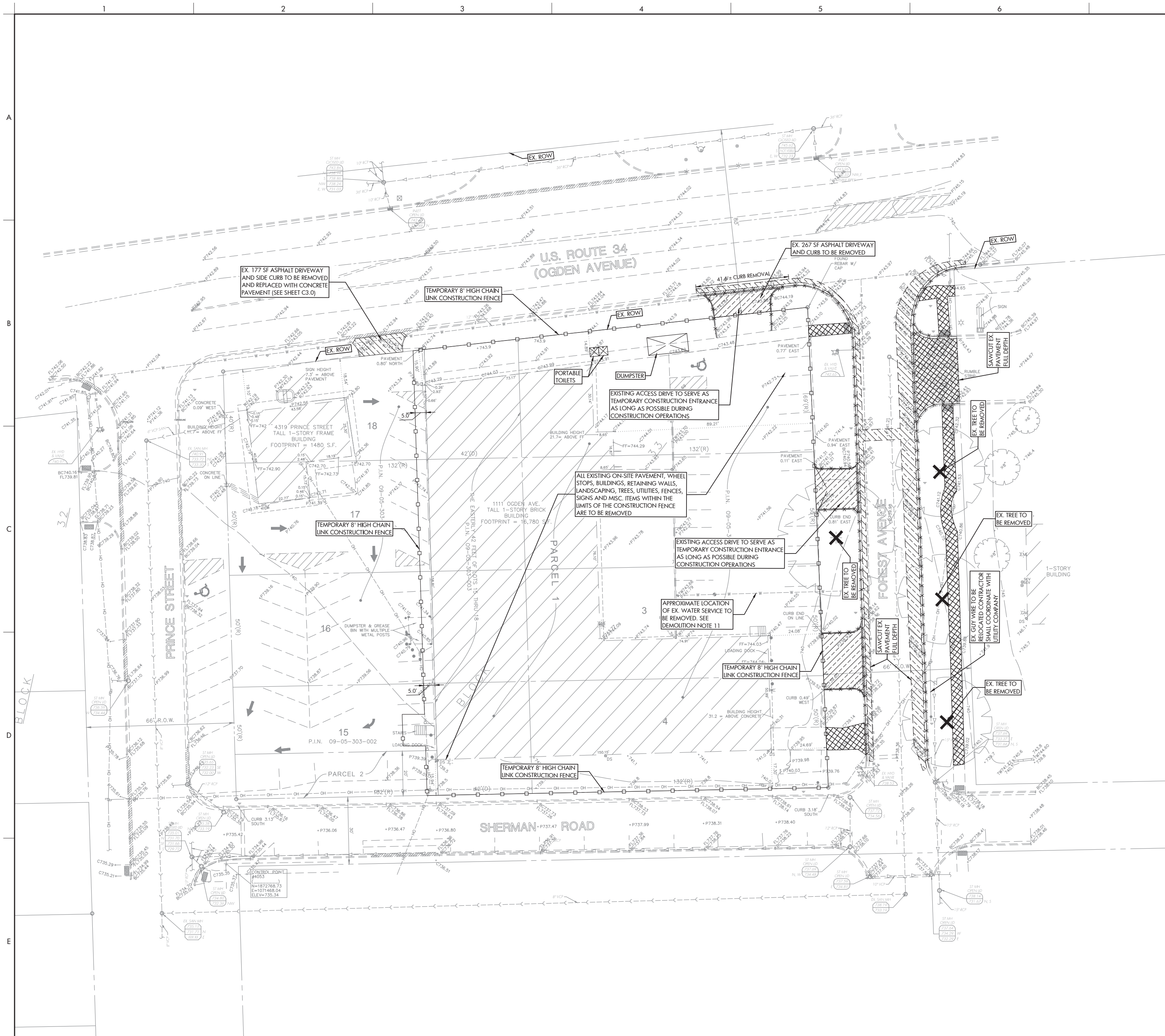
SHEET TITLE: EXISTING CONDITIONS (BY OTHERS)

PROJECT: PROPOSED RETAIL DEVELOPMENT
1111 OGDEN AVENUE, DOWNERS GROVE, IL 60515

PROJ. MGR.: OP
DRAWN BY: OP
FIRST ISSUE DATE: 09-25-2020
SCALE: 1"=20'

SHEET NO.
C2.0

PROJ. NUMBER: 20018



GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 INCH = 20 FT

DEMOLITION LEGEND

- EX. CONCRETE PAVEMENT TO BE REMOVED
- EX. ASPHALT PAVEMENT TO BE REMOVED
- EX. TREES TO BE REMOVED
- EX. CURB TO BE REMOVED

DEBRIS AND SPOIL MATERIAL STOCKPILE

DUE TO THE LIMITED SIZE OF SITE AND AVAILABLE STAGING AREAS, STOCKPILING OF DEBRIS, SPOIL MATERIALS, OR ANY OTHER ITEMS SHALL NOT BE ALLOWED. ALL DEBRIS, SPOIL MATERIALS OR ANY OTHER DEMOLISHED ITEMS SHALL BE IMMEDIATELY HAULED OFF-SITE AND DISPOSED OF BY THE DEMOLITION CONTRACTOR IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL LAWS.

SITE MANAGEMENT PLAN NOTE

THIS SITE DEMOLITION AND MANAGEMENT PLAN IS ONLY A SUGGESTION OF POSSIBLE CONFIGURATION OF SITE ITEMS FOR STAGING, IT IS NOT INTENDED TO PROVIDE MEANS AND METHODS FOR THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AMENDING THIS STAGING PLAN OR CREATING THEIR OWN AND WILL BE COMPLETELY RESPONSIBLE FOR SITE STAGING AND MANAGEMENT OF ALL ITEMS AND ALL DEMOLITION WORK.

DEMOLITION NOTES

1. ALL UTILITY COMPANIES ARE TO BE CONTACTED TO PERMIT MARKING THEIR FACILITIES BEFORE ANY WORK IS DONE ON THE SITE.

2. THE OWNER SHALL BE PROVIDED WITH COPIES OF ALL DEMOLITION PERMITS AND UTILITY INFORMATION PRIOR TO THE COMMENCEMENT OF THE WORK.

3. CONTRACTOR IS TO VERIFY THAT ALL EXISTING UTILITY SERVICE LINES HAVE BEEN SHUT OFF OR DISCONNECTED AT THEIR RESPECTIVE MAIN LINES BEFORE BEGINNING STRUCTURE AND PAVEMENT REMOVAL ON THE SITE.

4. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN. FURNISH ALL LABOR, MATERIALS, EQUIPMENT AND SERVICE NECESSARY TO COMPLETE THE WORK. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFF-SITE OF THE FOLLOWING ITEMS:

   - ON-SITE PAVEMENT
   - EXISTING ON-SITE STORM SEWERS AND STRUCTURES
   - DEBRIS FROM ALL DEMOLISHED STRUCTURES
   - ALL PAVEMENT TO BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN SHALL BE SAWCUT FULL DEPTH AT THE EDGES PRIOR TO REMOVAL TO OBTAIN A "CLEAN" JOINT WHERE IT ABUTS NEW CURB OR PAVEMENT.

   CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.

5. STRUCTURES TO BE DEMOLISHED SHALL BE VACATED AND DISCONTINUED FROM USE PRIOR TO START OF WORK. OWNER ASSUMES NO RESPONSIBILITY FOR ACTUAL CONDITION OF STRUCTURES TO BE DEMOLISHED. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER IN SO FAR AS PRACTICABLE. HOWEVER, VARIATIONS WITHIN THE STRUCTURES MAY OCCUR BY OWNER'S REMOVAL AND SALVAGE OPERATIONS PRIOR TO START OF DEMOLITION WORK. ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR MAY BE REMOVED FROM SITE AS WORK PROGRESSES AND AS APPROVED BY THE OWNER. SALVAGED ITEMS MUST BE TRANSPORTED FROM THE SITE AS THEY ARE REMOVED. STORAGE OR SALE OF REMOVED ITEMS ON SITE WILL NOT BE PERMITTED. THE USE OF EXPLOSIVES WILL NOT BE PERMITTED. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. THE CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC TO PROVIDE SAFE PASSAGE FOR VEHICULAR AND PEDESTRIAN TRAFFIC. THIS INCLUDES APPROPRIATE SIGNAGE FOR CLOSING THE PUBLIC SIDEWALK, ROADWAY AND NECESSARY PARKING SPACES. ALL MAINTENANCE OF TRAFFIC SHALL BE APPROVED BY THE MUNICIPALITY.

6. EXISTING UTILITIES TO REMAIN ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.

7. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL "JULIE" (800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.

8. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.

9. REMOVE FROM SITE DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM DEMOLITION OPERATIONS. BURNING OF REMOVED MATERIALS WILL NOT BE PERMITTED ON SITE. TRANSPORT MATERIALS REMOVED AND DISPOSE OF OFF-SITE IN A LEGAL MANNER.

10. ALL EXISTING BUILDINGS, FOUNDATIONS, UTILITIES, AND LANDSCAPING AND OTHER IMPROVEMENTS ON ADJACENT PROPERTIES SHALL BE PROTECTED AT ALL TIMES DURING DEMOLITION AND CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AND INSTALL ANY MATERIALS, EQUIPMENT, AND/OR MANPOWER NECESSARY TO ACCOMPLISH THIS.

11. EXISTING WATER SERVICE TO BE REMOVED. EX. CURB STOP BOX AND WATER SERVICE LINE FROM BUILDING TO THE MAIN LINE SHALL BE COMPLETELY REMOVED. EX. WATER SERVICE TO BE DISCONNECTED AT THE POINT OF CONNECTION TO THE WATER MAIN. REMOVAL SHALL INCLUDE CLOSING OF THE EXISTING CORPORATION STOP, THE CUTTING AND REMOVAL OF THE SERVICE TUBE, AND THE PLUGGING OF THE CORPORATION STOP WITH A BRASS PLUG. PAVEMENT, AND CURB SHALL BE REMOVED AND REPLACED IN KIND AS REQUIRED.

REVISIONS

2	11-10-20	REVISED PER VILLAGE REVIEW
1	10-21-20	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

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SHEET TITLE:

SITE DEMOLITION PLAN

PROJECT:

PROPOSED RETAIL DEVELOPMENT
1111 OGDEN AVENUE, DOWNERS GROVE, IL 60515

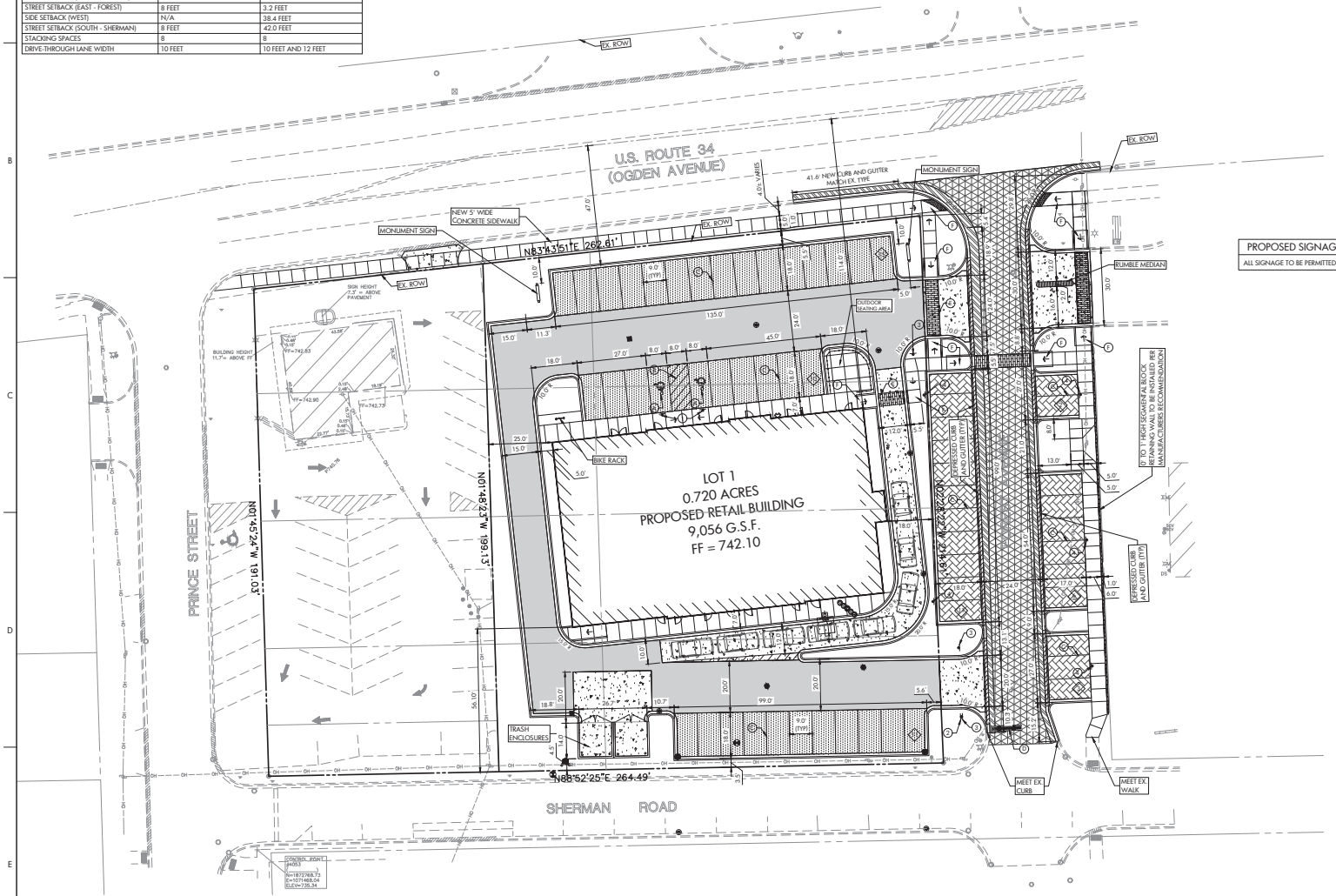
PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-25-2020
SCALE:	1"=20'

SHEET NO.

C2.1

PROJ. NUMBER: 20018

SITE DATA TABLE		
PROPOSED RETAIL BUILDING	REQUIRED	PROPOSED
STREET SETBACK (NORTH - OGDEN)	75 FEET FROM CL OF OGDEN	114 FEET FROM CL OF OGDEN
STREET SETBACK (EAST - FOREST)	25 FEET	18.0 FEET
SIDE SETBACK (WEST)	N/A	25.0 FEET
STREET SETBACK (SOUTH - SHERMAN)	25 FEET	56.1 FEET
FAR	0.75	0.2535
PROPOSED PARKING	REQUIRED	PROPOSED
STREET SETBACK (NORTH - OGDEN)	50 FEET FROM CL OF OGDEN	47.0 FEET FROM CL OF OGDEN
STREET SETBACK (EAST - FOREST)	8 FEET	5.6 FEET
SIDE SETBACK (WEST)	N/A	11.3 FEET
STREET SETBACK (SOUTH - SHERMAN)	8 FEET	3.5 FEET
TOTAL PARKING REQUIRED	36	36 (ON-SITE) + 22 (OFF-SITE)
TOTAL ADA REQUIRED	2 (ON-SITE)	2 (ON-SITE)
TWO-WAY DRIVE AISLE WIDTH	24 FEET	24 FEET
PROPOSED DRIVE-THROUGH	REQUIRED	PROPOSED
STREET SETBACK (NORTH - OGDEN)	50 FEET FROM CL OF OGDEN	89.0 FEET FROM CL OF OGDEN
STREET SETBACK (EAST - FOREST)	8 FEET	3.2 FEET
SIDE SETBACK (WEST)	N/A	38.4 FEET
STREET SETBACK (SOUTH - SHERMAN)	8 FEET	42.0 FEET
STACKING SPACES	8	8
DRIVE-THROUGH LANE WIDTH	10 FEET	10 FEET AND 12 FEET



GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

1 INCH = 20 FT

PROPOSED SIGNAGE NOTE
ALL SIGNAGE TO BE PERMITTED SEPARATELY

PAVEMENT MARKING AND SIGN LEGEND

1. R7-8 HANDICAP PARKING SIGN (12"X18") WITH $250 FINE
2. R1-1 STOP SIGN (30"X30")
3. R5-1 DO NOT ENTER SIGN (30"X30")
4. TWO HOUR PARKING SIGN

A. HANDICAP SYMBOL PER LATEST ADA STANDARDS

B. 4" SOLID YELLOW AT 24" C-C AT 45 DEGREES

C. 4" SOLID YELLOW STRIPE (TYP)

D. 24" WIDE WHITE STOP BAR

E. CROSSWALK - STAMPED CONCRETE BRICK PATTERN SEE ARCHITECTURAL PLANS FOR PATTERN AND COLOR

F. HANDICAP RAMP WITH DEPRESSED CURB AND DETECTABLE WARNINGS (IF REQUIRED) IN ACCORDANCE WITH CURRENT ADA REQUIREMENTS

GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE B6.12 CURB AND GUTTER.
3. SIDEWALK IN FRONT OF THE BUILDING SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL.
4. ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON ALL CURB RAMPS SHALL CONSIST OF CONTRASTING COLOR TO ADJACENT PAVEMENT COLOR PER IDOT REGULATIONS, PREFERRED COLOR IS RED (FEDERAL COLOR STANDARD 30166)
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

SITE PAVING LEGEND

HEAVY DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
8" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

LIGHT DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
10" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

CONCRETE PAVEMENT
8" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE (CA-6)

STAMPED CONCRETE PAVEMENT
8" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE (CA-6)

SIDEWALK PAVEMENT
5" P.C. CONCRETE PAVEMENT (THICKEN TO 8" AT DRIVEWAYS)
4" AGGREGATE BASE (CA-6)

PERVIOUS CONCRETE PAVEMENT
8" PERVIOUS CONCRETE (FILTERCRETE OR EQUIVALENT)
2" CA-16 (ASTM NO. 8 STONE)
12" CA-7 (ASTM NO. 57 STONE)
NON-WOVEN GEOTEXTILE FABRIC

DOWNERS GROVE RESIDENTIAL STREET PAVEMENT SECTION
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
6.0" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
6" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

MILL AND RESURFACE
2" MILL - REMOVE EX. ASPHALT SURFACE COURSE
2" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50

REVISIONS

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SHEET TITLE: SITE DIMENSIONAL AND PAVING PLAN

PROJECT: PROPOSED RETAIL DEVELOPMENT
1111 OGDEN AVENUE, DOWNERS GROVE, IL 60515

PROJ. MGR.:	CP
DRAWN BY:	CP
FIRST ISSUE DATE:	09-25-2020
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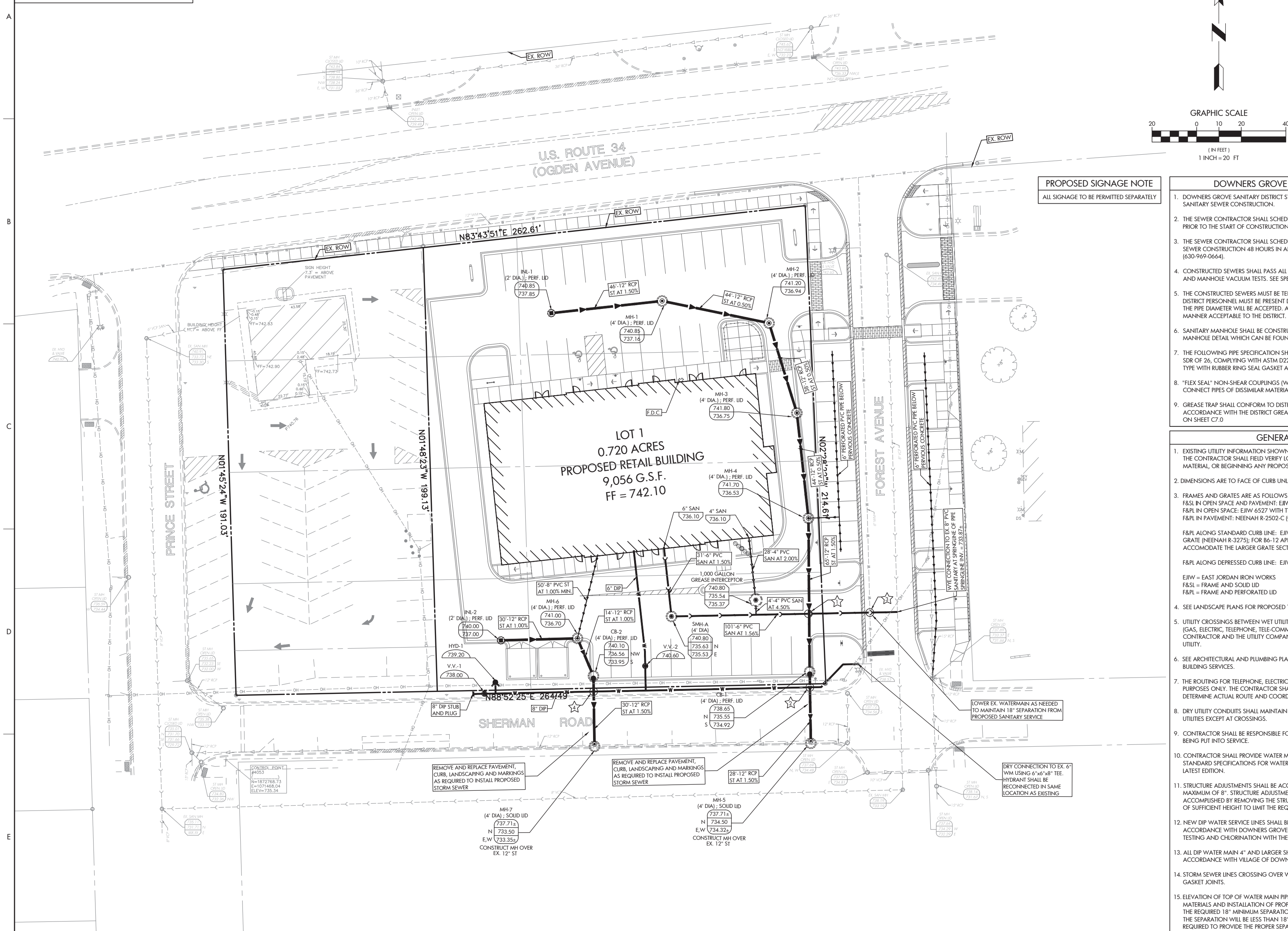
C3.0

PROJ. NUMBER: 20018

NOTE:
THE LOCATION, ELEVATION, SIZE, AND TYPES OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, ELEVATION, SIZE AND TYPES OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.



UTILITY CROSSINGS

1. 12" ST OVER 6" SAN
12" ST B/P = 735.75
6" SAN T/P = 735.15

2. 12" ST OVER 8" WM
12" ST B/P = 734.73
8" WM T/P = 732.60
(SEE GENERAL UTILITY NOTE 14)

3. 6" SAN OVER EX. 6" WM
6" SAN B/P = 734.06
EX. 6" WM T/P = 732.45±
(SEE GENERAL UTILITY NOTE 15)

4. 12" ST OVER 8" WM
12" ST B/P = 733.75
8" WM T/P = 732.00
(SEE GENERAL UTILITY NOTE 14)

DOWNERS GROVE SANITARY DISTRICT NOTES

1. DOWNERS GROVE SANITARY DISTRICT STANDARDS AND ORDINANCES SHALL GOVERN ALL SANITARY SEWER CONSTRUCTION.
2. THE SEWER CONTRACTOR SHALL SCHEDULE WITH THE DISTRICT A PRE-CONSTRUCTION MEETING PRIOR TO THE START OF CONSTRUCTION.
3. THE SEWER CONTRACTOR SHALL SCHEDULE WITH THE DISTRICT INSPECTIONS OF THE SANITARY SEWER CONSTRUCTION 48 HOURS IN ADVANCE OF THE START OF CONSTRUCTION (630-969-0664).
4. CONSTRUCTED SEWERS SHALL PASS ALL DISTRICT REQUIREMENTS FOR AIR TESTING, TELEVISING AND MANHOLE VACUUM TESTS. SEE SPECIFICATIONS ON SHEET C7.0.
5. THE CONSTRUCTED SEWERS MUST BE TELEVISED UNDER SIMULATED FLOW CONDITIONS. DISTRICT PERSONNEL MUST BE PRESENT DURING TELEVISING. NO SAGS GREATER THAN 25% OF THE PIPE DIAMETER WILL BE ACCEPTED. ALL UNACCEPTABLE SAGS MUST BE REPLACED IN A MANNER ACCEPTABLE TO THE DISTRICT.
6. SANITARY MANHOLE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DISTRICT STANDARD MANHOLE DETAIL WHICH CAN BE FOUND ON SHEET C7.0.
7. THE FOLLOWING PIPE SPECIFICATION SHALL BE USED FOR SANITARY LINES: PVC PIPE WITH A SDR OF 26, COMPLYING WITH ASTM D2241, 160 PSI PRESSURE PIPE PUSH-ON BELL AND SPIGOT TYPE WITH RUBBER RING SEAL GASKET ASTM D3139.
8. "FLEX SEAL" NON-SHEAR COUPLINGS (WITH STAINLESS STEEL SHEAR RING) SHALL BE USED TO CONNECT PIPES OF DISSIMILAR MATERIAL OR SIZE.
9. GREASE TRAP SHALL CONFORM TO DISTRICT STANDARDS AND BE CONSTRUCTED IN ACCORDANCE WITH THE DISTRICT GREASE TRAP CATCH BASIN DETAIL WHICH CAN BE FOUND ON SHEET C7.0

GENERAL UTILITY NOTES

1. EXISTING UTILITY INFORMATION SHOWN IS BASED ON BEST AVAILABLE RECORDS AT THIS TIME. THE CONTRACTOR SHALL FIELD VERIFY LOCATION, SIZE AND DEPTH BEFORE ORDERING ANY MATERIAL, OR BEGINNING ANY PROPOSED CONSTRUCTION.
2. DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. FRAMES AND GRATES ARE AS FOLLOWS UNLESS OTHERWISE NOTED:
F&SL IN OPEN SPACE AND PAVEMENT: EJIW 1022-2 WITH TYPE M1 GRATE (NEENAH R2502-A)
F&PL IN OPEN SPACE: EJIW 6527 WITH TYPE M1 GRATE (NEENAH R-2502-A)
F&PL IN PAVEMENT: NEENAH R-2502-C (OR APPROVED EQUAL)

F&PL ALONG STANDARD CURB LINE: EJIW 7000 WITH TYPE T1 BACK AND TYPE M1 GRATE (NEENAH R-3275); FOR B6-12 APPLICATIONS, WIDEN GUTTER SECTION TO ACCOMODATE THE LARGER GRATE SECTION.

F&PL ALONG DEPRESSED CURB LINE: EJIW 7000 WITH TYPE M3 FLAT GRATE

EJIW = EAST JORDAN IRON WORKS
F&SL = FRAME AND SOLID LID
F&PL = FRAME AND PERFORATED LID
4. SEE LANDSCAPE PLANS FOR PROPOSED TREE LOCATIONS.
5. UTILITY CROSSINGS BETWEEN WET UTILITIES (WATER, SANITARY, STORM) AND DRY UTILITIES (GAS, ELECTRIC, TELEPHONE, TELE-COMMUNICATIONS) SHALL BE COORDINATED BETWEEN THE CONTRACTOR AND THE UTILITY COMPANIES TO ACCOMMODATE THE DESIGN OF THE WET UTILITY.
6. SEE ARCHITECTURAL AND PLUMBING PLANS FOR INVERT AND EXACT ENTRY LOCATION OF ALL BUILDING SERVICES.
7. THE ROUTING FOR TELEPHONE, ELECTRIC AND GAS SERVICE IF SHOWN IS FOR SCHEMATIC PURPOSES ONLY. THE CONTRACTOR SHALL CONTACT THE INDIVIDUAL UTILITY COMPANIES TO DETERMINE ACTUAL ROUTE AND COORDINATE THEIR CONSTRUCTION.
8. DRY UTILITY CONDUITS SHALL MAINTAIN 5 FT. OF HORIZONTAL SEPARATION FROM OTHER UTILITIES EXCEPT AT CROSSINGS.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINAL UTILITY PIPE CLEANING PRIOR TO UTILITY BEING PUT INTO SERVICE.
10. CONTRACTOR SHALL PROVIDE WATER MAIN PROTECTION IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
11. STRUCTURE ADJUSTMENTS SHALL BE ACCOMPLISHED USING ADJUSTING RINGS UP TO A MAXIMUM OF 8". STRUCTURE ADJUSTMENTS OF MORE THAN 12" IN HEIGHT SHALL BE ACCOMPLISHED BY REMOVING THE STRUCTURE TOP AND INSTALLING A NEW BARREL SECTION OF SUFFICIENT HEIGHT TO LIMIT THE REQUIRED ADJUSTING RING HEIGHT TO 8" OR LESS.
12. NEW DIP WATER SERVICE LINES SHALL BE PRESSURE TESTED AND CHLORINATED IN ACCORDANCE WITH DOWNERS GROVE REQUIREMENTS. CONTRACTOR SHALL COORDINATE TESTING AND CHLORINATION WITH THE VILLAGE DEPARTMENT OF PUBLIC WORKS.
13. ALL DIP WATER MAIN 4" AND LARGER SHALL BE CLASS 52 DIP AND SHALL BE POLY WRAPPED IN ACCORDANCE WITH VILLAGE OF DOWNERS GROVE SPECIFICATIONS.
14. STORM SEWER LINES CROSSING OVER WATER MAIN SHALL BE RCP PIPE WITH C-361 O-RING GASKET JOINTS.
15. ELEVATION OF TOP OF WATER MAIN PIPE SHALL BE FIELD VERIFIED BEFORE ORDERING MATERIALS AND INSTALLATION OF PROPOSED SANITARY SEWER IN ORDER TO DETERMINE IF THE REQUIRED 18" MINIMUM SEPARATION CAN BE PROVIDED. SHOULD IT BE DETERMINED THAT THE SEPARATION WILL BE LESS THAN 18" THE EXISTING WATER MAIN SHALL BE LOWERED AS REQUIRED TO PROVIDE THE PROPER SEPARATION.

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SHEET TITLE: SITE UTILITY PLAN

PROJECT: PROPOSED RETAIL DEVELOPMENT
1111 OGDEN AVENUE, DOWNERS GROVE, IL 60515

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FIRST ISSUE DATE:	09-25-2020
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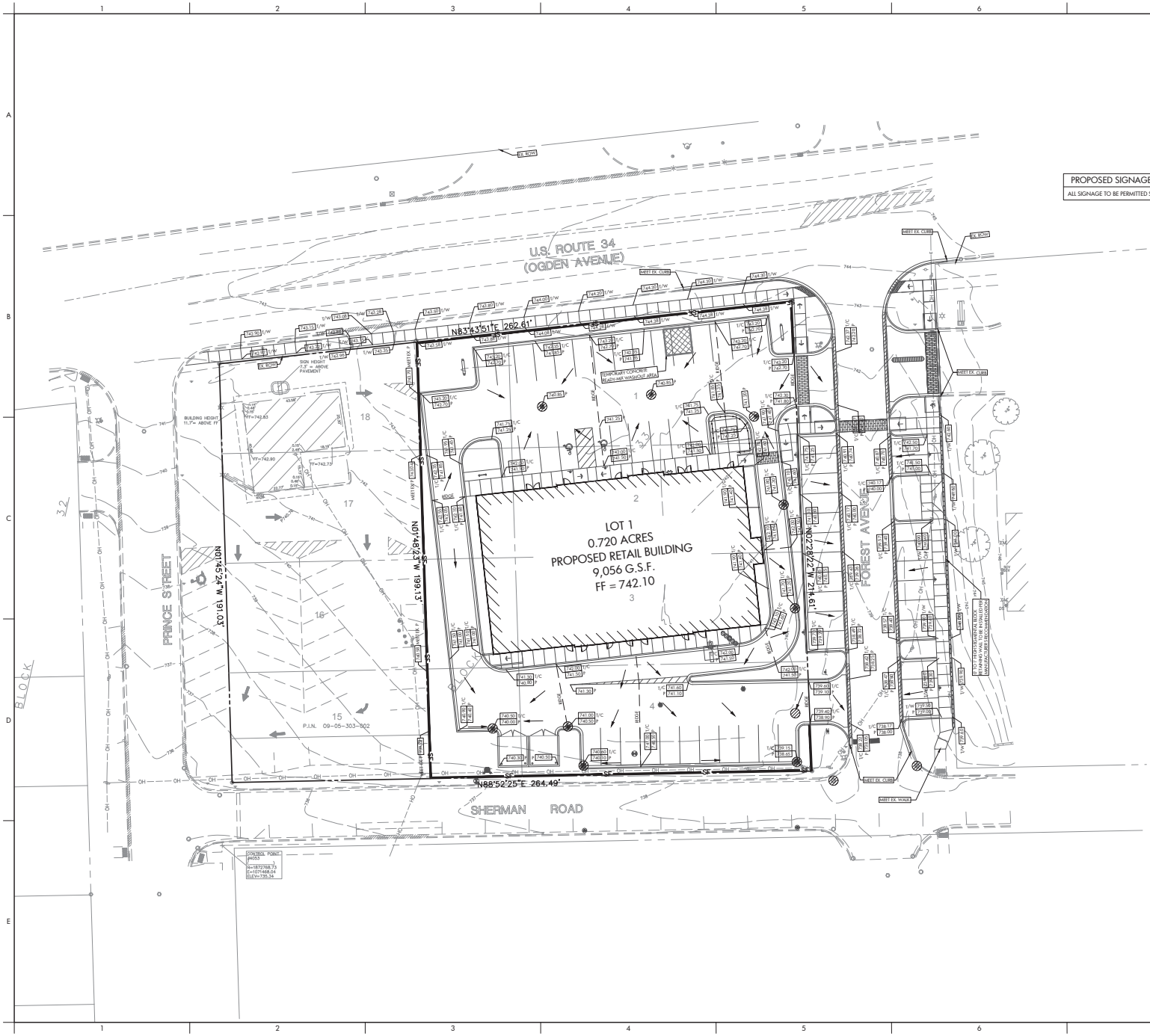

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 INCH = 20 FT

N

EROSION CONTROL LEGEND

SF — SILT FENCE OR SEDIMENT CONTROL LOGS

INLET FILTER BASKET

PROPOSED SIGNAGE NOTE

ALL SIGNAGE TO BE PERMITTED SEPARATELY

GRADING NOTES

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% MAX (1.00% MIN) CROSS SLOPE AND 5.00% MAX LONGITUDINAL SLOPE ON ALL SIDEWALKS. ALWAYS MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDING.
4. EXISTING TOPOGRAPHIC SURVEY WAS PREPARED BY OTHERS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND BEFORE ORDERING MATERIALS. THE CONTRACTOR SHALL PROMPTLY NOTIFY THE CIVIL ENGINEER OF ANY DISCREPANCIES.
5. SEE LANDSCAPE PLANS FOR MORE INFORMATION ON SITE LANDSCAPING.

SUGGESTED CONSTRUCTION SEQUENCE

1. INSTALL SILT FENCE AT LOCATIONS AS INDICATED ON THE PLANS.
2. CONSTRUCT TEMPORARY STABILIZED CONSTRUCTION ENTRANCE.
3. SITE DEMOLITION, BUILDING AND EXISTING PAVEMENT REMOVAL AND EXCESS MATERIAL HAUL OFF.
4. CUT AND FILL SITE TO SUB-GRADE.
5. CONSTRUCT UNDERGROUND IMPROVEMENTS; SANITARY SEWER, WATERMAIN, STORM SEWER, ETC. INSTALL INLET PROTECTION IN AND AROUND DRAINAGE STRUCTURES AS THEY ARE CONSTRUCTED
6. CONSTRUCT SIDEWALK AND BUILDING IMPROVEMENTS PER PLAN.
7. COMPLETE TOPSOIL PLACEMENT AND PERMANENT SEEDING/SODDING AND LANDSCAPING.
8. REMOVE AND PROPERLY DISPOSE OF TEMPORARY EROSION CONTROL MEASURES.

EROSION AND SEDIMENT CONTROL NOTES

1. CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCE PRIOR TO COMMENCEMENT OF WORK.
2. CONTRACTOR TO INSTALL SILT FENCE PRIOR TO COMMENCEMENT OF ANY EARTHWORK. CONTRACTOR TO MAINTAIN SILT FENCE AS SHOWN AND INSTALL ADDITIONAL SILT FENCE WHEREVER NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES TO MINIMIZE SOIL EROSION.
3. ALL SEDIMENT AND EROSION CONTROL MEASURES IN AND AROUND THE PROPOSED IMPROVEMENTS ARE TO REMAIN IN PLACE AND TO BE MAINTAINED THROUGHOUT CONSTRUCTION ACTIVITIES UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED AND THE SITE ADEQUATELY STABILIZED PER IEPA STANDARDS.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE.
5. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 7 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS NOT AT FINAL GRADE THAT WILL REMAIN UNDISTURBED FOR MORE THAN 7 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.
6. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 3 DAYS, THEN SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSTALLED DURING CONSTRUCTION.
7. OFF-SITE STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.
8. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
9. ANY SOIL, MUD OR DEBRIS WASHED, TRACKED, OR DEPOSITED ONTO THE STREET SHALL BE REMOVED PRIOR TO THE END OF EACH WORK DAY.
10. VEHICULAR ACCESS TO THE SITE SHALL BE RESTRICTED TO A GRAVEL DRIVE SAID GRAVEL DRIVE SHALL BE INSTALLED WITHIN 3 DAYS OF EXISTING PAVEMENT REMOVAL AND BEFORE ANY NEW CONSTRUCTION BEGINS AT THE SITE.
11. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY THE MUNICIPALITY AS CONSTRUCTION PROGRESSES.
12. ALL TEMPORARY EROSION AN SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN 30 DAYS OF STABILIZATION.
13. AN INITIAL SEDIMENTATION AND EROSION CONTROL INSPECTION IS REQUIRED PRIOR TO STARTING CONSTRUCTION. THE APPLICANT IS DIRECTED TO CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT AT 630-434-5529 TO SCHEDULE THIS INSPECTION; THIS NOTIFICATION SHALL BE AT LEAST 24 HOURS IN ADVANCE OF CONSTRUCTION.
14. STOCKPILES OF SOIL SHALL NOT BE LOCATED WITHIN ANY DRAINAGEWAYS, FLOODPLAINS, WETLANDS, BUFFERS OR IDPA'S.
15. SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR ANY SOIL STOCKPILE IF IT IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS INCLUDING A DOUBLE ROW OF SILT FENCE.
16. PROPERTIES DOWNSTREAM FROM THE SITE SHALL BE PROTECTED FROM EROSION IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION.
17. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO PREVENT THE DEPOSITION OF SOIL ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY.
18. ALL TEMPORARY EROSION CONTROL MEASURES NECESSARY TO MEET THE REQUIREMENTS OF THE VILLAGE OF DOWNERS GROVE STORMWATER AND FLOOD PLAIN ORDINANCE SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION AND CONTROL MEASURES ARE OPERATIONAL.
19. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

REVISIONS	
2	11-10-20 REVISED PER VILLAGE REVIEW
1	10-21-20 REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
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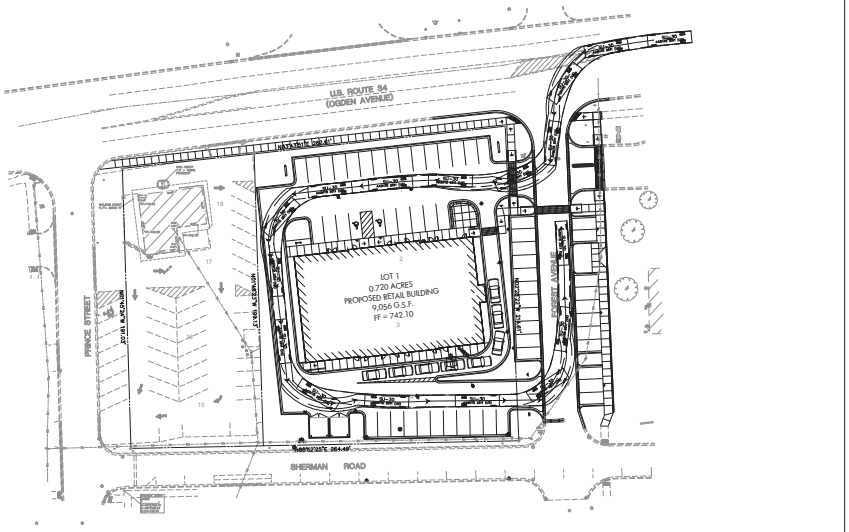
SHEET TITLE: SITE GRADING AND EROSION CONTROL PLAN

PROJECT: PROPOSED RETAIL DEVELOPMENT
1111 OGDEN AVENUE, DOWNERS GROVE, IL 60515

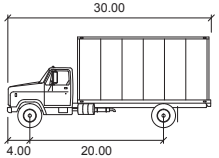
PROJ. MGR.:	CP
DRAWN BY:	CP
FIRST ISSUE DATE:	09-25-2020
SCALE:	1"=20'

SHEET NO.
C5.0

PROJ. NUMBER: 20018



SU - DELIVERY TRUCK



SU-30 feet

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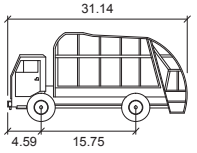
Loc□to Loc□Time	: 6.0
Steering Angle	: 31.8



Gar□age Truc□ feet

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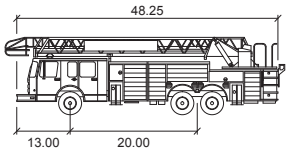

Fire Truc□ feet

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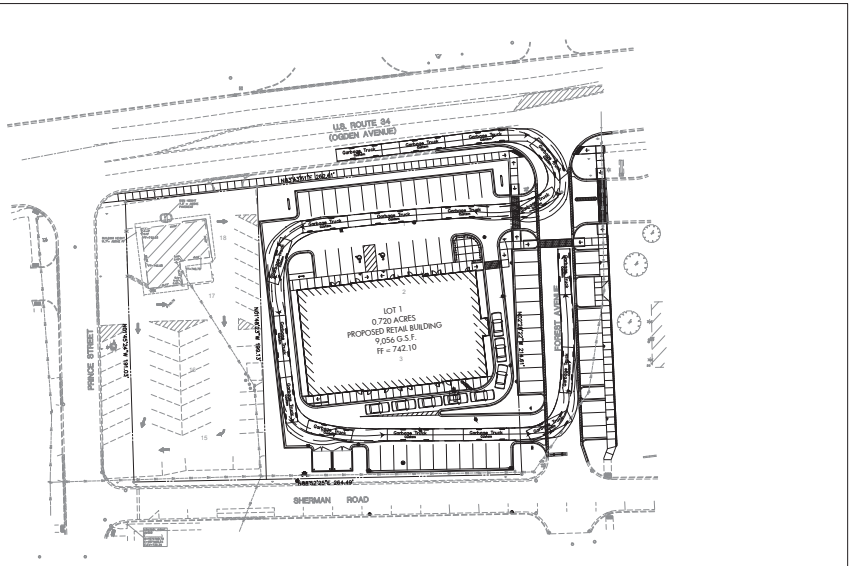
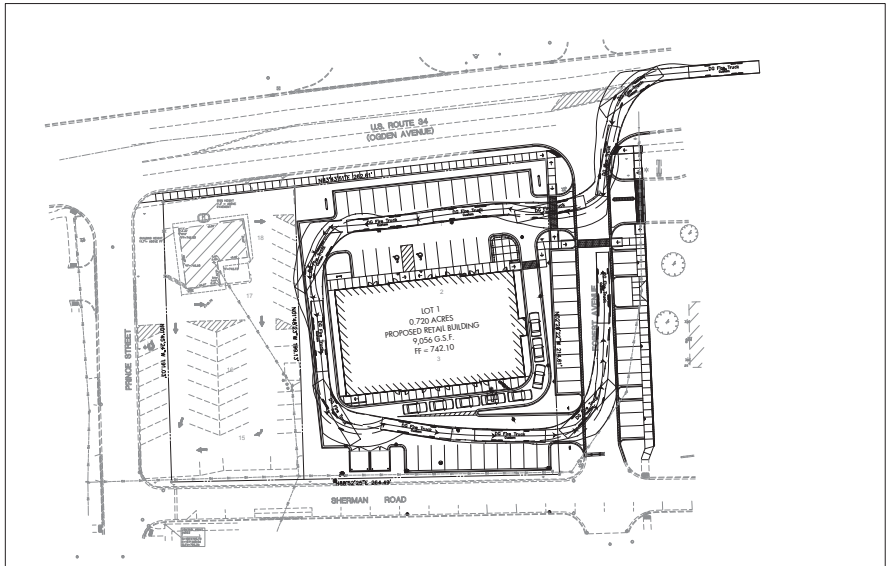
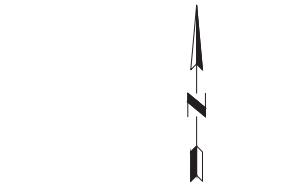


GARBAGE TRUCK - REAR LOADED



FIRE TRUCK



REVISIONS

2	11-10-20	REVISED PER VILLAGE REVIEW
1	10-21-20	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
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SHEET TITLE: TRUCK TURNING EXHIBIT

PROJECT: PROPOSED RETAIL DEVELOPMENT
1111 OGDEN AVENUE, DOWNERS GROVE, IL 60515

PROJ. MGR.:	CP
DRAWN BY:	CP
FIRST ISSUE DATE:	09-25-2020
SCALE:	1"=50'

SHEET NO.
TR1.0

PROJ. NUMBER: 20018

Traffic Impact Study
Proposed Retail Development
Downers Grove, Illinois

Prepared For:

vequity

KLOA

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

November 11, 2020

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 retail development to be located in the southwest quadrant of the intersection of Ogden Avenue with Forest Avenue in Downers Grove, Illinois.

As proposed, the site which currently contains the Four Seasons of Fun retail building, will be redeveloped with an approximately 9,000 square-foot multi-tenant retail building with a single drive-through user. Access to the site will continue to be provided via two access drives off Forest Avenue with the south access restricted to outbound movements only. Overall, the development will provide 36 on-site parking spaces. As part of the proposed development, Forest Avenue will be vacated to be a private drive serving the proposed development and BP Gas Station and will be modified to provide 22 perpendicular parking spaces that will be restricted to 2-hour parking.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

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

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

1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed development.

Site Location **Figure 1**

Aerial View of Site Location **Figure 2**

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses and peak hour traffic flows along area roadways.

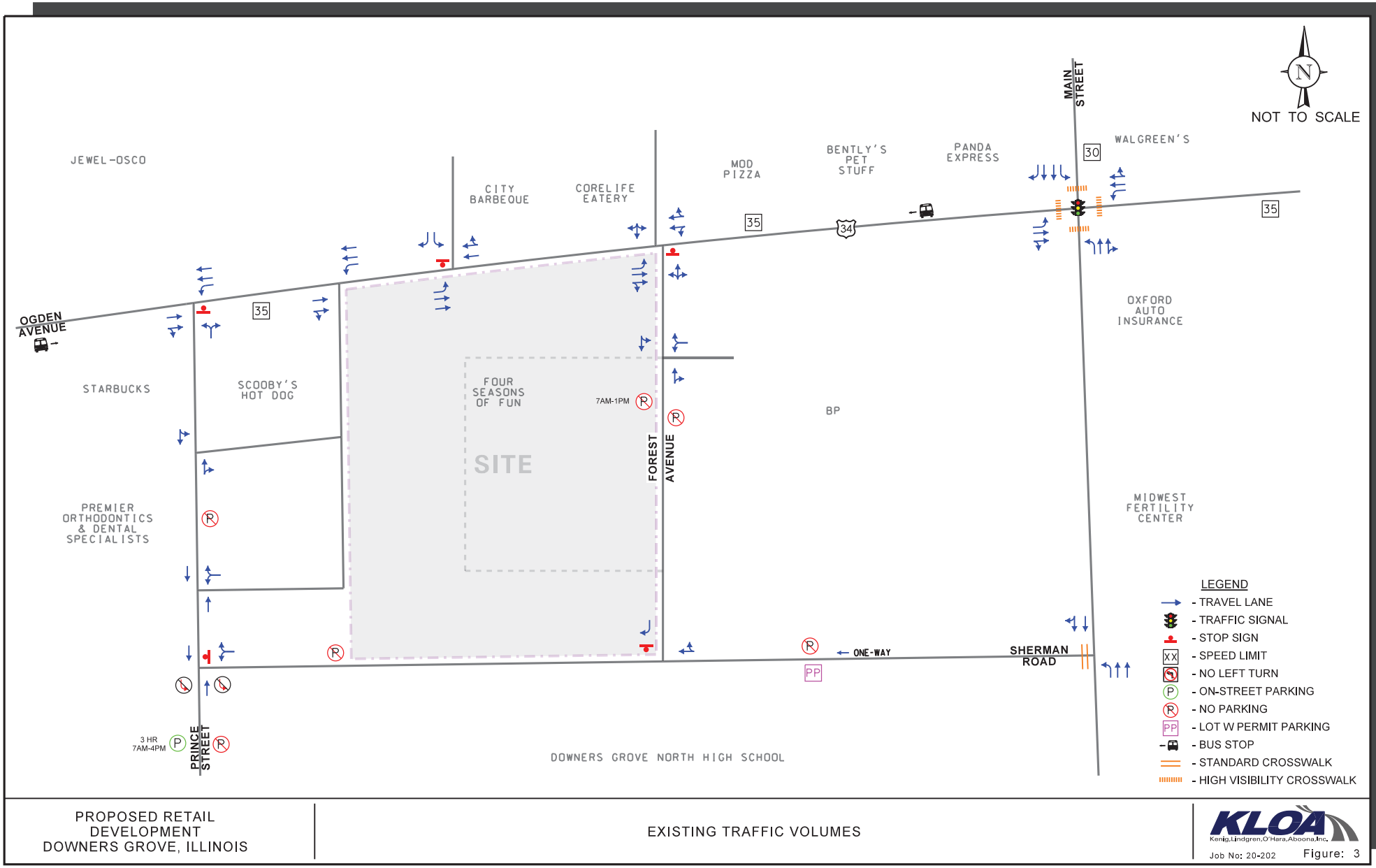
Site Location

The site, which is currently occupied by the Four Seasons of Fun retail building, is located in the southwest quadrant of the intersection of Ogden Avenue with Forest Avenue and is bound by Sherman Road on the south and Scooby's Hot Dogs on the west. Land-uses in the vicinity of the site are primarily retail to the west, north and east and institutional to the south and includes, Chipotle, BMO Harris Bank, Starbucks and Premier Orthodontics to the west, the 1010 – 1034 Ogden Avenue commercial development to the north, BP Gas Station to the east. It should be noted that Downers Grove North High School is located approximately one-quarter of a mile to the south.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Ogden Avenue (U.S. Route 34) is generally an east-west arterial roadway that in the vicinity of the site provides two through lanes in each direction separated by a two-way left-turn lane. At its unsignalized intersection with the Forest Avenue, Ogden Avenue provides a through lane and a shared through/right-turn lane in the eastbound and westbound direction. Left-turns onto Forest Avenue and the access drive aligned opposite Forest Avenue are accommodated via a two-way left-turn lane/striped median provided along Ogden Avenue. At its unsignalized intersection with Prince Street, Ogden Avenue provides a through lane and a shared through/right-turn lane on the eastbound approach and two through lanes on the westbound approach. Left-turning movements from Ogden Avenue onto Prince Street are accommodated via the extension of the existing left-turn lane on Ogden Avenue that extends from Saratoga Avenue. As its unsignalized intersection with the Jewel-Osco access drive, Ogden Avenue provides two through lanes on the eastbound approach and a though lane and a shared through/right-turn lane on the westbound approach. Left-turning movements from Ogden Avenue onto the Jewel-Osco access drive are accommodated via the existing two-way left-turn lane on Ogden Avenue. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries an annual average daily traffic (AADT) volume of 28,200 vehicles east of Main Street (IDOT AADT 2019) and 25,400 vehicles west of Main Street (IDOT AADT 2017). Ogden Avenue is classified as a Strategic Regional Arterial (SRA) by IDOT and has a posted speed limit of 35 miles per hour (mph).



PROPOSED RETAIL DEVELOPMENT
DOWNERS GROVE, ILLINOIS

EXISTING TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 20-202 Figure: 3

Main Street (DuPage County Route 9) is a north-south arterial roadway that in the vicinity of the site provides two through lanes in each direction. At its unsignalized intersection with Sherman Road, Main Street provides a through lane and a shared through/right-turn lane on the southbound approach and an exclusive left-turn lane and two through lanes on the northbound approach. Main Street is under the jurisdiction of the DuPage County Division of Transportation north of Ogden Avenue and the Village of Downers Grove south of Ogden Avenue and carries an AADT volume of 21,400 vehicles north of Ogden Avenue (IDOT AADT 2016) and 14,900 vehicles south of Ogden Avenue (IDOT AADT 2016). Main Street has a posted speed limit of 30 mph north of Ogden Avenue and 25 mph south of Ogden Avenue.

Forest Avenue is a north-south local two-lane roadway that extends from its intersection with Ogden Avenue south approximately 250 feet south to its terminus at Sherman Road. At its unsignalized intersection with Ogden Avenue, Forest Avenue provides a shared left-turn/through/right-turn lane under stop sign control. The north leg of this intersection is the full movement access drive serving the 1010-1034 Ogden Avenue retail development which provides a shared left/through/right-turn lane. Parking is prohibited on both sides of the roadway. Forest Avenue is under the jurisdiction of the Village of Downers Grove.

Prince Street is a north-south local two-lane roadway that extends from its intersection with Ogden Avenue south approximately 500 feet south to its terminus at Sherman Street. At its unsignalized intersection with Ogden Avenue, Prince Street provides a shared left/right-turn lane under stop-sign control. At its unsignalized intersection with Sherman Road, Prince Street provides a single through lane on the northbound and southbound approaches. Parking is prohibited on the east side of Prince Street and is permitted on the west side of Prince Street but is restricted to three-hour parking between 7:00 A.M. and 4:00 P.M. Prince Street is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 miles per hour.

Sherman Road is an east-west local roadway that provides a single westbound travel lane. At its unsignalized intersection with Main Street, Sherman Road provides a single receiving lane. Furthermore, the Sherman Road approach provides a standard style crosswalk. At its unsignalized intersection with Forest Avenue, Sherman Road provides a shared through/right-turn lane on the westbound approach. At its unsignalized intersection with Prince Street, Sherman Road provides a shared left/right-turn lane under stop-sign control. Parking is prohibited on the north side of the roadway and is permitted on the south side of the roadway but is restricted to Lot W Permit Only Parking/Area A North High Overflow Bus Parking. Sherman Road is under the jurisdiction of the Village of Downers Grove.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts utilizing Miovision Scout Video Collection Units on Tuesday, September 22, 2020 during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods and on Saturday, September 19, 2020 during the midday (12:00 to 2:00 P.M.) peak period at the following intersections:

- Ogden Avenue with Forest Avenue
- Ogden Avenue with Prince Street
- Main Street with Sherman Road
- Forest Avenue with Sherman Road
- Prince Street with Sherman Road
- Ogden Avenue with the commercial access drives between Prince Street and Forest Avenue
- Forest Avenue with the commercial access drives between Ogden Avenue and Sherman Road
- Prince Street with the commercial access drives between Ogden Avenue and Sherman Road

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30A.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 occurs from 12:45 P.M. to 1:45 P.M.

However, due to the ongoing COVID-19 pandemic, traffic volumes in the study area are anticipated to not reflect normal or typical conditions. To determine the Year 2020 base traffic volumes that do not reflect a potential decrease in traffic within the area, the traffic counts were compared with counts previously conducted by KLOA, Inc. at the intersection of Ogden Avenue with Main Street in June 2016 which were increased by a regional growth factor (as discussed later) to reflect Year 2020 base traffic conditions prior to the comparison.

The Year 2020 base traffic volumes at the intersection of Ogden Avenue with Main Street were compared with the September 2020 traffic counts and the through volumes along Ogden Avenue and Main Street were balanced accordingly. It should be noted that the comparison showed that with the balancing, through volumes along Ogden Avenue were increased by up to 58 percent and the through volumes along Main Street were increased by up to 66 percent.

Figure 4 illustrates the Year 2020 base traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Analysis

KLOA, Inc. obtained crash data [1] for the past five years (2014 to 2018) for the study area intersections and **Tables 1** and 2 summarize the crash data for the intersections of Ogden Avenue with Forest Avenue and Prince Street, respectively. A review of the crash data indicated the following:

- The intersection of Main Street with Sherman Road experienced zero crashes in 2014, 2016, and 2018, and one crash in 2015 and 2017.
- The intersection of Sherman Road with Forest Avenue experienced zero crashes in 2014, 2015 and 2017, and one crash in 2016 and 2018.
- The intersection of Prince Street with Sherman Road experienced zero crashes in 2014, 2015, 2016 and 2018, and one crash in 2017.
- No fatalities were reported at either intersection.

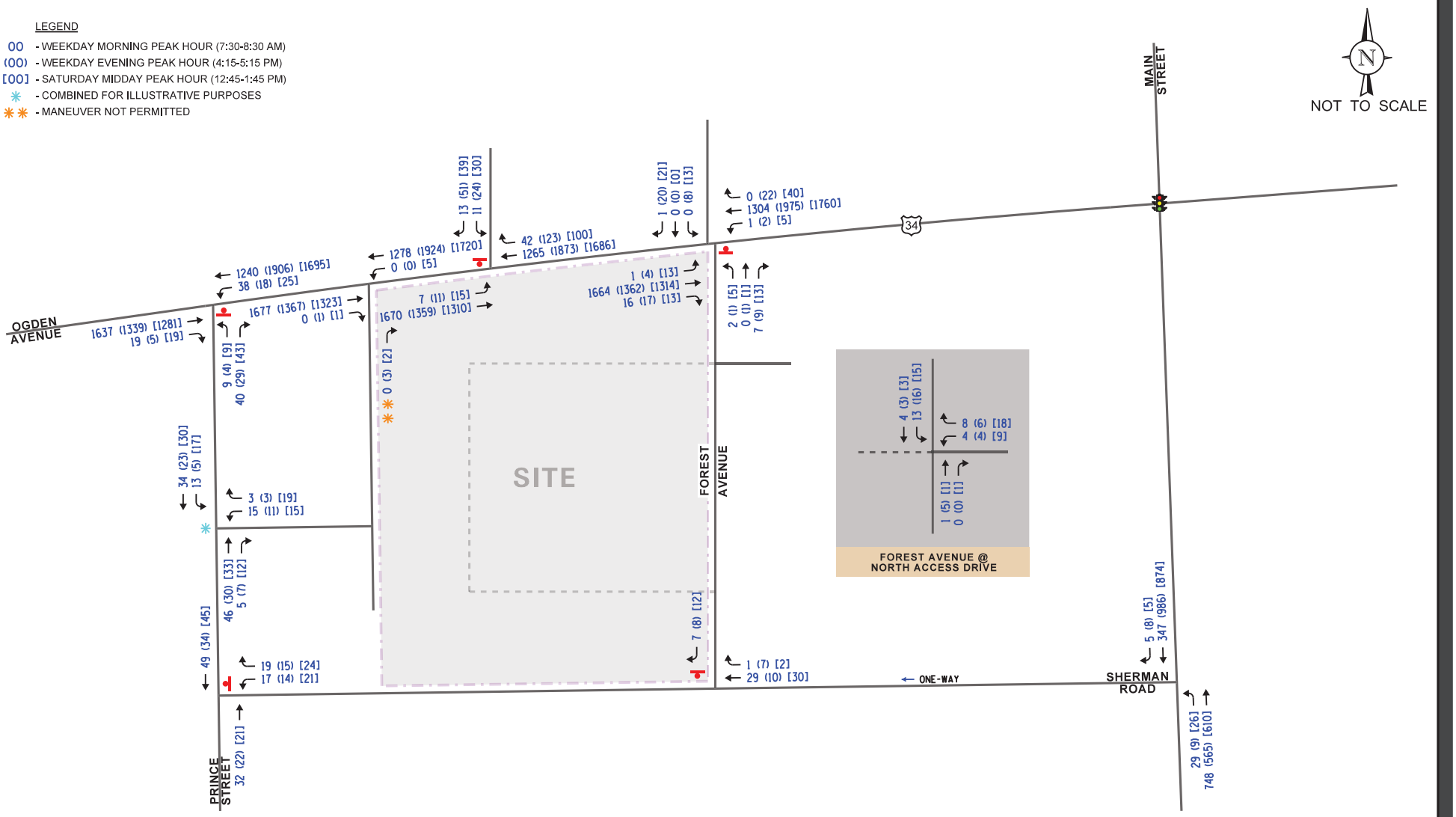
[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

Table 1
OGDEN AVENUE WITH FOREST AVENUE – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2014	1	0	0	2	0	3	0	6
2015	0	0	0	3	0	1	0	4
2016	0	0	0	1	0	0	0	1
2017	0	0	0	4	0	5	1	10
2018	0	0	0	5	0	1	0	6
Total	**1**	**0**	**0**	**15**	**0**	**10**	**1**	**27**
Average	**< 1**	**0**	**0**	**3**	**0**	**2**	**< 1**	**5.4**

Table 2
OGDEN AVENUE WITH PRINCE STREET – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2014	0	0	0	2	0	0	0	2
2015	0	0	0	0	0	2	0	2
2016	0	0	0	3	0	2	0	5
2017	1	0	0	1	0	0	0	2
2018	0	0	0	2	0	2	0	4
Total	**1**	**0**	**0**	**8**	**0**	**6**	**0**	**15**
Average	**< 1**	**0**	**0**	**1.6**	**0**	**1.2**	**0**	**3**



PROPOSED RETAIL DEVELOPMENT
DOWNERS GROVE, ILLINOIS

YEAR 2020 BASE TRAFFIC VOLUMES

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

Job No: 20-202 Figure: 4

3. Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the respective three peak hours and then determine the directions from which the proposed traffic will approach and depart the site.

Proposed Site and Development Plan

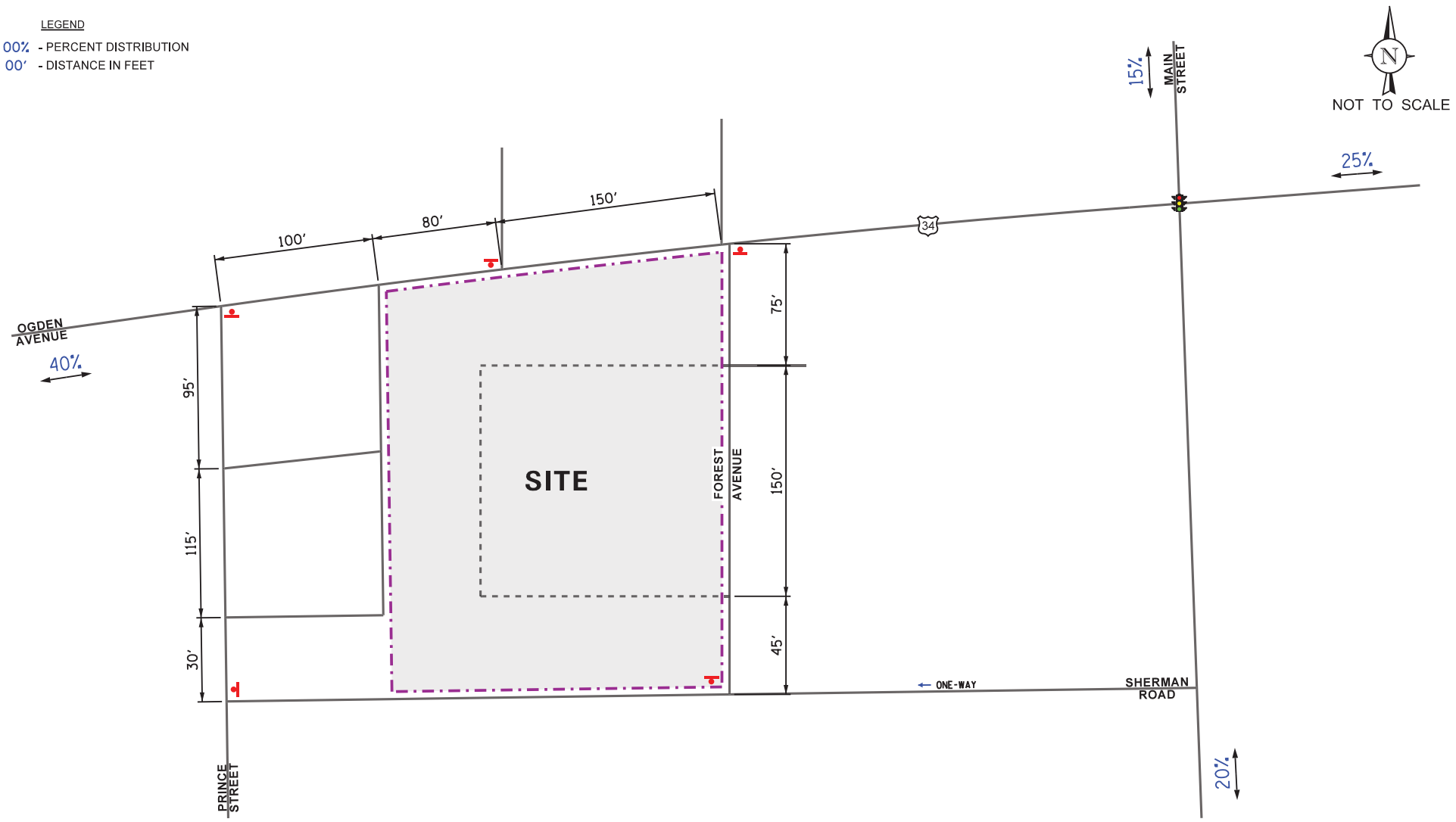
As proposed, the plans call for redeveloping the site with an approximately 9,000 square-foot, multi-tenant retail building of which, approximately 2,300 square-feet will be a restaurant user with a drive-through. Access to the site will continue to be provided via two access drives off Forest Avenue. The north access drive will allow for full turning movements and the south access drive will be restricted to outbound movements only. Both access drives will be a relocation from their existing location and will be located approximately 70 feet and 215 feet south of Ogden Avenue. The proposed retail development will provide a total of 36 on-site parking spaces. As part of the proposed development, Forest Avenue will be vacated to be a private drive serving the proposed development and BP Gas Station and will be modified to provide 22 perpendicular parking spaces that will be restricted to 2-hour parking. It should be noted that due to the proposed width of the proposed drive aisles on the south side of the building, and given the proposed drive-through lane, this drive aisle will be restricted to one-way eastbound traffic only.

Directional Distribution of Development Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on the general travel patterns through the study area derived from the peak hour traffic volumes. **Figure 5** shows the established directional distribution for this development in addition to the distances, measured in feet, between the study area intersections.

Development Traffic Generation

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed commercial development is based on vehicle trip generation rates contained in *Trip Generation Manual*, 10^{h} Edition, published by the Institute of Transportation Engineers (ITE) and surveys conducted by KLOA, Inc. at similar fast-casual restaurant in the Chicagoland Area. It is our understanding that the proposed restaurant with drive-through will be occupied by a fast-casual restaurant that will not be open for breakfast.



PROPOSED RETAIL DEVELOPMENT
DOWNERS GROVE, ILLINOIS

ESTIMATED DIRECTIONAL DISTRIBUTION

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Job No: 20-202 Figure: 5

Surveys conducted by ITE have shown that a large number of trips made to restaurant and retail developments are diverted from the existing traffic on the area roadways. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. These surveys indicate that 40 to 50 percent of the peak hour trips generated by restaurants and 30 percent of the peak hour trips generated by retail stores are diverted from existing traffic on the adjacent roads. However, based on IDOT guidelines, a pass-by traffic reduction of only 20 percent was applied to the total number of trips generated by the proposed commercial development.

Furthermore, it is important to note, the site is currently occupied by the Four Seasons of Fun retail building and as such, not all of the trips generated by the proposed development will be new trips to the area roadway network.

Table 3 summarizes the site-generated traffic volumes for the proposed development.

Table 3
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

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
820	Retail (6,700 s.f.)	4	2	6	12	14	26	16	14	30
--	Fast Casual Restaurant with Drive-Through (2,300 s.f.)[1]	--	--	--	26	20	46	31	31	62
Subtotal		***4***	***2***	***6***	***38***	***34***	***72***	***47***	***45***	***92***
20% Pass-By Reduction		*-0*	*-0*	*-0*	*-7*	*-7*	*-14*	*-9*	*-9*	*-18*
Total New Trips		**4**	**2**	**6**	**31**	**27**	**58**	**38**	**36**	**74**

1 – Based on trip generation surveys previously conducted by KLOA, Inc. at a fast-casual restaurant with drive-through

4. Projected Traffic Conditions

The total projected traffic volumes take into consideration 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, weekday evening, and Saturday midday 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 total new traffic assignment for the commercial development is illustrated in **Figure 6**. The total pass-by traffic assignment for the commercial development is illustrated in **Figure 7**. As previously, the site is currently occupied by the Four Seasons of Fun retail building and as such, not all of the trips generated by the proposed development will be new trips to the area roadway network. However, in order to provide a conservative analysis, the trips currently generated by Four Seasons of Fun were not removed from the area roadway network.

Background (No-Build) Traffic Conditions

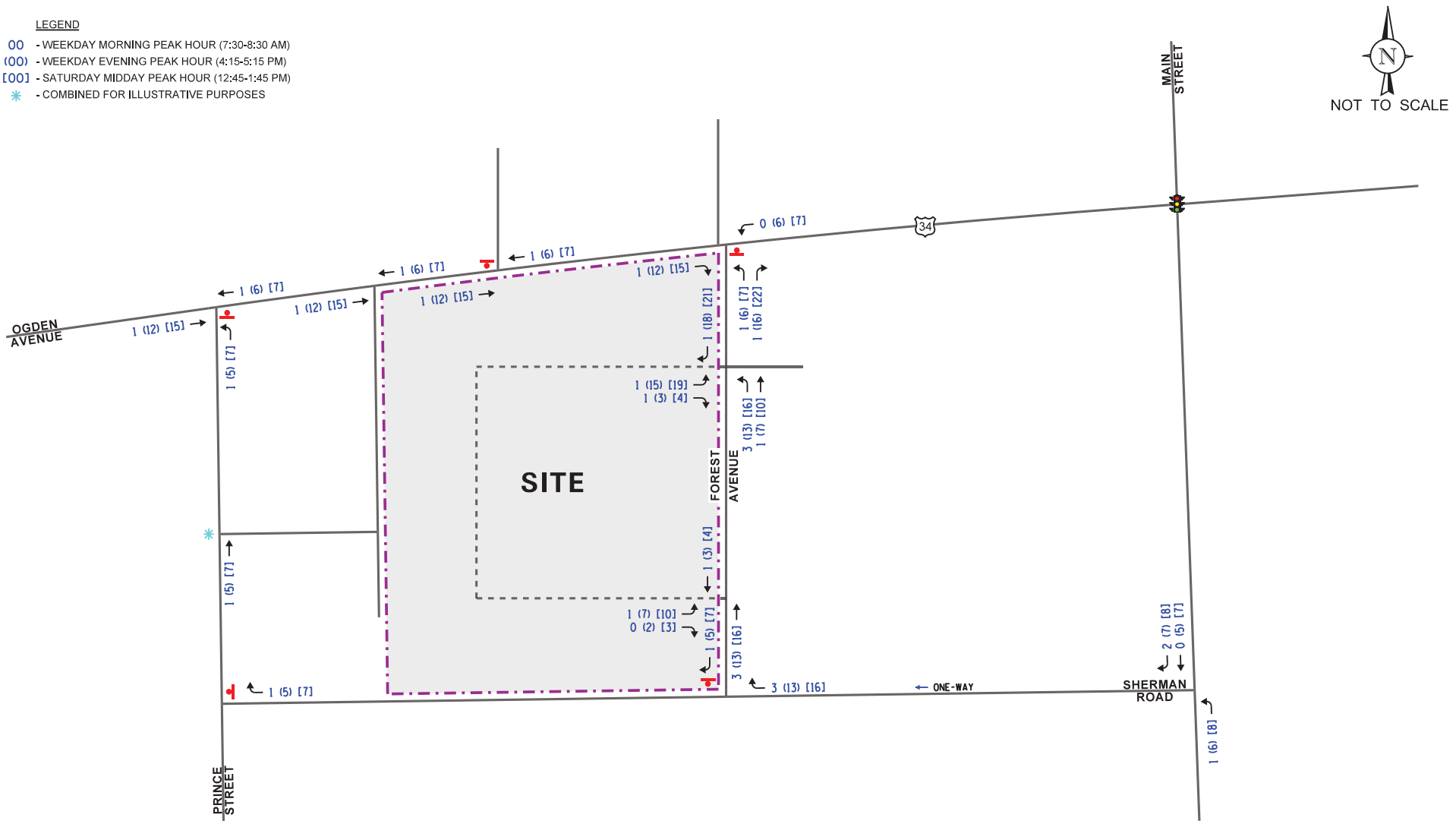
The Year 2020 traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by an annual compounded growth rate of approximately 0.28 percent per year. As such, traffic volumes were increased by approximately 1.7 percent total (one-year buildout plus five years) to represent Year 2026 total projected conditions. It should be noted that this growth was only applied to the through volumes along Ogden Avenue and Main Street. A copy of the CMAP projections letter is included in the Appendix.

Total Projected Traffic Volumes

The new and pass-by development-generated traffic (Figures 6 and 7) was added to the Year 2020 base traffic volumes increased by a regional growth factor to determine the Year 2026 total projected traffic volumes. **Figure 8** illustrates the Year 2026 total projected traffic volumes.

LEGEND

00 - WEEKDAY MORNING PEAK HOUR (7:30-8:30 AM)
(00) - WEEKDAY EVENING PEAK HOUR (4:15-5:15 PM)
[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)
✳ - COMBINED FOR ILLUSTRATIVE PURPOSES



PROPOSED RETAIL DEVELOPMENT
DOWNERS GROVE, ILLINOIS

NEW SITE TRAFFIC ASSIGNMENT

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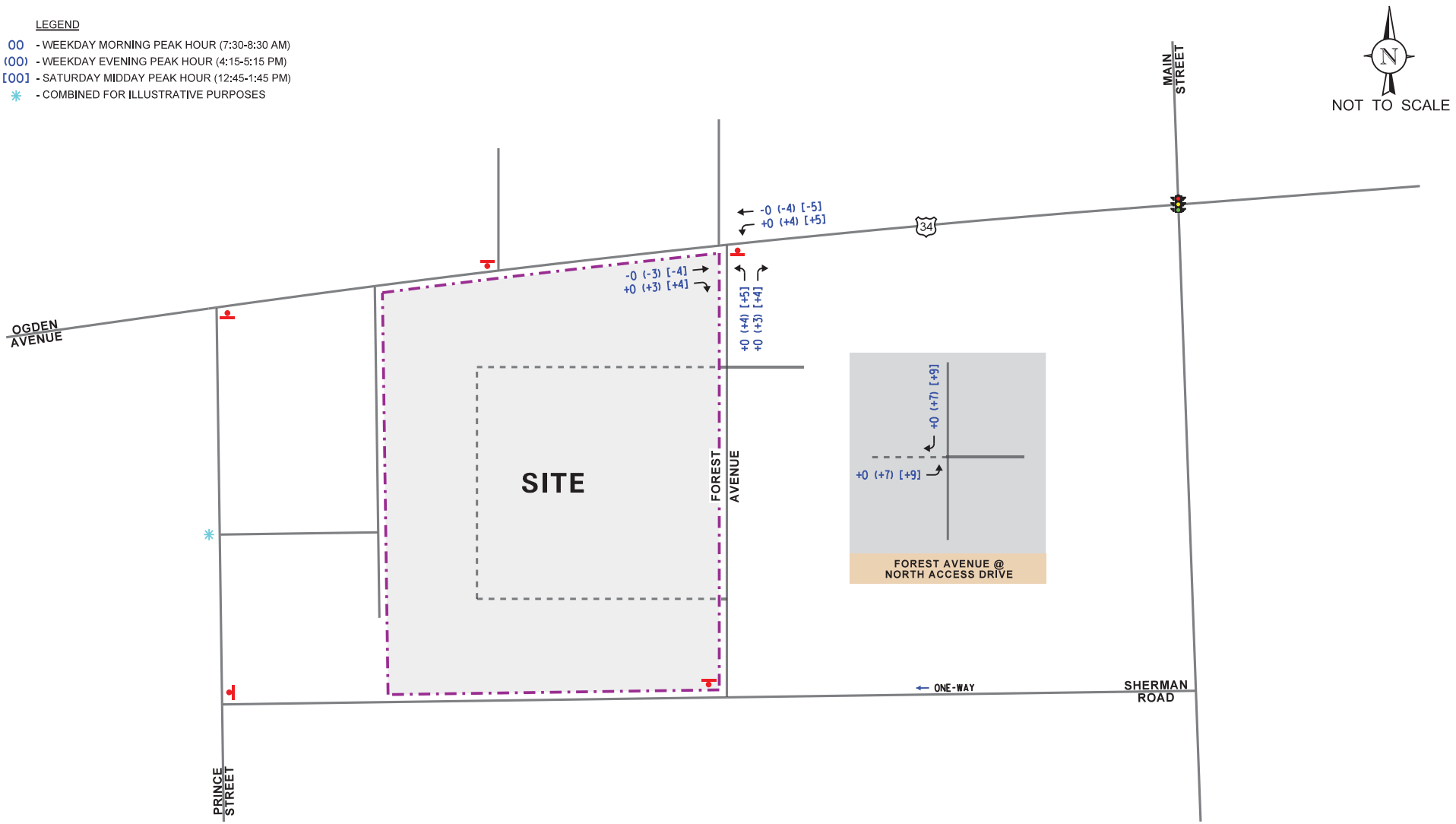
Job No: 20-202 Figure: 6

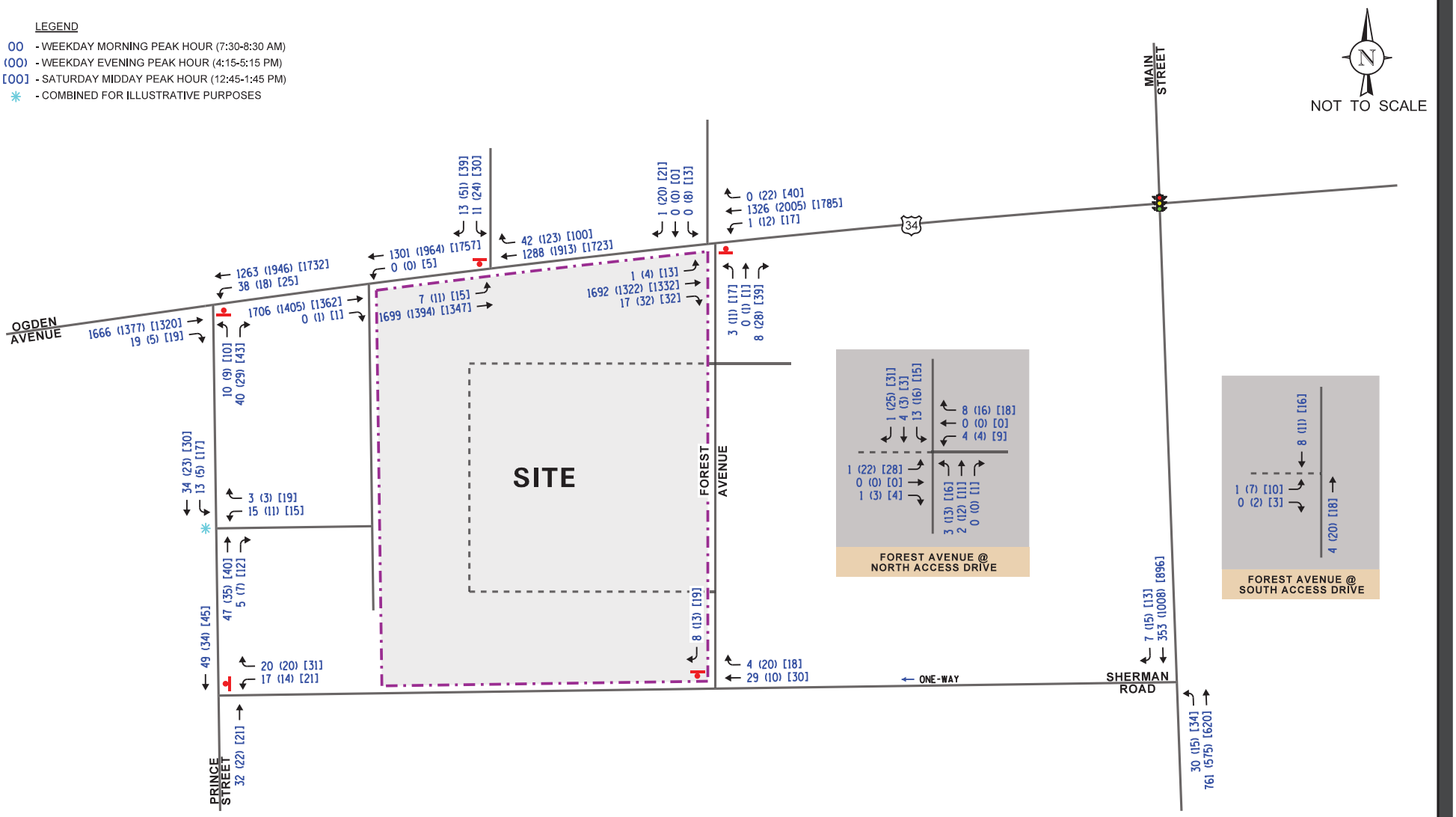


PROPOSED RETAIL DEVELOPMENT
DOWNERS GROVE, ILLINOIS

PASS-BY SITE TRAFFIC ASSIGNMENT

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

Job No: 20-202 Figure: 7



PROPOSED RETAIL DEVELOPMENT
DOWNERS GROVE, ILLINOIS

YEAR 2026 TOTAL PROJECTED TRAFFIC VOLUMES

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

Job No: 20-202 Figure: 8

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing (Year 2020) and Year 2026 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using the Synchro/SimTraffic 10 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 and total projected conditions are presented in **Tables 4** and **5**, respectively. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Ogden Avenue with Forest Avenue/Retail Access						
• Northbound Approach	E	38.9	C	22.4	D	27.8
• Southbound Approach	B	14.5	F	53.3	E	40.3
• Eastbound Left Turn	B	12.4	C	18.0	C	16.8
• Westbound Left Turn	C	15.7	B	12.4	B	12.3
Ogden Avenue with Prince Street						
• Northbound Approach	D	28.7	C	17.7	C	19.9
• Westbound Left Turn	C	16.5	B	12.3	B	12.7
Main Street with Sherman Road						
• Northbound Left Turn	A	8.1	A	9.4	A	9.4
Forest Avenue with Sherman Road						
• Southbound Approach	A	8.5	A	8.4	A	8.6
Prince Street with Sherman Road						
• Westbound Approach	A	9.0	A	8.8	A	8.8
Ogden Avenue with Jewel-Osco Access Drive						
• Southbound Approach	D	26.1	E	40.8	E	41.5
• Eastbound Left Turn	B	13.8	C	18.3	C	16.7
Ogden Avenue with Scooby's Inbound Access Drive						
• Westbound Left Turn	--	--	--	--	B	11.7
Prince Street with Scooby's Access Drives						
• Westbound Approach	A	9.2	A	9.0	A	9.0
• Southbound Left Turn	A	7.3	A	7.3	A	7.3
Forest Avenue with BP Access						
• Westbound Approach	A	8.6	A	8.7	A	8.7
• Southbound Left Turn	A	7.2	A	7.3	A	7.2

LOS – Level of Service
Delay is Measured in Seconds

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Ogden Avenue with Forest Avenue/Retail Access						
• Northbound Approach	E	45.8	D	30.8	E	35.9
• Southbound Approach	B	14.7	F	58.2	E	43.3
• Eastbound Left Turn	B	12.6	C	18.4	C	17.1
• Westbound Left Turn	C	15.9	B	12.8	B	12.8
Ogden Avenue with Prince Street						
• Northbound Approach	D	30.7	C	21.6	C	21.1
• Westbound Left Turn	C	16.9	B	12.5	B	13.0
Main Street with Sherman Road						
• Northbound Left Turn	A	8.1	A	9.6	A	9.7
Forest Avenue with Sherman Road						
• Southbound Approach	A	8.5	A	8.5	A	8.7
Prince Street with Sherman Road						
• Westbound Approach	A	9.0	A	8.8	A	8.8
Ogden Avenue with Jewel-Osco Access Drive						
• Southbound Approach	D	26.9	E	43.3	E	44.3
• Eastbound Left Turn	B	14.0	C	18.9	C	17.2
Ogden Avenue with Scooby's Inbound Access Drive						
• Westbound Left Turn	--	--	--	--	B	12.0
Prince Street with Scooby's Access Drives						
• Westbound Approach	A	9.2	A	9.0	A	9.0
• Southbound Left Turn	A	7.3	A	7.3	A	7.3
Forest Avenue with BP Access/Proposed Access						
• Eastbound Approach	A	8.7	A	9.9	B	10.0
• Westbound Approach	A	8.6	A	8.8	A	9.0
• Northbound Left Turn	A	7.2	A	7.3	A	7.4
• Southbound Left Turn	A	7.2	A	7.3	A	7.3
Forest Avenue with Proposed Access Drive						
• Eastbound Approach	A	8.6	A	8.6	A	8.6

LOS – Level of Service
Delay is Measured in Seconds

Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the projected traffic volumes and the capacity analyses performed.

Ogden Avenue with Forest Avenue/Retail Access

The results of the capacity analysis indicate that the Forest Avenue approach at Ogden Avenue currently operates at LOS E during the weekday morning peak hour, LOS C during the weekday evening peak hour and at LOS D during the Saturday midday peak hour. Under Year 2026 projected conditions, the Forest Avenue approach is projected to operate at LOS E during the weekday morning and Saturday midday peak hours and at LOS D during the weekday evening peak hour with increases in delay of approximately seven, eight and eight seconds, respectively. As previously indicated, the north leg of this intersection is the full movement access drive serving the retail developments at 1010-1034 Ogden Avenue. This approach currently operates at LOS B during the weekday morning peak hour, LOS F during the weekday evening peak hour and LOS E during the Saturday midday peak hour. Under projected conditions, this approach is projected to continue operating at existing levels of service with increases in delay of approximately five seconds or less.

It should be noted that these levels of service are expected for local roadways/access driveways that have unsignalized intersections with major arterial roadway such as Ogden Avenue. Furthermore, the provision of traffic signals at the intersections of Ogden Avenue with Main Street and Saratoga Avenue create gaps in the Ogden Avenue traffic stream which allow vehicles to turn onto Ogden Avenue. Left-turning movements from Ogden Avenue onto the Forest Avenue/retail access drive, which are accommodated within the existing two-way left-turn lane on Ogden Avenue, are projected to continue operating at LOS C or better during the peak hours with increases in delay of less than one second.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Ogden Avenue with Prince Street

The results of the capacity analysis indicate that the northbound approach currently operates at LOS D during the weekday morning peak hour, LOS C during the weekday evening peak hour, and at LOS C during the Saturday midday peak hour. Under Year 2026 total projected conditions, the northbound approach is projected to continue operating at existing levels of service during the peak hours with increases in delay of approximately four seconds or less. Furthermore, westbound left-turning movements form Ogden Avenue onto Prince Street, which are accommodated via the existing westbound left-turn lane on Ogden Avenue serving left-turning movement onto Saratoga Avenue, are projected to continue operating at LOS C or better during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Sherman Road with Main Street

The results of the capacity analysis indicate that northbound left-turning movements from Main Street onto Sherman Road, which are accommodated within an extension of the northbound left-turn lane on Main Street serving left-turning movements onto Ogden Avenue, currently operate at LOS A during the weekday morning, weekday evening and Saturday midday peak hours. Under Year 2026 total projected conditions, northbound left-turning movements from Main Street onto Sherman Road are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Sherman Road with Forest Avenue

The results of the capacity analysis indicate that the southbound approach currently operates at LOS A during the weekday morning, weekday evening and Saturday midday peak hours. Under Year 2026 total projected conditions, the southbound approach is projected to continue operating at LOS A during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Sherman Road with Prince Street

The results of the capacity analysis indicate that the westbound approach currently operates at LOS A during the weekday morning, weekday evening and Saturday midday peak hours. Under Year 2026 total projected conditions, the westbound approach is projected to continue operating at LOS A during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Ogden Avenue with Jewel-Osco Access Drive

The results of the capacity analysis indicate that the southbound approach currently operate sat LOS D during the weekday morning peak hour and at LOS E during the weekday evening and Saturday midday peak hours. Under Year 2026 total projected conditions, the southbound approach is projected to continue operating at existing levels of service during the peak hours with increases in delay of approximately three seconds or less. Furthermore, eastbound left-turning movements from Ogden Avenue onto the access drive, which are accommodated within the existing two-way left-turn lane on Ogden Avenue, are projected to continue operating at LOS C or better during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Ogden Avenue with Scooby's Inbound Access Drive

The results of the capacity analysis indicate that westbound left-turning movements from Ogden Avenue onto the Scooby's inbound only access drive, which are accommodated within the existing two-way left-turn lane on Ogden Avenue, currently operate at LOS B during the Saturday midday peak hours. Under Year 2026 total projected conditions, the westbound left-turning movements onto the access drive are projected to continue operating at LOS B or better during the peak hours with increases in delay of less than one second. As such, the proposed development will have a limited impact on the operations of this access drive and it will continue to be adequate in accommodating the traffic estimated to be generated by Scooby's Hot Dogs

Prince Street with Scooby's Access Drives

The results of the capacity analysis indicate that outbound movements from the Scooby's access drives onto Prince Street currently operate at LOS A during the weekday morning, weekday evening and Saturday midday peak hours. Under Year 2026 total projected conditions, outbound movements from the access drives onto Prince Street are projected to continue operating at LOS A during the peak hours with increase s in delays of less than one second. Furthermore, southbound left-turning movements from Prince Street onto the access drives are projected to continue operating at LOS A or better during the peak hours with increases in delay of less than one second. As such, the proposed development will have a limited impact on the operations of these access drives and they will continue to be adequate in accommodating the traffic estimated to be generated by Scooby's Hot Dogs.

Forest Avenue with Access Drives

The results of the capacity analysis indicate that outbound movements from the BP access drive onto Forest Avenue currently operate at LOS A during the weekday morning, weekday evening and Saturday midday peak hours. Under Year 2026 total projected conditions, taking into consideration the provision of the site access drive aligned opposite the BP access drive, outbound movements from the BP Access drive onto Forest Avenue are projected to operate at LOS B or better during the peak hours with increases in delay of less than one second. Furthermore, southbound left-turning movements from Forest Avenue onto the BP access drive are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second.

Outbound movements from the proposed access drives onto Forest Avenue and northbound left-turning movements from Forest Avenue onto the northerly access drive are projected to operate at LOS A during the weekday morning, weekday evening and Saturday midday peak hours. As such, the proposed access system to be provided on proposed vacated Forest Avenue will have a limited impact on the operations of the existing BP access drive, will be adequate in accommodating the traffic estimated to be generated by the proposed development, and will ensure efficient and flexible access is provided

6. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the development, the findings and recommendations of this study are outlined below:

- The volume of traffic estimated by the proposed retail development will be reduced due to internal capture and pass-by trips.

- Not all of the trips generated by the proposed development will be new trip to the area roadway network as the site is currently occupied by the Four Seasons of Fun retail building.

- The results of the capacity analyses indicate that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development.

- The existing signalized intersections of Ogden Avenue with Main Street and Saratoga Avenue create gaps in the Ogden Avenue traffic stream that allow vehicles to turn to/from the local roadways and access drives on both sides of Ogden Avenue.

- The proposed access drives off the vacated Forest Avenue will be adequate in accommodating the traffic estimated to be generated by the proposed development and will have a limited impact on the operations of the existing BP access drive.

- The proposed access system will eliminate the existing full movement access drive on Ogden Avenue serving the site, which will improve the flow of traffic along the roadway.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Study Name	Ogden Avenue with Forest Avenue
Start Date	Saturday, September 19, 2020 12:00 PM
End Date	Tuesday, September 22, 2020 6:00 PM
Site Code	

Report Summary

		Eastbound							Westbound							Northbound							Southbound							Southeastbound							Crosswalk	
Time Period	**Class.**	**U**	**HL**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**BR**	**R**	**I**	**O**	**U**	**L**	**BL**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**HR**	**I**	**O**	**U**	**HL**	**BL**	**BR**	**HR**	**I**	**O**	**Total**		**Pedestria**	**Total**
Peak 1	Lights	0	6	1	978	13	998	841	0	0	827	39	0	866	994	0	1	0	0	6	7	13	0	0	0	1	0	1	1	0	0	10	0	12	22	45	1894	W	0	0
Specified Period	%	0%	86%	100%	94%	81%	94%	96%	0%	0%	96%	93%	0%	95%	94%	0%	50%	0%	0%	86%	78%	76%	0%	0%	0%	100%	0%	100%	100%	0%	0%	91%	0%	92%	92%	92%	95%		0%	
7:00 AM - 9:00 AM	Buses	0	0	0	5	0	5	6	0	0	6	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
7:30 AM - 8:30 AM	ngle-Unit Truc	0	0	0	29	2	31	21	0	0	19	1	0	20	30	0	1	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	1	54	S	2	2
	%	0%	0%	0%	3%	13%	3%	2%	0%	0%	2%	2%	0%	2%	3%	0%	50%	0%	0%	14%	22%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	2%	3%		100%	
	ticulated Truc	0	1	0	26	1	28	12	0	1	12	2	0	15	27	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	3	44	N	0	0
	%	0%	14%	0%	3%	6%	3%	1%	0%	100%	1%	5%	0%	2%	3%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	4%	6%	2%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**7**	**1**	**1038**	**16**	**1062**	**880**	**0**	**1**	**864**	**42**	**0**	**907**	**1056**	**0**	**2**	**0**	**0**	**7**	**9**	**17**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**11**	**0**	**13**	**24**	**49**	**2003**		**2**	**2**
	PHF	0	0.88	0.25	0.88	0.57	0.87	0.94	0	0.25	0.94	0.7	0	0.95	0.88	0	0.5	0	0	0.58	0.56	0.61	0	0	0	0.25	0	0.25	0.25	0	0	0.39	0	0.81	0.55	0.72	0.92			
	Approach %						53%	44%						45%	53%						0%	1%						0%	0%						1%	2%				
Peak 2	Lights	0	11	4	1186	16	1217	1447	1	1	1379	120	22	1523	1227	0	1	0	1	9	11	18	0	8	0	16	3	27	27	0	0	23	1	51	75	134	2853	W	0	0
Specified Period	%	0%	100%	100%	98%	100%	98%	99%	100%	100%	99%	100%	100%	99%	98%	0%	100%	0%	100%	100%	100%	100%	0%	100%	0%	94%	100%	96%	100%	0%	0%	100%	100%	100%	100%	100%	99%		0%	
4:00 PM - 6:00 PM	Buses	0	0	0	2	0	2	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
4:15 PM - 5:15 PM	ngle-Unit Truc	0	0	0	14	0	14	10	0	0	9	0	0	9	14	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	24	S	0	0
	%	0%	0%	0%	1%	0%	1%	1%	0%	0%	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
	ticulated Truc	0	0	0	7	0	7	5	0	0	5	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	N	1	1
	%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**11**	**4**	**1209**	**16**	**1240**	**1464**	**1**	**1**	**1395**	**120**	**22**	**1539**	**1250**	**0**	**1**	**0**	**1**	**9**	**11**	**18**	**0**	**8**	**0**	**17**	**3**	**28**	**27**	**0**	**0**	**23**	**1**	**51**	**75**	**134**	**2893**		**1**	**1**
	PHF	0	0.69	0.33	0.98	0.57	0.98	0.98	0.25	0.25	0.97	0.77	0.79	0.96	0.99	0	0.25	0	0.25	0.75	0.69	0.64	0	0.67	0	0.53	0.75	0.58	0.61	0	0	0.72	0.25	0.8	0.78	0.76	0.98			
	Approach %						43%	51%						53%	43%						0%	1%						1%	1%						3%	5%				

		Eastbound							Westbound							Northbound							Southbound							Southeastbound							Crosswalk	
Time Period	**Class.**	**U**	**HL**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**BR**	**R**	**I**	**O**	**U**	**L**	**BL**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**HR**	**I**	**O**	**U**	**HL**	**BL**	**BR**	**HR**	**I**	**O**	**Total**		**Pedestria**	**Total**
Peak 1	Lights	1	14	13	1143	13	1184	1295	0	5	1229	100	40	1374	1198	0	5	0	1	12	18	18	0	13	0	21	0	34	54	0	0	30	0	39	69	114	2679	W	0	0
Specified Period	%	100%	100%	100%	99%	100%	99%	99%	0%	100%	99%	100%	100%	99%	99%	0%	100%	0%	100%	92%	95%	100%	0%	100%	0%	100%	0%	100%	100%	0%	0%	100%	0%	100%	100%	100%	99%		0%	
12:00 PM - 2:00 PM	Buses	0	0	0	3	0	3	3	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
12:45 PM - 1:45 PM	ngle-Unit Truc	0	0	0	7	0	7	7	0	0	7	0	0	7	8	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	S	3	3
	%	0%	0%	0%	1%	0%	1%	1%	0%	0%	1%	0%	0%	1%	1%	0%	0%	0%	0%	8%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
	ticulated Truc	0	0	0	5	0	5	6	0	0	6	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	N	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**1**	**14**	**13**	**1158**	**13**	**1199**	**1311**	**0**	**5**	**1245**	**100**	**40**	**1390**	**1214**	**0**	**5**	**0**	**1**	**13**	**19**	**18**	**0**	**13**	**0**	**21**	**0**	**34**	**54**	**0**	**0**	**30**	**0**	**39**	**69**	**114**	**2711**		**4**	**4**
	PHF	0.25	0.58	0.65	0.95	0.65	0.95	0.93	0	0.42	0.93	0.76	0.77	0.93	0.96	0	0.62	0	0.25	0.46	0.53	0.75	0	0.54	0	0.88	0	0.85	0.79	0	0	0.75	0	0.89	0.86	0.81	0.95			
	Approach %						44%	48%						51%	45%						1%	1%						1%	2%						3%	4%				

Study Name	Ogden Avenue with Prince Street
Start Date	Saturday, September 19, 2020 12:00 PM
End Date	Tuesday, September 22, 2020 6:00 PM
Site Code	

Report Summary

		Eastbound							Westbound							Northbound							Northwestbound							Northeastbound							Crosswalk	
Time Period	**Class.**	**U**	**T**	**BR**	**R**	**HR**	**I**	**O**	**U**	**HL**	**L**	**BL**	**T**	**I**	**O**	**U**	**HL**	**L**	**R**	**HR**	**I**	**O**	**U**	**HL**	**L**	**BL**	**HR**	**I**	**O**	**U**	**HL**	**BR**	**R**	**HR**	**I**	**O**	**Total**		**destria**	**Total**
Peak 1	Lights	0	912	2	7	9	930	734	0	4	9	25	724	762	956	0	23	9	38	1	71	19	0	1	2	1	0	4	7	0	0	6	0	2	8	59	1775	W	0	0
Specified Period	%	0%	94%	100%	88%	100%	94%	95%	0%	100%	100%	100%	95%	95%	94%	0%	100%	100%	95%	100%	97%	95%	0%	100%	100%	100%	0%	100%	100%	0%	0%	100%	0%	100%	100%	100%	95%		0%	
7:30 AM - 8:30 AM	Buses	0	4	0	0	0	4	4	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
7:30 AM - 8:30 AM	ıgle-Unit Truc	0	26	0	1	0	27	19	0	0	0	0	19	19	28	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	S	12	12
	%	0%	3%	0%	13%	0%	3%	2%	0%	0%	0%	0%	2%	2%	3%	0%	0%	0%	5%	0%	3%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%		100%	
	ticulated Truc	0	29	0	0	0	29	15	0	0	0	0	15	15	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	SE	1	1
	%	0%	3%	0%	0%	0%	3%	2%	0%	0%	0%	0%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**971**	**2**	**8**	**9**	**990**	**772**	**0**	**4**	**9**	**25**	**762**	**800**	**1017**	**0**	**23**	**9**	**40**	**1**	**73**	**20**	**0**	**1**	**2**	**1**	**0**	**4**	**7**	**0**	**0**	**6**	**0**	**2**	**8**	**59**	**1875**		**13**	**13**
	PHF	0	0.85	0.5	0.4	0.45	0.86	0.92	0	0.5	0.45	0.78	0.92	0.92	0.86	0	0.52	0.75	0.83	0.25	0.83	0.71	0	0.25	0.25	0.25	0	0.33	0.44	0	0	0.5	0	0.5	0.67	0.82	0.93			
	Approach %						53%	41%						43%	54%						4%	1%						0%	0%						0%	3%				
Peak 2	Lights	0	1124	2	2	0	1128	1207	0	2	10	6	1203	1221	1159	0	6	4	29	2	41	13	0	1	0	0	1	2	6	0	0	5	0	0	5	12	2397	W	0	0
Specified Period	%	0%	98%	100%	67%	0%	98%	99%	0%	100%	100%	100%	99%	99%	98%	0%	60%	100%	100%	100%	91%	93%	0%	100%	0%	0%	100%	33%	100%	0%	0%	100%	0%	0%	100%	60%	98%		0%	
4:15 PM - 5:15 PM	Buses	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
4:15 PM - 5:15 PM	ıgle-Unit Truc	0	14	0	0	0	14	10	0	0	0	0	10	10	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	S	0	0
	%	0%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
	ticulated Truc	0	7	0	0	0	7	7	0	0	0	0	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	SE	0	0
	%	0%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
	icycles on Roa	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	4	0	0	4	0	0	0	0	0	0	0	8	9	SW	2	2
	%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	9%	7%	0%	0%	100%	0%	0%	67%	0%	0%	0%	0%	0%	0%	0%	40%	0%		100%	
	Total	**0**	**1148**	**2**	**3**	**0**	**1153**	**1224**	**0**	**2**	**10**	**6**	**1220**	**1238**	**1183**	**0**	**10**	**4**	**29**	**2**	**45**	**14**	**0**	**1**	**4**	**0**	**1**	**6**	**6**	**0**	**0**	**5**	**0**	**0**	**5**	**20**	**2447**		**2**	**2**
	PHF	0	0.99	0.5	0.75	0	0.99	0.97	0	0.5	0.42	0.3	0.97	0.98	0.99	0	0.62	0.5	0.81	0.25	0.75	0.44	0	0.25	0.25	0	0.25	0.38	0.75	0	0	0.62	0	0	0.62	0.62	0.99			
	Approach %						47%	50%						51%	48%						2%	1%						0%	0%						0%	1%				

		Eastbound							Westbound							Northbound							Northwestbound							Northeastbound							Crosswalk	
Time Period	**Class.**	**U**	**T**	**BR**	**R**	**HR**	**I**	**O**	**U**	**HL**	**L**	**BL**	**T**	**I**	**O**	**U**	**HL**	**L**	**R**	**HR**	**I**	**O**	**U**	**HL**	**L**	**BL**	**HR**	**I**	**O**	**U**	**HL**	**BR**	**R**	**HR**	**I**	**O**	**Total**		**destria**	**Total**
Peak 1	Lights	0	1038	11	5	3	1057	1141	0	3	8	13	1131	1155	1089	0	18	9	43	7	77	18	0	0	0	0	3	3	21	0	1	5	0	5	11	34	2303	W	1	1
Specified Period	%	0%	98%	100%	100%	100%	99%	99%	0%	100%	89%	100%	99%	99%	99%	0%	100%	100%	100%	100%	100%	90%	0%	0%	0%	0%	100%	100%	100%	0%	100%	100%	0%	83%	85%	97%	99%		100%	
12:45 PM - 1:45 PM	Buses	0	2	0	0	0	2	3	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
12:45 PM - 1:45 PM	ıgle-Unit Truc	0	11	0	0	0	11	6	0	0	0	0	6	6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	S	4	4
	%	0%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
	ticulated Truc	0	3	0	0	0	3	6	0	0	1	0	6	7	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	11	SE	1	1
	%	0%	0%	0%	0%	0%	0%	1%	0%	0%	11%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	8%	3%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	SW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	8%	0%	0%		0%	
	Total	**0**	**1054**	**11**	**5**	**3**	**1073**	**1156**	**0**	**3**	**9**	**13**	**1146**	**1171**	**1105**	**0**	**18**	**9**	**43**	**7**	**77**	**20**	**0**	**0**	**0**	**0**	**3**	**3**	**21**	**1**	**1**	**5**	**0**	**6**	**13**	**35**	**2337**		**6**	**6**
	PHF	0	0.94	0.92	0.62	0.38	0.94	0.92	0	0.75	0.45	0.65	0.92	0.93	0.94	0	0.75	0.75	0.77	0.58	0.8	0.56	0	0	0	0	0.38	0.38	0.75	0.25	0.25	0.42	0	0.75	0.54	0.8	0.96			
	Approach %						46%	49%						50%	47%						3%	1%						0%	1%						1%	1%				

Study Name Prince Street with Sherman Road
Start Date Saturday, September 19, 2020 12:00 PM
End Date Tuesday, September 22, 2020 6:00 PM
Site Code

Report Summary

		Eastbound							Westbound							Northbound							Southbound							Southeastbound							Southwestbound							Crosswalk	
Time Period	Class.	U	L	BL	T	R	I	O	U	L	T	BR	R	HR	I	O	U	L	BL	T	BR	R	I	O	U	HL	L	T	R	HR	I	O	U	HL	L	BL	BR	I	O	U	HL	BL	BR	R	HR	I	O	Total		Pedestria	Total
Peak 1	Lights	0	0	0	0	0	0	2	0	14	0	0	16	2	32	0	0	1	0	20	1	0	22	56	0	7	0	32	1	0	40	39	0	0	0	0	0	0	0	1	0	10	0	0	3	14	11	108	W	0	0
Specified Period	%	0%	0%	0%	0%	0%	0%	100%	0%	88%	0%	0%	100%	67%	89%	0%	0%	100%	0%	91%	100%	0%	92%	95%	0%	100%	0%	97%	100%	0%	98%	95%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	100%	92%	94%		0%	
7:30 AM - 8:30 AM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
7:30 AM - 8:30 AM	ngle-Unit Truc	0	0	0	0	0	0	0	1	2	0	0	0	1	4	1	0	0	0	2	0	0	2	3	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	S	0	0
	%	0%	0%	0%	0%	0%	0%	0%	100%	13%	0%	0%	0%	33%	11%	100%	0%	0%	0%	9%	0%	0%	8%	5%	0%	0%	0%	3%	0%	0%	2%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	6%		0%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**16**	**0**	**0**	**16**	**3**	**36**	**1**	**0**	**1**	**0**	**22**	**1**	**0**	**24**	**59**	**0**	**7**	**0**	**33**	**1**	**0**	**41**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	**0**	**0**	**3**	**14**	**12**	**115**	NE	**1**	**1**
	PHF	0	0	0	0	0	0	0.5	0.25	0.67	0	0	0.67	0.75	0.9	0.25	0	0.25	0	0.61	0.25	0	0.67	0.82	0	0.58	0	0.75	0.25	0	0.73	0.73	0	0	0	0	0	0	0	0.25	0	0.5	0	0	0.38	0.5	0.75	0.82		100%	
	Approach %						0%	2%							31%	1%							21%	51%							36%	36%						0%	0%							12%	10%			**1**	**1**
Peak 2	Lights	0	2	0	0	3	5	3	0	10	1	0	8	0	19	0	0	0	0	11	2	0	13	40	0	1	0	21	2	0	24	23	0	0	0	0	0	0	0	0	6	0	0	2	8	3	69	W	0	0
Specified Period	%	0%	100%	0%	0%	100%	100%	75%	0%	77%	100%	0%	67%	0%	66%	0%	0%	0%	0%	85%	100%	0%	76%	93%	0%	100%	0%	100%	100%	0%	96%	79%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	100%	100%	50%	82%		0%	
4:15 PM - 5:15 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
4:15 PM - 5:15 PM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	icycles on Roa	0	0	0	0	0	0	1	0	3	0	0	4	3	10	2	0	1	0	2	0	1	4	3	0	0	1	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15	NW	0	0
	%	0%	0%	0%	0%	0%	0%	25%	0%	23%	0%	0%	33%	100%	34%	100%	0%	100%	0%	15%	0%	100%	24%	7%	0%	0%	100%	0%	0%	0%	4%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	18%		0%	
	Total	**0**	**2**	**0**	**0**	**3**	**5**	**4**	**0**	**13**	**1**	**0**	**12**	**3**	**29**	**2**	**0**	**1**	**0**	**13**	**2**	**1**	**17**	**43**	**0**	**1**	**1**	**21**	**2**	**0**	**25**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**2**	**8**	**6**	**84**	NE	**0**	**0**
	PHF	0	0.5	0	0	0.75	0.62	0.5	0	0.65	0.25	0	0.6	0.25	0.66	0.5	0	0.25	0	0.46	0.5	0.25	0.47	0.77	0	0.25	0.25	0.66	0.25	0	0.62	0.66	0	0	0	0	0	0	0	0	0	0.75	0	0	0.25	0.67	0.5	0.68		0%	
	Approach %						6%	5%							35%	2%							20%	51%							30%	35%						0%	0%							10%	7%			**1**	**1**

		Eastbound							Westbound							Northbound							Southbound							Southeastbound							Southwestbound							Crosswalk	
Time Period	Class.	U	L	BL	T	R	I	O	U	L	T	BR	R	HR	I	O	U	L	BL	T	BR	R	I	O	U	HL	L	T	R	HR	I	O	U	HL	L	BL	BR	I	O	U	HL	BL	BR	R	HR	I	O	Total		Pedestria	Total
Peak 1	Lights	0	0	0	0	0	0	0	0	21	0	0	20	4	45	0	0	0	0	14	0	0	14	64	1	2	0	29	0	0	32	51	0	0	0	0	0	0	0	0	14	0	0	16	30	6	121	W	0	0
Specified Period	%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	100%	100%	0%	0%	0%	0%	100%	0%	0%	93%	97%	100%	100%	0%	97%	0%	0%	97%	100%	0%	0%	0%	0%	0%	0%	0%	0%	93%	0%	0%	100%	97%	86%	98%		0%	
12:45 PM - 1:45 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	3	3
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
12:45 PM - 1:45 PM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	S	2	2
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	3%	0%	2%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	2	2
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	NW	4	4
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	1%		100%	
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**20**	**4**	**45**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**15**	**66**	**1**	**2**	**0**	**30**	**0**	**0**	**33**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**16**	**31**	**7**	**124**	NE	**3**	**3**
	PHF	0	0	0	0	0	0	0	0	0.75	0	0	0.62	0.5	0.7	0	0	0	0	0.58	0.25	0	0.62	0.75	0.25	0.5	0	0.75	0	0	0.82	0.8	0	0	0	0	0	0	0	0	0	0.75	0	0	0.67	0.78	0.58	0.84		100%	
	Approach %						0%	0%							36%	0%							12%	53%							27%	41%						0%	0%							25%	6%			**14**	**14**

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Sherman Road
Site Code:
Start Date: 09/19/2020
Page No: 1

Turning Movement Data

Start Time	Sherman Road Eastbound						Access Drive Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	169	0	0	173	1	0	135	2	0	138	311
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	176	0	0	183	0	0	123	2	0	125	308
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	150	0	0	153	0	0	104	0	0	104	257
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	153	0	0	163	0	0	138	2	0	140	303
Hourly Total	0	0	0	0	1	0	0	0	0	0	0	0	0	24	648	0	0	672	1	0	500	6	0	507	1179
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	9	140	0	0	149	0	0	135	2	0	137	286
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	116	0	0	118	0	0	137	1	0	138	256
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	118	0	0	123	0	0	113	0	0	113	236
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	136	0	0	141	0	0	107	1	0	108	249
Hourly Total	0	0	0	0	1	0	0	0	0	0	0	0	0	21	510	0	0	531	0	0	492	4	0	496	1027
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	6	97	0	0	103	0	1	50	2	0	53	156
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	117	0	0	121	0	3	62	1	0	66	187
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	107	0	0	114	0	0	78	2	0	80	194
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	137	0	0	144	0	0	68	0	0	68	212
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	24	458	0	0	482	0	4	258	5	0	267	749
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	5	111	1	0	117	0	1	58	1	0	60	177
8:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	10	93	0	0	103	0	1	74	2	0	77	181
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	4	116	1	0	121	0	0	59	0	0	59	180
8:45 AM	0	0	0	0	1	0	0	0	0	1	0	1	0	2	108	0	0	110	0	0	79	1	0	80	191
Hourly Total	0	0	0	1	1	1	0	0	0	1	4	1	0	21	428	2	0	451	0	2	270	4	0	276	729
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	1	0	0	0	0	3	0	3	0	4	107	0	0	111	0	1	115	3	0	119	233
4:15 PM	0	0	0	1	3	1	0	0	0	0	1	0	0	2	133	0	0	135	0	0	149	2	0	151	287
4:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	3	119	0	0	122	0	2	156	1	0	159	284
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	99	0	0	100	0	2	148	1	0	151	253
Hourly Total	0	0	0	1	4	1	0	0	3	5	1	8	0	10	458	0	0	468	0	5	568	7	0	580	1057
5:00 PM	0	0	0	0	1	0	0	0	0	2	0	2	0	3	134	0	0	137	0	1	136	4	0	141	280
5:15 PM	0	0	0	0	1	0	0	0	0	1	0	1	0	0	109	1	1	110	1	2	124	0	0	127	238
5:30 PM	0	0	0	0	2	0	0	0	0	2	0	2	0	0	115	1	0	116	0	0	141	0	0	141	259
5:45 PM	0	0	0	0	0	0	0	0	0	2	1	2	0	0	102	0	0	102	0	1	121	1	0	123	227
Hourly Total	0	0	0	0	4	0	0	0	0	7	1	7	0	3	460	2	1	465	1	4	522	5	0	532	1004
Grand Total	0	0	0	2	11	2	0	0	3	13	7	16	0	103	2962	4	1	3069	2	15	2610	31	0	2658	5745
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	0.0	18.8	81.3	-	-	0.0	3.4	96.5	0.1	-	-	0.1	0.6	98.2	1.2	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.2	-	0.3	0.0	1.8	51.6	0.1	-	53.4	0.0	0.3	45.4	0.5	-	46.3	-

Lights	0	0	0	0	-	0	0	0	0	13	-	13	0	97	2916	4	-	3017	2	15	2565	29	-	2611	5641
% Lights	-	-	-	0.0	-	0.0	-	-	0.0	100.0	-	81.3	-	94.2	98.4	100.0	-	98.3	100.0	100.0	98.3	93.5	-	98.2	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	10	0	-	10	0	0	6	0	-	6	16
% Buses	-	-	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.2	0.0	-	0.2	0.3
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	3	31	0	-	34	0	0	35	2	-	37	72
% Single-Unit Trucks	-	-	-	50.0	-	50.0	-	-	0.0	0.0	-	0.0	-	2.9	1.0	0.0	-	1.1	0.0	0.0	1.3	6.5	-	1.4	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	4	0	-	4	8
% Articulated Trucks	-	-	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.0	0.0	0.2	0.0	-	0.2	0.1
Bicycles on Road	0	0	0	1	-	1	0	0	3	0	-	3	0	3	1	0	-	4	0	0	0	0	-	0	8
% Bicycles on Road	-	-	-	50.0	-	50.0	-	-	100.0	0.0	-	18.8	-	2.9	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	11	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Sherman Road
Site Code:
Start Date: 09/19/2020

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Sherman Road Eastbound						Access Drive Westbound						Main Street Northbound						Main Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	153	0	0	163	0	0	138	2	0	140	303
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	9	140	0	0	149	0	0	135	2	0	137	286
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	116	0	0	118	0	0	137	1	0	138	256
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	118	0	0	123	0	0	113	0	0	113	236
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	26	527	0	0	553	0	0	523	5	0	528	1081
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	4.7	95.3	0.0	-	-	0.0	0.0	99.1	0.9	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	2.4	48.8	0.0	-	51.2	0.0	0.0	48.4	0.5	-	48.8	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.000	0.650	0.861	0.000	-	0.848	0.000	0.000	0.947	0.625	-	0.943	0.892
Lights	0	0	0	0	-	0	0	0	0	0	-	0	0	26	522	0	-	548	0	0	517	5	-	522	1070
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	99.1	-	-	99.1	-	-	98.9	100.0	-	98.9	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	0	5	0	-	5	10
% Single-Unit Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.9	-	-	0.9	-	-	1.0	0.0	-	0.9	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	-	-	0.2	0.0	-	0.2	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Sherman Road
Site Code:
Start Date: 09/19/2020

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Sherman Road Eastbound						Access Drive Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	107	0	0	114	0	0	78	2	0	80	194
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	137	0	0	144	0	0	68	0	0	68	212
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	5	111	1	0	117	0	1	58	1	0	60	177
8:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	10	93	0	0	103	0	1	74	2	0	77	181
Total	0	0	0	1	0	1	0	0	0	0	1	0	0	29	448	1	0	478	0	2	278	5	0	285	764
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	6.1	93.7	0.2	-	-	0.0	0.7	97.5	1.8	-	-	-
Total %	0.0	0.0	0.0	0.1	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0	3.8	58.6	0.1	-	62.6	0.0	0.3	36.4	0.7	-	37.3	-
PHF	0.000	0.000	0.000	0.250	-	0.250	0.000	0.000	0.000	0.000	-	0.000	0.000	0.725	0.818	0.250	-	0.830	0.000	0.500	0.891	0.625	-	0.891	0.901
Lights	0	0	0	0	-	0	0	0	0	0	-	0	0	27	435	1	-	463	0	2	266	4	-	272	735
% Lights	-	-	-	0.0	-	0.0	-	-	-	-	-	-	-	93.1	97.1	100.0	-	96.9	-	100.0	95.7	80.0	-	95.4	96.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	3
% Buses	-	-	-	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	2	9	0	-	11	0	0	10	1	-	11	23
% Single-Unit Trucks	-	-	-	100.0	-	100.0	-	-	-	-	-	-	-	6.9	2.0	0.0	-	2.3	-	0.0	3.6	20.0	-	3.9	3.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	3
% Articulated Trucks	-	-	-	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.2	0.0	-	0.2	-	0.0	0.7	0.0	-	0.7	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Sherman Road
Site Code:
Start Date: 09/19/2020

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Sherman Road Eastbound						Access Drive Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	0	0	1	3	1	0	0	0	0	1	0	0	2	133	0	0	135	0	0	149	2	0	151	287
4:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	3	119	0	0	122	0	2	156	1	0	159	284
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	99	0	0	100	0	2	148	1	0	151	253
5:00 PM	0	0	0	0	1	0	0	0	0	2	0	2	0	3	134	0	0	137	0	1	136	4	0	141	280
Total	0	0	0	1	4	1	0	0	3	4	1	7	0	9	485	0	0	494	0	5	589	8	0	602	1104
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	0.0	42.9	57.1	-	-	0.0	1.8	98.2	0.0	-	-	0.0	0.8	97.8	1.3	-	-	-
Total %	0.0	0.0	0.0	0.1	-	0.1	0.0	0.0	0.3	0.4	-	0.6	0.0	0.8	43.9	0.0	-	44.7	0.0	0.5	53.4	0.7	-	54.5	-
PHF	0.000	0.000	0.000	0.250	-	0.250	0.000	0.000	0.250	0.500	-	0.583	0.000	0.750	0.905	0.000	-	0.901	0.000	0.625	0.944	0.500	-	0.947	0.962
Lights	0	0	0	0	-	0	0	0	0	4	-	4	0	9	478	0	-	487	0	5	585	8	-	598	1089
% Lights	-	-	-	0.0	-	0.0	-	-	0.0	100.0	-	57.1	-	100.0	98.6	-	-	98.6	-	100.0	99.3	100.0	-	99.3	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Buses	-	-	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.2	-	-	0.2	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	6	0	0	4	0	-	4	10
% Single-Unit Trucks	-	-	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	1.2	-	-	1.2	-	0.0	0.7	0.0	-	0.7	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	1	-	1	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles on Road	-	-	-	100.0	-	100.0	-	-	100.0	0.0	-	42.9	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Downers Grove, IL Weather: Warm and Sunny 09/23/20
Forest Ave and Gas Station Access 13:46:27
Tuesday September 22, 2020

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 11 forest/gasstation

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	2	2	0	0	0	0	0	0	0	0	4
715	0	0	2	1	0	0	0	0	0	0	0	0	3
730	0	0	3	2	0	0	0	0	0	0	0	0	5
745	0	0	6	4	0	1	0	0	0	0	0	0	11
800	0	0	3	2	0	2	0	0	0	0	0	0	7
815	0	0	1	0	0	1	0	0	0	0	0	0	2
830	0	0	3	0	0	1	0	0	0	0	0	0	4
845	0	0	5	1	0	0	1	0	0	0	0	0	7
1600	0	0	1	2	0	1	0	0	0	0	0	0	4
1615	0	0	5	1	0	1	0	0	0	0	0	0	7
1630	0	0	7	3	0	2	0	0	0	0	0	0	12
1645	0	0	1	1	0	0	0	0	0	0	0	0	2
1700	0	0	3	1	0	1	0	0	0	0	0	0	5
1715	0	0	2	1	0	1	0	0	0	0	0	0	4
1730	0	0	5	2	0	0	0	0	0	0	0	0	7
1745	0	0	4	2	0	4	0	0	0	0	0	0	10
Total	0	0	53	25	0	15	1	0	0	0	0	0	94

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 11 forest/gasstation

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	2	2	0	0	2	2	0	0	4
715	2	1	0	0	1	2	0	0	3
730	3	2	0	0	2	3	0	0	5
745	6	5	0	0	4	6	1	0	11
800	3	4	0	0	2	3	2	0	7
815	1	1	0	0	0	1	1	0	2
830	3	1	0	0	0	3	1	0	4
845	5	1	1	0	1	6	0	0	7
1600	1	3	0	0	2	1	1	0	4
1615	5	2	0	0	1	5	1	0	7
1630	7	5	0	0	3	7	2	0	12
1645	1	1	0	0	1	1	0	0	2
1700	3	2	0	0	1	3	1	0	5
1715	2	2	0	0	1	2	1	0	4
1730	5	2	0	0	2	5	0	0	7
1745	4	6	0	0	2	4	4	0	10
Total	53	40	1	0	25	54	15	0	94

Downers Grove, IL Weather: Warm and Sunny 09/23/20
Forest Ave and Gas Station Access 13:46:27
Tuesday September 22, 2020

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 11 forest/gasstation

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	8	8	0	0	0	0	0	0	0	0	16
715	0	0	8	4	0	0	0	0	0	0	0	0	12
730	0	0	12	8	0	0	0	0	0	0	0	0	20
745	0	0	24	16	0	4	0	0	0	0	0	0	44
800	0	0	12	8	0	8	0	0	0	0	0	0	28
815	0	0	4	0	0	4	0	0	0	0	0	0	8
830	0	0	12	0	0	4	0	0	0	0	0	0	16
845	0	0	20	4	0	0	4	0	0	0	0	0	28
1600	0	0	4	8	0	4	0	0	0	0	0	0	16
1615	0	0	20	4	0	4	0	0	0	0	0	0	28
1630	0	0	28	12	0	8	0	0	0	0	0	0	48
1645	0	0	4	4	0	0	0	0	0	0	0	0	8
1700	0	0	12	4	0	4	0	0	0	0	0	0	20
1715	0	0	8	4	0	4	0	0	0	0	0	0	16
1730	0	0	20	8	0	0	0	0	0	0	0	0	28
1745	0	0	16	8	0	16	0	0	0	0	0	0	40

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 11 forest/gasstation

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	8	8	0	0	8	8	0	0	16
715	8	4	0	0	4	8	0	0	12
730	12	8	0	0	8	12	0	0	20
745	24	20	0	0	16	24	4	0	44
800	12	16	0	0	8	12	8	0	28
815	4	4	0	0	0	4	4	0	8
830	12	4	0	0	0	12	4	0	16
845	20	4	4	0	4	24	0	0	28
1600	4	12	0	0	8	4	4	0	16
1615	20	8	0	0	4	20	4	0	28
1630	28	20	0	0	12	28	8	0	48
1645	4	4	0	0	4	4	0	0	8
1700	12	8	0	0	4	12	4	0	20
1715	8	8	0	0	4	8	4	0	16
1730	20	8	0	0	8	20	0	0	28
1745	16	24	0	0	8	16	16	0	40

Downers Grove, IL Weather: Warm and Sunny 09/23/20
Forest Ave and Gas Station Access 13:46:27
Tuesday September 22, 2020

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 11 forest/gasstation

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	13	9	0	1	0	0	0	0	0	0	23
715	0	0	14	9	0	3	0	0	0	0	0	0	26
730	0	0	13	8	0	4	0	0	0	0	0	0	25
745	0	0	13	6	0	5	0	0	0	0	0	0	24
800	0	0	12	3	0	4	1	0	0	0	0	0	20
815	0	0	9	1	0	2	1	0	0	0	0	0	13*
830	0	0	8	1	0	1	1	0	0	0	0	0	11*
845	0	0	5	1	0	0	1	0	0	0	0	0	7*
1600	0	0	14	7	0	4	0	0	0	0	0	0	25
1615	0	0	16	6	0	4	0	0	0	0	0	0	26
1630	0	0	13	6	0	4	0	0	0	0	0	0	23
1645	0	0	11	5	0	2	0	0	0	0	0	0	18
1700	0	0	14	6	0	6	0	0	0	0	0	0	26
1715	0	0	11	5	0	5	0	0	0	0	0	0	21*
1730	0	0	9	4	0	4	0	0	0	0	0	0	17*
1745	0	0	4	2	0	4	0	0	0	0	0	0	10*

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 11 forest/gasstation

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	13	10	0	0	9	13	1	0	23
715	14	12	0	0	9	14	3	0	26
730	13	12	0	0	8	13	4	0	25
745	13	11	0	0	6	13	5	0	24
800	12	7	1	0	3	13	4	0	20
815	9	3	1	0	1	10	2	0	13*
830	8	2	1	0	1	9	1	0	11*
845	5	1	1	0	1	6	0	0	7*
1600	14	11	0	0	7	14	4	0	25
1615	16	10	0	0	6	16	4	0	26
1630	13	10	0	0	6	13	4	0	23
1645	11	7	0	0	5	11	2	0	18
1700	14	12	0	0	6	14	6	0	26
1715	11	10	0	0	5	11	5	0	21*
1730	9	8	0	0	4	9	4	0	17*
1745	4	6	0	0	2	4	4	0	10*

Downer's Grove, IL Weather: Cool and Dry 09/21/20
Forest Ave and Gas Station Access 09:12:59
Saturday September 19, 2020

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 6 forest/gas/sat

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
1200	0	0	6	6	0	2	0	0	0	0	0	0	14
1215	0	0	4	7	0	0	1	0	0	0	0	0	12
1230	0	0	4	2	0	0	0	0	0	0	0	0	6
1245	0	0	5	6	0	3	0	0	0	0	0	0	14
1300	0	0	6	8	0	4	1	0	0	0	0	0	19
1315	0	0	0	2	0	1	0	0	0	0	0	0	3
1330	0	0	4	2	0	1	0	0	0	0	0	0	7
1345	0	0	7	2	0	5	0	0	0	0	0	0	14
Total	0	0	36	35	0	16	2	0	0	0	0	0	89

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 6 forest/gas/sat

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
1200	6	8	0	0	6	6	2	0	14
1215	4	7	1	0	7	5	0	0	12
1230	4	2	0	0	2	4	0	0	6
1245	5	9	0	0	6	5	3	0	14
1300	6	12	1	0	8	7	4	0	19
1315	0	3	0	0	2	0	1	0	3
1330	4	3	0	0	2	4	1	0	7
1345	7	7	0	0	2	7	5	0	14
Total	36	51	2	0	35	38	16	0	89

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 6 forest/gas/sat

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
1200	0	0	24	24	0	8	0	0	0	0	0	0	56
1215	0	0	16	28	0	0	4	0	0	0	0	0	48
1230	0	0	16	8	0	0	0	0	0	0	0	0	24
1245	0	0	20	24	0	12	0	0	0	0	0	0	56
1300	0	0	24	32	0	16	4	0	0	0	0	0	76
1315	0	0	0	8	0	4	0	0	0	0	0	0	12
1330	0	0	16	8	0	4	0	0	0	0	0	0	28
1345	0	0	28	8	0	20	0	0	0	0	0	0	56

Downer's Grove, IL Weather: Cool and Dry 09/21/20
Forest Ave and Gas Station Access 09:12:59
Saturday September 19, 2020

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 6 forest/gas/sat

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
1200	24	32	0	0	24	24	8	0	56
1215	16	28	4	0	28	20	0	0	48
1230	16	8	0	0	8	16	0	0	24
1245	20	36	0	0	24	20	12	0	56
1300	24	48	4	0	32	28	16	0	76
1315	0	12	0	0	8	0	4	0	12
1330	16	12	0	0	8	16	4	0	28
1345	28	28	0	0	8	28	20	0	56

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 6 forest/gas/sat

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
1200	0	0	19	21	0	5	1	0	0	0	0	0	46
1215	0	0	19	23	0	7	2	0	0	0	0	0	51
1230	0	0	15	18	0	8	1	0	0	0	0	0	42
1245	0	0	15	18	0	9	1	0	0	0	0	0	43
1300	0	0	17	14	0	11	1	0	0	0	0	0	43
1315	0	0	11	6	0	7	0	0	0	0	0	0	24*
1330	0	0	11	4	0	6	0	0	0	0	0	0	21*
1345	0	0	7	2	0	5	0	0	0	0	0	0	14*

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 6 forest/gas/sat

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
1200	19	26	1	0	21	20	5	0	46
1215	19	30	2	0	23	21	7	0	51
1230	15	26	1	0	18	16	8	0	42
1245	15	27	1	0	18	16	9	0	43
1300	17	25	1	0	14	18	11	0	43
1315	11	13	0	0	6	11	7	0	24*
1330	11	10	0	0	4	11	6	0	21*
1345	7	7	0	0	2	7	5	0	14*

Downers Grove, IL Weather: Warm and Sunny 09/23/20
Forest Ave and Sherman Rd 13:45:04
Tuesday September 22, 2020

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 10 forest/sherman

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	6	0	0	0	0	0	0	0	6
715	2	0	0	0	8	0	0	0	0	0	0	0	10
730	0	0	0	0	8	0	0	0	0	0	0	0	8
745	2	0	0	0	6	0	0	0	0	0	0	0	8
800	2	0	0	0	8	0	0	0	0	0	0	0	10
815	3	0	0	1	7	0	0	0	0	0	0	0	11
830	1	0	0	0	9	0	0	0	0	0	0	0	10
845	0	0	0	0	2	0	0	0	0	0	0	0	2
1600	0	0	0	0	3	0	0	0	0	0	0	0	3
1615	2	0	0	2	2	0	0	0	0	0	0	0	6
1630	3	0	0	2	3	0	0	0	0	0	0	0	8
1645	0	0	0	1	1	0	0	0	0	0	0	0	2
1700	3	0	0	2	4	0	0	0	0	0	0	0	9
1715	4	0	0	2	8	0	0	0	0	0	0	0	14
1730	0	0	0	0	1	0	0	0	0	0	0	0	1
1745	4	0	0	0	1	0	0	0	0	0	0	0	5
Total	26	0	0	10	77	0	0	0	0	0	0	0	113

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 10 forest/sherman

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	6	0	0	0	0	0	6	6
715	2	8	0	0	0	0	0	10	10
730	0	8	0	0	0	0	0	8	8
745	2	6	0	0	0	0	0	8	8
800	2	8	0	0	0	0	0	10	10
815	3	8	0	0	1	0	0	10	11
830	1	9	0	0	0	0	0	10	10
845	0	2	0	0	0	0	0	2	2
1600	0	3	0	0	0	0	0	3	3
1615	2	4	0	0	2	0	0	4	6
1630	3	5	0	0	2	0	0	6	8
1645	0	2	0	0	1	0	0	1	2
1700	3	6	0	0	2	0	0	7	9
1715	4	10	0	0	2	0	0	12	14
1730	0	1	0	0	0	0	0	1	1
1745	4	1	0	0	0	0	0	5	5
Total	26	87	0	0	10	0	0	103	113

Downers Grove, IL Weather: Warm and Sunny 09/23/20
Forest Ave and Sherman Rd 13:45:04
Tuesday September 22, 2020

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 10 forest/sherman

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	24	0	0	0	0	0	0	0	24
715	8	0	0	0	32	0	0	0	0	0	0	0	40
730	0	0	0	0	32	0	0	0	0	0	0	0	32
745	8	0	0	0	24	0	0	0	0	0	0	0	32
800	8	0	0	0	32	0	0	0	0	0	0	0	40
815	12	0	0	4	28	0	0	0	0	0	0	0	44
830	4	0	0	0	36	0	0	0	0	0	0	0	40
845	0	0	0	0	8	0	0	0	0	0	0	0	8
1600	0	0	0	0	12	0	0	0	0	0	0	0	12
1615	8	0	0	8	8	0	0	0	0	0	0	0	24
1630	12	0	0	8	12	0	0	0	0	0	0	0	32
1645	0	0	0	4	4	0	0	0	0	0	0	0	8
1700	12	0	0	8	16	0	0	0	0	0	0	0	36
1715	16	0	0	8	32	0	0	0	0	0	0	0	56
1730	0	0	0	0	4	0	0	0	0	0	0	0	4
1745	16	0	0	0	4	0	0	0	0	0	0	0	20

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 10 forest/sherman

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	24	0	0	0	0	0	24	24
715	8	32	0	0	0	0	0	40	40
730	0	32	0	0	0	0	0	32	32
745	8	24	0	0	0	0	0	32	32
800	8	32	0	0	0	0	0	40	40
815	12	32	0	0	4	0	0	40	44
830	4	36	0	0	0	0	0	40	40
845	0	8	0	0	0	0	0	8	8
1600	0	12	0	0	0	0	0	12	12
1615	8	16	0	0	8	0	0	16	24
1630	12	20	0	0	8	0	0	24	32
1645	0	8	0	0	4	0	0	4	8
1700	12	24	0	0	8	0	0	28	36
1715	16	40	0	0	8	0	0	48	56
1730	0	4	0	0	0	0	0	4	4
1745	16	4	0	0	0	0	0	20	20

Downers Grove, IL Weather: Warm and Sunny 09/23/20
Forest Ave and Sherman Rd 13:45:04
Tuesday September 22, 2020

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 10 forest/sherman

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	4	0	0	0	28	0	0	0	0	0	0	0	32
715	6	0	0	0	30	0	0	0	0	0	0	0	36
730	7	0	0	1	29	0	0	0	0	0	0	0	37
745	8	0	0	1	30	0	0	0	0	0	0	0	39
800	6	0	0	1	26	0	0	0	0	0	0	0	33
815	4	0	0	1	18	0	0	0	0	0	0	0	23*
830	1	0	0	0	11	0	0	0	0	0	0	0	12*
845	0	0	0	0	2	0	0	0	0	0	0	0	2*
1600	5	0	0	5	9	0	0	0	0	0	0	0	19
1615	8	0	0	7	10	0	0	0	0	0	0	0	25
1630	10	0	0	7	16	0	0	0	0	0	0	0	33
1645	7	0	0	5	14	0	0	0	0	0	0	0	26
1700	11	0	0	4	14	0	0	0	0	0	0	0	29
1715	8	0	0	2	10	0	0	0	0	0	0	0	20*
1730	4	0	0	0	2	0	0	0	0	0	0	0	6*
1745	4	0	0	0	1	0	0	0	0	0	0	0	5*

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 10 forest/sherman

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	4	28	0	0	0	0	0	32	32
715	6	30	0	0	0	0	0	36	36
730	7	30	0	0	1	0	0	36	37
745	8	31	0	0	1	0	0	38	39
800	6	27	0	0	1	0	0	32	33
815	4	19	0	0	1	0	0	22	23*
830	1	11	0	0	0	0	0	12	12*
845	0	2	0	0	0	0	0	2	2*
1600	5	14	0	0	5	0	0	14	19
1615	8	17	0	0	7	0	0	18	25
1630	10	23	0	0	7	0	0	26	33
1645	7	19	0	0	5	0	0	21	26
1700	11	18	0	0	4	0	0	25	29
1715	8	12	0	0	2	0	0	18	20*
1730	4	2	0	0	0	0	0	6	6*
1745	4	1	0	0	0	0	0	5	5*

Downer's Grove, IL Weather: Cool and Dry 09/21/20
Forest Ave and Sherman Rd 09:10:53
Saturday September 19, 2020

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 5 forest/sherman/sat

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
1200	3	0	0	3	7	0	0	0	0	0	0	0	13
1215	1	0	0	1	9	0	0	0	0	0	0	0	11
1230	1	0	0	1	3	0	0	0	0	0	0	0	5
1245	3	0	0	1	14	0	0	0	0	0	0	0	18
1300	5	0	0	1	8	0	0	0	0	0	0	0	14
1315	3	0	0	0	3	0	0	0	0	0	0	0	6
1330	1	0	0	0	5	0	0	0	0	0	0	0	6
1345	6	0	0	0	5	0	0	0	0	0	0	0	11
Total	23	0	0	7	54	0	0	0	0	0	0	0	84

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 5 forest/sherman/sat

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
1200	3	10	0	0	3	0	0	10	13
1215	1	10	0	0	1	0	0	10	11
1230	1	4	0	0	1	0	0	4	5
1245	3	15	0	0	1	0	0	17	18
1300	5	9	0	0	1	0	0	13	14
1315	3	3	0	0	0	0	0	6	6
1330	1	5	0	0	0	0	0	6	6
1345	6	5	0	0	0	0	0	11	11
Total	23	61	0	0	7	0	0	77	84

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 5 forest/sherman/sat

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
1200	12	0	0	12	28	0	0	0	0	0	0	0	52
1215	4	0	0	4	36	0	0	0	0	0	0	0	44
1230	4	0	0	4	12	0	0	0	0	0	0	0	20
1245	12	0	0	4	56	0	0	0	0	0	0	0	72
1300	20	0	0	4	32	0	0	0	0	0	0	0	56
1315	12	0	0	0	12	0	0	0	0	0	0	0	24
1330	4	0	0	0	20	0	0	0	0	0	0	0	24
1345	24	0	0	0	20	0	0	0	0	0	0	0	44

Downer's Grove, IL Weather: Cool and Dry 09/21/20
Forest Ave and Sherman Rd 09:10:53
Saturday September 19, 2020

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 5 forest/sherman/sat

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
1200	12	40	0	0	12	0	0	40	52
1215	4	40	0	0	4	0	0	40	44
1230	4	16	0	0	4	0	0	16	20
1245	12	60	0	0	4	0	0	68	72
1300	20	36	0	0	4	0	0	52	56
1315	12	12	0	0	0	0	0	24	24
1330	4	20	0	0	0	0	0	24	24
1345	24	20	0	0	0	0	0	44	44

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 5 forest/sherman/sat

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
1200	8	0	0	6	33	0	0	0	0	0	0	0	47
1215	10	0	0	4	34	0	0	0	0	0	0	0	48
1230	12	0	0	3	28	0	0	0	0	0	0	0	43
1245	12	0	0	2	30	0	0	0	0	0	0	0	44
1300	15	0	0	1	21	0	0	0	0	0	0	0	37
1315	10	0	0	0	13	0	0	0	0	0	0	0	23*
1330	7	0	0	0	10	0	0	0	0	0	0	0	17*
1345	6	0	0	0	5	0	0	0	0	0	0	0	11*

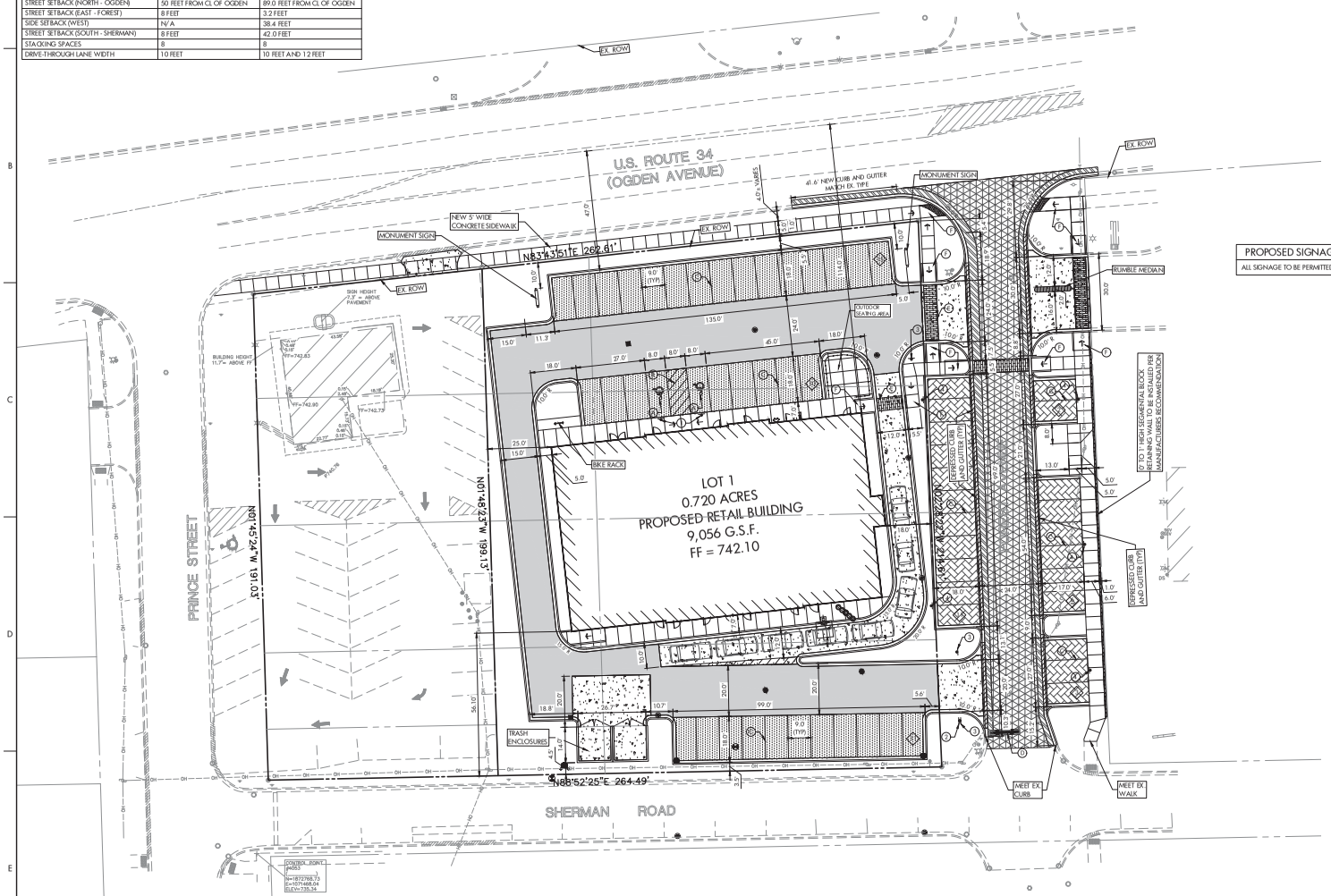
TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 5 forest/sherman/sat

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
1200	8	39	0	0	6	0	0	41	47
1215	10	38	0	0	4	0	0	44	48
1230	12	31	0	0	3	0	0	40	43
1245	12	32	0	0	2	0	0	42	44
1300	15	22	0	0	1	0	0	36	37
1315	10	13	0	0	0	0	0	23	23*
1330	7	10	0	0	0	0	0	17	17*
1345	6	5	0	0	0	0	0	11	11*

Site Plan

SITE DATA TABLE		
PROPOSED RETAIL BUILDING	REQUIRED	PROPOSED
STREET SETBACK (NORTH - OGDEN)	75 FEET FROM CL OF OGDEN	114 FEET FROM CL OF OGDEN
STREET SETBACK (EAST - FOREST)	25 FEET	18.0 FEET
SIDE SETBACK (WEST)	N/A	25.0 FEET
STREET SETBACK (SOUTH - SHERMAN)	25 FEET	56.1 FEET
FAR	0.75	0.2535
PROPOSED PARKING	REQUIRED	PROPOSED
STREET SETBACK (NORTH - OGDEN)	50 FEET FROM CL OF OGDEN	47.0 FEET FROM CL OF OGDEN
STREET SETBACK (EAST - FOREST)	8 FEET	5.6 FEET
SIDE SETBACK (WEST)	N/A	11.3 FEET
STREET SETBACK (SOUTH - SHERMAN)	8 FEET	3.5 FEET
TOTAL PARKING REQUIRED	36	36 (ON-SITE) + 22 (OFF-SITE)
TOTAL ADA REQUIRED	2 (ON-SITE)	2 (ON-SITE)
TWO-WAY DRIVE AISLE WIDTH	24 FEET	24 FEET
PROPOSED DRIVE-THROUGH	REQUIRED	PROPOSED
STREET SETBACK (NORTH - OGDEN)	50 FEET FROM CL OF OGDEN	89.0 FEET FROM CL OF OGDEN
STREET SETBACK (EAST - FOREST)	8 FEET	3.2 FEET
SIDE SETBACK (WEST)	N/A	38.4 FEET
STREET SETBACK (SOUTH - SHERMAN)	8 FEET	42.0 FEET
STACKING SPACES	8	8
DRIVE-THROUGH LANE WIDTH	10 FEET	10 FEET AND 12 FEET



PROPOSED SIGNAGE NOTE

ALL SIGNAGE TO BE PERMITTED SEPARATELY

PAVEMENT MARKING AND SIGN LEGEND

1. R7-8 HANDICAP PARKING SIGN (12"X 18") WITH §250 FINE
2. R1-1 STOP SIGN (30"X30")
3. R5-1 DO NOT ENTER SIGN (30"X 30")
4. TWO HOUR PARKING SIGN

- A. HANDICAP SYMBOL PER LATEST ADA STANDARDS
- B. 4" SOLID YELLOW AT 24" C-C AT 45 DEGREES
- C. 4" SOLID YELLOW STRIPE (TYP)
- D. 24" WIDE WHITE STOP BAR
- E. CROSSWALK - STAMPED CONCRETE BRICK PATTERN SEE ARCHITECTURAL PLANS FOR PATTERN AND COLOR
- F. HANDICAP RAMP WITH DEPRESSED CURB AND DETECTABLE WARNINGS (IF REQUIRED) IN ACCORDANCE WITH CURRENT ADA REQUIREMENTS

GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE B6.12 CURB AND GUTTER.
3. SIDEWALK IN FRONT OF THE BUILDING SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL.
4. ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON ALL CURB RAMPS SHALL CONSIST OF CONTRASTING COLOR TO ADJACENT PAVEMENT COLOR PER IDOT REGULATIONS, PREFERRED COLOR IS RED (FEDERAL COLOR STANDARD 30166)
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

SITE PAVING LEGEND

- HEAVY DUTY ASPHALT PAVEMENT
  2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
  2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
  8" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)
- LIGHT DUTY ASPHALT PAVEMENT
  2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
  2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
  10" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)
- CONCRETE PAVEMENT
  8" P.C. CONCRETE PAVEMENT
  4" AGGREGATE BASE (CA-6)
- STAMPED CONCRETE PAVEMENT
  8" P.C. CONCRETE PAVEMENT
  4" AGGREGATE BASE (CA-6)
- SIDEWALK PAVEMENT
  5" P.C. CONCRETE PAVEMENT (THICKEN TO 8" AT DRIVEWAYS)
  4" AGGREGATE BASE (CA-6)
- PERVIOUS CONCRETE PAVEMENT
  8" PERVIOUS CONCRETE (FILTERCRETE OR EQUIVALENT)
  2" CA-16 (ASTM NO. 8 STONE)
  12" CA-7 (ASTM NO. 57 STONE)
  NON-WOVEN GEOTEXTILE FABRIC
- DOWNERS GROVE RESIDENTIAL STREET PAVEMENT SECTION
  2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
  6.0" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
  6" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)
- MILL AND RESURFACE
  2" MILL - REMOVE EX. ASPHALT SURFACE COURSE
  2" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT

REVISIONS		
2	11-10-20	REVISED PER VILLAGE REVIEW
1	10-21-20	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CivWorks Consulting, LLC
20420 N. NEVA AVENUE
CHICAGO, ILLINOIS 60656
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE DIMENSIONAL AND PAVING PLAN

PROJECT: PROPOSED RETAIL DEVELOPMENT
1111 OGDEN AVENUE, DOWNERS GROVE, IL 60515

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-25-2020
SCALE:	1"=20'

SHEET NO.
C3.0

PROJ. NUMBER: 20018

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

September 30, 2020

Brendan S. May
Senior Consultant
Kenig, Lingren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***Ogden Avenue @ Main Street***
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated September 28, 2020, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Ogden Ave west of Main St	25,400	28,500
Ogden Ave east of Main St	28,200	31,300
Main St north of Ogden Ave	14,900	16,200
Main St south of Ogden Ave	21,400	22,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2020 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.

Sincerely,

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

cc: Quigley (IDOT)
2020_TrafficForecast\DownersGrove\du-34-20\du-34-20.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.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Reports

Weekday Morning Peak Hour – Existing Conditions

HCM 6th TWSC
2: Forest Avenue/Access Drive & Ogden Avenue 10/01/2020

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1664	16	1	1304	0	2	0	7	0	0	1
Future Vol, veh/h	1	1664	16	1	1304	0	2	0	7	0	0	1
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	160	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	19	0	4	0	50	0	0	0	0	0
Mvmt Flow	1	1809	17	1	1417	0	2	0	8	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1417	0	0	1826	0	0	2531	3239	913	2326	3247	709
Stage 1	-	-	-	-	-	-	1820	1820	-	1419	1419	-
Stage 2	-	-	-	-	-	-	711	1419	-	907	1828	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	487	-	-	339	-	-	7	10	280	20	9	381
Stage 1	-	-	-	-	-	-	47	130	-	146	205	-
Stage 2	-	-	-	-	-	-	296	205	-	301	129	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	487	-	-	339	-	-	7	10	280	19	9	381
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	76	-	96	75	-
Stage 1	-	-	-	-	-	-	47	130	-	146	202	-
Stage 2	-	-	-	-	-	-	291	202	-	292	129	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	38.9	14.5
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	116	487	-	-	339	-	-	381
HCM Lane V/C Ratio	0.084	0.002	-	-	0.003	-	-	0.003
HCM Control Delay (s)	38.9	12.4	-	-	15.7	0.1	-	14.5
HCM Lane LOS	E	B	-	-	C	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

HCM 6th TWSC
3: Prince Street & Ogden Avenue 10/01/2020

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1637	19	38	1240	9	40
Future Vol, veh/h	1637	19	38	1240	9	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	12	0	5	0	5
Mvmt Flow	1760	20	41	1333	10	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1780	0	2519	890
Stage 1	-	-	-	-	1770	-
Stage 2	-	-	-	-	749	-
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	-	-	354	-	24	280
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	433	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	354	-	21	280
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	383	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	28.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	204	-	-	354	-
HCM Lane V/C Ratio	0.258	-	-	0.115	-
HCM Control Delay (s)	28.7	-	-	16.5	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	1	-	-	0.4	-

HCM 6th TWSC
5: Sherman Road & Forest Avenue 10/01/2020

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	29	1	0	7
Future Vol, veh/h	0	0	29	1	0	7
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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	35	1	0	8

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	36
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	1042
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1042
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.5
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1042
HCM Lane V/C Ratio	-	-	0.008
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM 6th TWSC
6: Prince Street & Sherman Road 10/01/2020

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	19	32	0	0	49
Future Vol, veh/h	17	19	32	0	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	12	5	9	0	0	3
Mvmt Flow	21	23	39	0	0	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	99	39	0	-	-	-
Stage 1	39	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.52	6.25	-	-	-	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.345	-	-	-	-
Pot Cap-1 Maneuver	876	1024	-	0	0	-
Stage 1	958	-	-	0	0	-
Stage 2	938	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	876	1024	-	-	-	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	948	-
HCM Lane V/C Ratio	-	0.046	-
HCM Control Delay (s)	-	9	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

HCM 6th TWSC
7: Ogden Avenue & Jewel Osco Access Drive 10/01/2020

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1670	1265	42	11	13
Future Vol, veh/h	7	1670	1265	42	11	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	14	6	4	7	9	8
Mvmt Flow	8	1815	1375	46	12	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1421	0	-	0	2322	711
Stage 1	-	-	-	-	1398	-
Stage 2	-	-	-	-	924	-
Critical Hdwy	4.38	-	-	-	6.98	7.06
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	2.34	-	-	-	3.59	3.38
Pot Cap-1 Maneuver	418	-	-	-	29	362
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	331	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	418	-	-	-	28	362
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	331	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	26.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	418	-	-	-	118	362
HCM Lane V/C Ratio	0.018	-	-	-	0.101	0.039
HCM Control Delay (s)	13.8	-	-	-	38.9	15.3
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.1

HCM 6th TWSC
9: Prince Street & Scooby's Access Drives 10/01/2020

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	3	46	5	13	34
Future Vol, veh/h	15	3	46	5	13	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	9	0	0	3
Mvmt Flow	18	4	56	6	16	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	132	59	0	0	62	0
Stage 1	59	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	867	1012	-	-	1554	-
Stage 1	969	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	857	1012	-	-	1554	-
Mov Cap-2 Maneuver	857	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	1554	-
HCM Lane V/C Ratio	-	-	0.025	0.01	-
HCM Control Delay (s)	-	-	9.2	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
10: Forest Avenue & Northerly Access Drive/BP Access Drive 10/01/2020

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	4	0	8	0	1	0	13	4	0
Future Vol, veh/h	0	0	0	4	0	8	0	1	0	13	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	7	0	14	0	2	0	23	7	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	62	55	7	55	55	2	7	0	0	2	0	0
Stage 1	53	53	-	2	2	-	-	-	-	-	-	-
Stage 2	9	2	-	53	53	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	938	840	1081	948	840	1088	1627	-	-	1634	-	-
Stage 1	965	855	-	1026	898	-	-	-	-	-	-	-
Stage 2	1017	898	-	965	855	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	916	828	1081	938	828	1088	1627	-	-	1634	-	-
Mov Cap-2 Maneuver	916	828	-	938	828	-	-	-	-	-	-	-
Stage 1	965	843	-	1026	898	-	-	-	-	-	-	-
Stage 2	1004	898	-	951	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.6	0	5.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1627	-	-	-	1033	1634	-	-
HCM Lane V/C Ratio	-	-	-	-	0.02	0.014	-	-
HCM Control Delay (s)	0	-	-	0	8.6	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

HCM 6th TWSC
11: Forest Avenue & Southerly Access Drive 10/01/2020

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1	7	0
Future Vol, veh/h	0	0	0	1	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	7	0

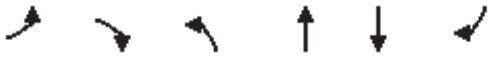
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	8	7	7	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1018	1081	1627	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1018	1081	1627	-	-	-
Mov Cap-2 Maneuver	1018	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1028	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1627	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM Unsignalized Intersection Capacity Analysis
4: Main Street & Sherman Road

10/01/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	29	748	347	5
Future Volume (Veh/h)	0	0	29	748	347	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	32	831	386	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					312	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	868	196	392			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	759	52	258			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	97			
cM capacity (veh/h)	321	961	1206			

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	32	416	416	257	135
Volume Left	32	0	0	0	0
Volume Right	0	0	0	0	6
cSH	1206	1700	1700	1700	1700
Volume to Capacity	0.03	0.24	0.24	0.15	0.08
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	8.1	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.3			0.0	
Approach LOS					

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Scooby's Inbound Only Access Drive & Ogden Avenue

10/01/2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1677	0	0	1278	0	0
Future Volume (Veh/h)	1677	0	0	1278	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1823	0	0	1389	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	448			597		
pX, platoon unblocked			0.73		0.85	0.73
vC, conflicting volume			1823		2518	912
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1382		983	129
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			365		211	657

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	1215	608	0	694	694
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.71	0.36	0.00	0.41	0.41
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					
Approach Delay (s)	0.0		0.0		
Approach LOS					

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

Capacity Analysis Summary Reports

Weekday Evening Peak Hour – Existing Conditions

HCM 6th TWSC
2: Forest Avenue/Access Drive & Ogden Avenue 10/01/2020

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	4	1362	17	2	1975	22	1	1	9	8	0	20
Future Vol, veh/h	4	1362	17	2	1975	22	1	1	9	8	0	20
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	160	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	80	98	98
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	6
Mvmt Flow	4	1390	17	2	2015	22	1	1	9	10	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2037	0	0	1407	0	0	2419	3448	704	2734	3445	1019
Stage 1	-	-	-	-	-	-	1407	1407	-	2030	2030	-
Stage 2	-	-	-	-	-	-	1012	2041	-	704	1415	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	7.02
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	3.3	3.5	4	3.36
Pot Cap-1 Maneuver	281	-	-	491	-	-	17	7	384	10	7	228
Stage 1	-	-	-	-	-	-	149	207	-	60	102	-
Stage 2	-	-	-	-	-	-	260	101	-	398	206	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	281	-	-	491	-	-	15	7	384	10	7	228
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	63	-	49	65	-
Stage 1	-	-	-	-	-	-	147	204	-	59	102	-
Stage 2	-	-	-	-	-	-	237	101	-	381	203	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	22.4	53.3
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	281	-	-	491	-	-	104
HCM Lane V/C Ratio	0.051	0.015	-	-	0.004	-	-	0.292
HCM Control Delay (s)	22.4	18	-	-	12.4	0	-	53.3
HCM Lane LOS	C	C	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	1.1

HCM 6th TWSC
3: Prince Street & Ogden Avenue 10/01/2020

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1339	5	18	1906	4	29
Future Vol, veh/h	1339	5	18	1906	4	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1353	5	18	1925	4	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1358	0	2355	679
Stage 1	-	-	-	-	1356	-
Stage 2	-	-	-	-	999	-
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	-	-	513	-	31	399
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	322	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	513	-	30	399
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	311	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	317	-	-	513	-
HCM Lane V/C Ratio	0.105	-	-	0.035	-
HCM Control Delay (s)	17.7	-	-	12.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC
5: Sherman Road & Forest Avenue 10/01/2020

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	7	0	8
Future Vol, veh/h	0	0	10	7	0	8
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	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	14	10	0	12

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	19
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	1065
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1065
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.4
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1065
HCM Lane V/C Ratio	-	-	0.011
HCM Control Delay (s)	-	-	8.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM 6th TWSC
6: Prince Street & Sherman Road 10/01/2020

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	15	22	0	0	34
Future Vol, veh/h	14	15	22	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	22	32	0	0	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	82	32	0	-	-	-
Stage 1	32	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	925	1048	-	0	0	-
Stage 1	996	-	-	0	0	-
Stage 2	978	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	925	1048	-	-	-	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	985	-
HCM Lane V/C Ratio	-	0.043	-
HCM Control Delay (s)	-	8.8	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

HCM 6th TWSC
7: Ogden Avenue & Jewel Osco Access Drive 10/01/2020

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1359	1873	123	24	51
Future Vol, veh/h	11	1359	1873	123	24	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	11	1387	1911	126	24	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2037	0	-	0	2690	1019
Stage 1	-	-	-	-	1974	-
Stage 2	-	-	-	-	716	-
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	281	-	-	-	~ 18	238
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	281	-	-	-	~ 17	238
Mov Cap-2 Maneuver	-	-	-	-	74	-
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	40.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	281	-	-	-	74	238
HCM Lane V/C Ratio	0.04	-	-	-	0.331	0.219
HCM Control Delay (s)	18.3	-	-	-	76	24.3
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.8

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

HCM 6th TWSC
9: Prince Street & Scooby's Access Drives 10/01/2020

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	3	30	7	5	23
Future Vol, veh/h	11	3	30	7	5	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	4	44	10	7	34

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	97	49	0	0	54	0
Stage 1	49	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	907	1025	-	-	1564	-
Stage 1	979	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	902	1025	-	-	1564	-
Mov Cap-2 Maneuver	902	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	926	1564	-
HCM Lane V/C Ratio	-	-	0.022	0.005	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
10: Forest Avenue & Northerly Access Drive/BP Access Drive 10/01/2020

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	4	0	6	0	5	0	16	3	0
Future Vol, veh/h	0	0	0	4	0	6	0	5	0	16	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	7	0	11	0	9	0	30	6	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	81	75	6	75	75	9	6	0	0	9	0	0
Stage 1	66	66	-	9	9	-	-	-	-	-	-	-
Stage 2	15	9	-	66	66	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	912	819	1083	920	819	1079	1628	-	-	1624	-	-
Stage 1	950	844	-	1017	892	-	-	-	-	-	-	-
Stage 2	1010	892	-	950	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	803	1083	907	803	1079	1628	-	-	1624	-	-
Mov Cap-2 Maneuver	889	803	-	907	803	-	-	-	-	-	-	-
Stage 1	950	828	-	1017	892	-	-	-	-	-	-	-
Stage 2	1000	892	-	932	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.7	0	6.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1628	-	-	-	1003	1624	-	-
HCM Lane V/C Ratio	-	-	-	-	0.018	0.018	-	-
HCM Control Delay (s)	0	-	-	0	8.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-	-

HCM 6th TWSC
11: Forest Avenue & Southerly Access Drive 10/01/2020

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	7	8	0
Future Vol, veh/h	0	0	0	7	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	7	8	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	15	8	8	0	-	0
Stage 1	8	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1009	1080	1625	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1009	1080	1625	-	-	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1625	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Capacity Analysis Summary Reports

Saturday Midday Peak Hour – Existing Conditions

HCM 6th TWSC
2: Forest Avenue/Access Drive & Ogden Avenue 10/01/2020

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	13	1314	13	5	1760	40	5	1	13	8	0	21
Future Vol, veh/h	13	1314	13	5	1760	40	5	1	13	8	0	21
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	160	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	0	0	0	8	0	0	0
Mvmt Flow	14	1383	14	5	1853	42	5	1	14	8	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1895	0	0	1397	0	0	2355	3323	699	2604	3309	948
Stage 1	-	-	-	-	-	-	1418	1418	-	1884	1884	-
Stage 2	-	-	-	-	-	-	937	1905	-	720	1425	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7.06	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	3.38	3.5	4	3.3
Pot Cap-1 Maneuver	319	-	-	496	-	-	19	8	369	12	9	265
Stage 1	-	-	-	-	-	-	146	205	-	75	121	-
Stage 2	-	-	-	-	-	-	289	118	-	390	203	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	319	-	-	496	-	-	17	8	369	11	9	265
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	65	-	57	71	-
Stage 1	-	-	-	-	-	-	140	196	-	72	121	-
Stage 2	-	-	-	-	-	-	265	118	-	357	194	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	27.8	40.3
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	319	-	-	496	-	-	132
HCM Lane V/C Ratio	0.112	0.043	-	-	0.011	-	-	0.231
HCM Control Delay (s)	27.8	16.8	-	-	12.3	0	-	40.3
HCM Lane LOS	D	C	-	-	B	A	-	E
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8

HCM 6th TWSC
3: Prince Street & Ogden Avenue 10/01/2020

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1281	19	25	1695	9	43
Future Vol, veh/h	1281	19	25	1695	9	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	4	1	0	0
Mvmt Flow	1334	20	26	1766	9	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1354	0	2279	677
Stage 1	-	-	-	-	1344	-
Stage 2	-	-	-	-	935	-
Critical Hdwy	-	-	4.18	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.24	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	494	-	35	400
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	347	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	494	-	33	400
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	329	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	296	-	-	494	-
HCM Lane V/C Ratio	0.183	-	-	0.053	-
HCM Control Delay (s)	19.9	-	-	12.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

HCM 6th TWSC
5: Sherman Road & Forest Avenue 10/01/2020

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	30	2	0	12
Future Vol, veh/h	0	0	30	2	0	12
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	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	49	3	0	20

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	51
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	1023
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1023
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1023
HCM Lane V/C Ratio	-	-	0.019
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC
6: Prince Street & Sherman Road 10/01/2020

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	24	21	0	0	45
Future Vol, veh/h	21	24	21	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	0	0	3
Mvmt Flow	25	29	25	0	0	54

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	79	25	0	-	-	-
Stage 1	25	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	-	-
Pot Cap-1 Maneuver	924	1057	-	0	0	-
Stage 1	998	-	-	0	0	-
Stage 2	969	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	924	1057	-	-	-	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	990	-
HCM Lane V/C Ratio	-	0.054	-
HCM Control Delay (s)	-	8.8	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

HCM 6th TWSC
7: Ogden Avenue & Jewel Osco Access Drive 10/01/2020

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1310	1686	100	30	39
Future Vol, veh/h	15	1310	1686	100	30	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	16	1379	1775	105	32	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1880	0	-	0	2550	940
Stage 1	-	-	-	-	1828	-
Stage 2	-	-	-	-	722	-
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	323	-	-	-	~ 23	269
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	447	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	323	-	-	-	~ 22	269
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	447	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	41.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	323	-	-	-	87	269
HCM Lane V/C Ratio	0.049	-	-	-	0.363	0.153
HCM Control Delay (s)	16.7	-	-	-	68.3	20.8
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.4	0.5

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

HCM 6th TWSC
9: Prince Street & Scooby's Access Drives 10/01/2020

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	19	33	12	17	30
Future Vol, veh/h	15	19	33	12	17	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	0	0	0	0	3
Mvmt Flow	18	23	39	14	20	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	122	46	0	0	53	0
Stage 1	46	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	861	1029	-	-	1566	-
Stage 1	964	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	850	1029	-	-	1566	-
Mov Cap-2 Maneuver	850	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	942	1566	-
HCM Lane V/C Ratio	-	-	0.043	0.013	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
10: Forest Avenue & Northerly Access Drive/BP Access Drive 10/01/2020

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	9	0	18	0	1	1	15	3	0
Future Vol, veh/h	0	0	0	9	0	18	0	1	1	15	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	16	0	32	0	2	2	26	5	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	76	61	5	60	60	3	5	0	0	4	0	0
Stage 1	57	57	-	3	3	-	-	-	-	-	-	-
Stage 2	19	4	-	57	57	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	919	834	1084	941	835	1087	1630	-	-	1631	-	-
Stage 1	960	851	-	1025	897	-	-	-	-	-	-	-
Stage 2	1005	897	-	960	851	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	881	821	1084	930	822	1087	1630	-	-	1631	-	-
Mov Cap-2 Maneuver	881	821	-	930	822	-	-	-	-	-	-	-
Stage 1	960	837	-	1025	897	-	-	-	-	-	-	-
Stage 2	976	897	-	945	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.7	0	6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1630	-	-	-	1029	1631	-	-
HCM Lane V/C Ratio	-	-	-	-	0.046	0.016	-	-
HCM Control Delay (s)	0	-	-	0	8.7	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

HCM 6th TWSC
11: Forest Avenue & Southerly Access Drive 10/01/2020

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	2	12	0
Future Vol, veh/h	0	0	0	2	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	2	13	0

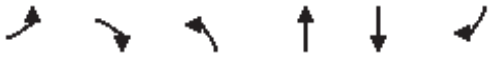
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	15	13	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1009	1073	1619	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1009	1073	1619	-	-	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1026	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM Unsignalized Intersection Capacity Analysis
4: Main Street & Sherman Road

10/23/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	34	620	896	13
Future Volume (Veh/h)	0	0	34	620	896	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	38	697	1007	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					312	
pX, platoon unblocked	0.83	0.83	0.83			
vC, conflicting volume	1439	511	1022			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1115	0	611			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	95			
cM capacity (veh/h)	162	903	809			

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	38	348	348	671	351
Volume Left	38	0	0	0	0
Volume Right	0	0	0	0	15
cSH	809	1700	1700	1700	1700
Volume to Capacity	0.05	0.20	0.20	0.39	0.21
Queue Length 95th (ft)	4	0	0	0	0
Control Delay (s)	9.7	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.5			0.0	
Approach LOS					

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Scooby's Inbound Only Access Drive & Ogden Avenue

10/23/2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1362	1	5	1757	0	0
Future Volume (Veh/h)	1362	1	5	1757	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1434	1	5	1849	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	448			597		
pX, platoon unblocked			0.85		0.83	0.85
vC, conflicting volume			1435		2369	718
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1152		1408	304
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			520		109	591

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	956	479	5	924	924
Volume Left	0	0	5	0	0
Volume Right	0	1	0	0	0
cSH	1700	1700	520	1700	1700
Volume to Capacity	0.56	0.28	0.01	0.54	0.54
Queue Length 95th (ft)	0	0	1	0	0
Control Delay (s)	0.0	0.0	12.0	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		0.0		
Approach LOS					

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Capacity Analysis Summary Reports

Weekday Morning Peak Hour – Projected Conditions

HCM 6th TWSC
2: Forest Avenue/Access Drive & Ogden Avenue 10/23/2020

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1692	17	1	1326	0	3	0	8	0	0	1
Future Vol, veh/h	1	1692	17	1	1326	0	3	0	8	0	0	1
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	160	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	19	0	4	0	50	0	0	0	0	0
Mvmt Flow	1	1839	18	1	1441	0	3	0	9	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1441	0	0	1857	0	0	2573	3293	929	2365	3302	721
Stage 1	-	-	-	-	-	-	1850	1850	-	1443	1443	-
Stage 2	-	-	-	-	-	-	723	1443	-	922	1859	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	477	-	-	330	-	-	6	9	273	19	9	374
Stage 1	-	-	-	-	-	-	45	126	-	141	199	-
Stage 2	-	-	-	-	-	-	290	199	-	295	124	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	477	-	-	330	-	-	6	9	273	18	9	374
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	74	-	93	73	-
Stage 1	-	-	-	-	-	-	45	126	-	141	196	-
Stage 2	-	-	-	-	-	-	285	196	-	285	124	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	45.8	14.7
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	100	477	-	-	330	-	-	374
HCM Lane V/C Ratio	0.12	0.002	-	-	0.003	-	-	0.003
HCM Control Delay (s)	45.8	12.6	-	-	15.9	0.1	-	14.7
HCM Lane LOS	E	B	-	-	C	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

HCM 6th TWSC
3: Prince Street & Ogden Avenue 10/23/2020

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1666	19	38	1263	10	40
Future Vol, veh/h	1666	19	38	1263	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	12	0	5	0	5
Mvmt Flow	1791	20	41	1358	11	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1811	0	2562	906
Stage 1	-	-	-	-	1801	-
Stage 2	-	-	-	-	761	-
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	-	-	344	-	22	273
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	427	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	344	-	19	273
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	376	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	30.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	193	-	-	344	-
HCM Lane V/C Ratio	0.279	-	-	0.119	-
HCM Control Delay (s)	30.7	-	-	16.9	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	1.1	-	-	0.4	-

HCM 6th TWSC
5: Sherman Road & Forest Avenue 10/23/2020

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	29	4	0	8
Future Vol, veh/h	0	0	29	4	0	8
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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	35	5	0	10

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	38
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	1040
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1040
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.5
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1040
HCM Lane V/C Ratio	-	-	0.009
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM 6th TWSC
6: Prince Street & Sherman Road 10/23/2020

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	20	32	0	0	49
Future Vol, veh/h	17	20	32	0	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	12	5	9	0	0	3
Mvmt Flow	21	24	39	0	0	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	99	39	0	-	-	-
Stage 1	39	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.52	6.25	-	-	-	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.345	-	-	-	-
Pot Cap-1 Maneuver	876	1024	-	0	0	-
Stage 1	958	-	-	0	0	-
Stage 2	938	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	876	1024	-	-	-	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	950	-
HCM Lane V/C Ratio	-	0.047	-
HCM Control Delay (s)	-	9	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

HCM 6th TWSC
7: Ogden Avenue & Jewel Osco Access Drive 10/23/2020

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1699	1288	42	11	13
Future Vol, veh/h	7	1699	1288	42	11	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	14	6	4	7	9	8
Mvmt Flow	8	1847	1400	46	12	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1446	0	-	0	2363	723
Stage 1	-	-	-	-	1423	-
Stage 2	-	-	-	-	940	-
Critical Hdwy	4.38	-	-	-	6.98	7.06
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	2.34	-	-	-	3.59	3.38
Pot Cap-1 Maneuver	409	-	-	-	27	355
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	324	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	409	-	-	-	26	355
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	324	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	26.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	409	-	-	-	114	355
HCM Lane V/C Ratio	0.019	-	-	-	0.105	0.04
HCM Control Delay (s)	14	-	-	-	40.2	15.6
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.1

HCM 6th TWSC
9: Prince Street & Scooby's Access Drives 10/23/2020

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	3	47	5	13	34
Future Vol, veh/h	15	3	47	5	13	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	9	0	0	3
Mvmt Flow	18	4	57	6	16	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	133	60	0	0	63	0
Stage 1	60	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	866	1011	-	-	1553	-
Stage 1	968	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	856	1011	-	-	1553	-
Mov Cap-2 Maneuver	856	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	878	1553	-
HCM Lane V/C Ratio	-	-	0.025	0.01	-
HCM Control Delay (s)	-	-	9.2	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
10: Forest Avenue & Northerly Access Drive/BP Access Drive 10/23/2020

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	4	0	8	3	2	0	13	4	1
Future Vol, veh/h	1	0	1	4	0	8	3	2	0	13	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	2	7	0	14	5	4	0	23	7	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	75	68	8	69	69	4	9	0	0	4	0	0
Stage 1	54	54	-	14	14	-	-	-	-	-	-	-
Stage 2	21	14	-	55	55	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	920	826	1080	928	825	1085	1624	-	-	1631	-	-
Stage 1	963	854	-	1011	888	-	-	-	-	-	-	-
Stage 2	1003	888	-	962	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	896	812	1080	914	811	1085	1624	-	-	1631	-	-
Mov Cap-2 Maneuver	896	812	-	914	811	-	-	-	-	-	-	-
Stage 1	960	842	-	1008	885	-	-	-	-	-	-	-
Stage 2	987	885	-	947	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	8.6	4.3	5.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1624	-	-	979	1021	1631	-	-
HCM Lane V/C Ratio	0.003	-	-	0.004	0.021	0.014	-	-
HCM Control Delay (s)	7.2	0	-	8.7	8.6	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 6th TWSC
11: Forest Avenue & Southerly Access Drive 10/23/2020

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	4	8	0
Future Vol, veh/h	1	0	0	4	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	0	4	8	0

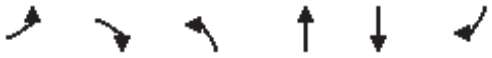
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	12	8	8	0	-	0
Stage 1	8	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1013	1080	1625	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1013	1080	1625	-	-	-
Mov Cap-2 Maneuver	1013	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1024	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1625	-	1013	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM Unsignalized Intersection Capacity Analysis
4: Main Street & Sherman Road

10/23/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	30	761	353	7
Future Volume (Veh/h)	0	0	30	761	353	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	33	846	392	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					312	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	885	200	400			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	777	57	267			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	97			
cM capacity (veh/h)	313	955	1197			

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	33	423	423	261	139
Volume Left	33	0	0	0	0
Volume Right	0	0	0	0	8
cSH	1197	1700	1700	1700	1700
Volume to Capacity	0.03	0.25	0.25	0.15	0.08
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	8.1	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.3			0.0	
Approach LOS					

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Scooby's Inbound Only Access Drive & Ogden Avenue

10/23/2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1706	0	0	1301	0	0
Future Volume (Veh/h)	1706	0	0	1301	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1854	0	0	1414	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	448			597		
pX, platoon unblocked			0.72		0.85	0.72
vC, conflicting volume			1854		2561	927
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1403		988	111
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			354		210	666

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	1236	618	0	707	707
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.73	0.36	0.00	0.42	0.42
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					
Approach Delay (s)	0.0		0.0		
Approach LOS					

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

Capacity Analysis Summary Reports

Weekday Evening Peak Hour – Projected Conditions

HCM 6th TWSC
2: Forest Avenue/Access Drive & Ogden Avenue 10/23/2020

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	4	1382	32	12	2005	22	11	1	28	8	0	20
Future Vol, veh/h	4	1382	32	12	2005	22	11	1	28	8	0	20
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	160	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	80	98	98
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	6
Mvmt Flow	4	1410	33	12	2046	22	11	1	29	10	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2068	0	0	1443	0	0	2482	3527	722	2795	3532	1034
Stage 1	-	-	-	-	-	-	1435	1435	-	2081	2081	-
Stage 2	-	-	-	-	-	-	1047	2092	-	714	1451	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	7.02
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	3.3	3.5	4	3.36
Pot Cap-1 Maneuver	273	-	-	476	-	-	15	6	374	~ 9	6	222
Stage 1	-	-	-	-	-	-	143	201	-	56	96	-
Stage 2	-	-	-	-	-	-	248	95	-	393	197	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	273	-	-	476	-	-	13	6	374	~ 8	6	222
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	59	-	45	60	-
Stage 1	-	-	-	-	-	-	141	198	-	55	96	-
Stage 2	-	-	-	-	-	-	225	95	-	356	194	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	30.8	58.2
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	180	273	-	-	476	-	-	97
HCM Lane V/C Ratio	0.227	0.015	-	-	0.026	-	-	0.313
HCM Control Delay (s)	30.8	18.4	-	-	12.8	0	-	58.2
HCM Lane LOS	D	C	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	1.2

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

HCM 6th TWSC
3: Prince Street & Ogden Avenue 10/23/2020

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1377	5	18	1946	9	29
Future Vol, veh/h	1377	5	18	1946	9	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1391	5	18	1966	9	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1396	0	2413	698
Stage 1	-	-	-	-	1394	-
Stage 2	-	-	-	-	1019	-
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	-	-	496	-	28	388
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	314	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	496	-	27	388
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	255	-	-	496	-
HCM Lane V/C Ratio	0.151	-	-	0.037	-
HCM Control Delay (s)	21.6	-	-	12.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th TWSC
5: Sherman Road & Forest Avenue 10/23/2020

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	20	0	13
Future Vol, veh/h	0	0	10	20	0	13
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	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	14	29	0	19

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	29
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	1052
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1052
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.5
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1052
HCM Lane V/C Ratio	-	-	0.018
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC
6: Prince Street & Sherman Road 10/23/2020

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	20	22	0	0	34
Future Vol, veh/h	14	20	22	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	29	32	0	0	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	82	32	0	-	-	-
Stage 1	32	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	925	1048	-	0	0	-
Stage 1	996	-	-	0	0	-
Stage 2	978	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	925	1048	-	-	-	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	994	-
HCM Lane V/C Ratio	-	0.05	-
HCM Control Delay (s)	-	8.8	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

HCM 6th TWSC
7: Ogden Avenue & Jewel Osco Access Drive 10/23/2020

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1394	1913	123	24	51
Future Vol, veh/h	11	1394	1913	123	24	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	11	1422	1952	126	24	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2078	0	-	0	2748	1039
Stage 1	-	-	-	-	2015	-
Stage 2	-	-	-	-	733	-
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	271	-	-	-	~ 16	231
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	271	-	-	-	~ 15	231
Mov Cap-2 Maneuver	-	-	-	-	70	-
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	442	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	43.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	271	-	-	-	70	231
HCM Lane V/C Ratio	0.041	-	-	-	0.35	0.225
HCM Control Delay (s)	18.9	-	-	-	81.9	25.1
HCM Lane LOS	C	-	-	-	F	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3	0.8

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

HCM 6th TWSC
9: Prince Street & Scooby's Access Drives 10/23/2020

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	3	35	7	5	23
Future Vol, veh/h	11	3	35	7	5	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	4	51	10	7	34

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	104	56	0	0	61	0
Stage 1	56	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	899	1016	-	-	1555	-
Stage 1	972	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	895	1016	-	-	1555	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	918	1555	-
HCM Lane V/C Ratio	-	-	0.022	0.005	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
10: Forest Avenue & Northerly Access Drive/BP Access Drive 10/23/2020

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	3	4	0	16	13	12	0	16	3	25
Future Vol, veh/h	22	0	3	4	0	16	13	12	0	16	3	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	0	6	7	0	30	24	22	0	30	6	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	174	159	29	162	182	22	52	0	0	22	0	0
Stage 1	89	89	-	70	70	-	-	-	-	-	-	-
Stage 2	85	70	-	92	112	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	793	737	1052	808	716	1061	1567	-	-	1607	-	-
Stage 1	923	825	-	945	841	-	-	-	-	-	-	-
Stage 2	928	841	-	920	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	750	711	1052	782	691	1061	1567	-	-	1607	-	-
Mov Cap-2 Maneuver	750	711	-	782	691	-	-	-	-	-	-	-
Stage 1	908	809	-	930	828	-	-	-	-	-	-	-
Stage 2	888	828	-	898	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	8.8	3.8	2.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1567	-	-	777	990	1607	-	-
HCM Lane V/C Ratio	0.015	-	-	0.06	0.037	0.018	-	-
HCM Control Delay (s)	7.3	0	-	9.9	8.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	-	-

HCM 6th TWSC
11: Forest Avenue & Southerly Access Drive 10/23/2020

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	0	20	11	0
Future Vol, veh/h	7	2	0	20	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	2	0	21	12	0

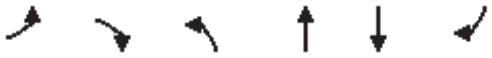
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	12	12	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	986	1074	1620	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	986	1074	1620	-	-	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1620	-	1004	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM Unsignalized Intersection Capacity Analysis
4: Main Street & Sherman Road

10/23/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	15	575	1008	15
Future Volume (Veh/h)	0	0	15	575	1008	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	16	599	1050	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					312	
pX, platoon unblocked	0.80	0.80	0.80			
vC, conflicting volume	1390	533	1066			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	987	0	582			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	194	873	802			

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	16	300	300	700	366
Volume Left	16	0	0	0	0
Volume Right	0	0	0	0	16
cSH	802	1700	1700	1700	1700
Volume to Capacity	0.02	0.18	0.18	0.41	0.22
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	9.6	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.2			0.0	
Approach LOS					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	31.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Scooby's Inbound Only Access Drive & Ogden Avenue

10/23/2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1405	1	0	1964	0	0
Future Volume (Veh/h)	1405	1	0	1964	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1434	1	0	2004	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	448			597		
pX, platoon unblocked			0.84		0.75	0.84
vC, conflicting volume			1435		2436	718
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1132		1284	275
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			523		120	610

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	956	479	0	1002	1002
Volume Left	0	0	0	0	0
Volume Right	0	1	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.56	0.28	0.00	0.59	0.59
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					
Approach Delay (s)	0.0		0.0		
Approach LOS					

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

Capacity Analysis Summary Reports

Saturday Midday Peak Hour – Projected Conditions

HCM 6th TWSC
2: Forest Avenue/Access Drive & Ogden Avenue 10/23/2020

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1332	32	17	1785	40	17	1	39	8	0	21
Future Vol, veh/h	13	1332	32	17	1785	40	17	1	39	8	0	21
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	160	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	0	0	0	8	0	0	0
Mvmt Flow	14	1402	34	18	1879	42	18	1	41	8	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1921	0	0	1436	0	0	2423	3404	718	2666	3400	961
Stage 1	-	-	-	-	-	-	1447	1447	-	1936	1936	-
Stage 2	-	-	-	-	-	-	976	1957	-	730	1464	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7.06	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	3.38	3.5	4	3.3
Pot Cap-1 Maneuver	312	-	-	479	-	-	~ 17	7	358	11	8	260
Stage 1	-	-	-	-	-	-	141	198	-	69	114	-
Stage 2	-	-	-	-	-	-	273	111	-	384	195	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	312	-	-	479	-	-	~ 15	7	358	9	8	260
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	61	-	52	66	-
Stage 1	-	-	-	-	-	-	135	189	-	66	114	-
Stage 2	-	-	-	-	-	-	250	111	-	323	186	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	35.9	43.3
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	175	312	-	-	479	-	-	124
HCM Lane V/C Ratio	0.343	0.044	-	-	0.037	-	-	0.246
HCM Control Delay (s)	35.9	17.1	-	-	12.8	0	-	43.3
HCM Lane LOS	E	C	-	-	B	A	-	E
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-	-	0.9

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

HCM 6th TWSC
3: Prince Street & Ogden Avenue 10/23/2020

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1320	19	25	1732	10	43
Future Vol, veh/h	1320	19	25	1732	10	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	4	1	0	0
Mvmt Flow	1375	20	26	1804	10	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1395	0	2339	698
Stage 1	-	-	-	-	1385	-
Stage 2	-	-	-	-	954	-
Critical Hdwy	-	-	4.18	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.24	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	476	-	31	388
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	339	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	476	-	29	388
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	320	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	278	-	-	476	-
HCM Lane V/C Ratio	0.199	-	-	0.055	-
HCM Control Delay (s)	21.1	-	-	13	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

HCM 6th TWSC
5: Sherman Road & Forest Avenue 10/23/2020

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	30	18	0	19
Future Vol, veh/h	0	0	30	18	0	19
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	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	49	30	0	31

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	64
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	1006
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1006
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.7
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1006
HCM Lane V/C Ratio	-	-	0.031
HCM Control Delay (s)	-	-	8.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC
6: Prince Street & Sherman Road 10/23/2020

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	31	21	0	0	45
Future Vol, veh/h	21	31	21	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	0	0	3
Mvmt Flow	25	37	25	0	0	54

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	79	25	0	-	-	-
Stage 1	25	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	-	-
Pot Cap-1 Maneuver	924	1057	-	0	0	-
Stage 1	998	-	-	0	0	-
Stage 2	969	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	924	1057	-	-	-	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	999	-
HCM Lane V/C Ratio	-	0.062	-
HCM Control Delay (s)	-	8.8	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

HCM 6th TWSC
7: Ogden Avenue & Jewel Osco Access Drive 10/23/2020

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1347	1723	100	30	39
Future Vol, veh/h	15	1347	1723	100	30	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	16	1418	1814	105	32	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1919	0	-	0	2608	960
Stage 1	-	-	-	-	1867	-
Stage 2	-	-	-	-	741	-
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	312	-	-	-	~ 21	261
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	312	-	-	-	~ 20	261
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	44.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	312	-	-	-	82	261
HCM Lane V/C Ratio	0.051	-	-	-	0.385	0.157
HCM Control Delay (s)	17.2	-	-	-	74.1	21.4
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5	0.5

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

HCM 6th TWSC
9: Prince Street & Scooby's Access Drives 10/23/2020

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	19	40	12	17	30
Future Vol, veh/h	15	19	40	12	17	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	0	0	0	0	3
Mvmt Flow	18	23	48	14	20	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	131	55	0	0	62	0
Stage 1	55	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.47	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	851	1018	-	-	1554	-
Stage 1	955	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	840	1018	-	-	1554	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	931	1554	-
HCM Lane V/C Ratio	-	-	0.043	0.013	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
10: Forest Avenue & Northerly Access Drive/BP Access Drive 10/23/2020

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	0	4	9	0	18	16	11	1	15	3	31
Future Vol, veh/h	28	0	4	9	0	18	16	11	1	15	3	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	0	7	16	0	32	28	19	2	26	5	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	176	161	32	164	187	20	59	0	0	21	0	0
Stage 1	84	84	-	76	76	-	-	-	-	-	-	-
Stage 2	92	77	-	88	111	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	791	735	1048	805	711	1064	1558	-	-	1608	-	-
Stage 1	929	829	-	938	836	-	-	-	-	-	-	-
Stage 2	920	835	-	925	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	747	709	1048	778	686	1064	1558	-	-	1608	-	-
Mov Cap-2 Maneuver	747	709	-	778	686	-	-	-	-	-	-	-
Stage 1	912	815	-	921	821	-	-	-	-	-	-	-
Stage 2	877	820	-	903	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	9	4.2	2.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	775	948	1608	-	-
HCM Lane V/C Ratio	0.018	-	-	0.072	0.05	0.016	-	-
HCM Control Delay (s)	7.4	0	-	10	9	7.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.1	-	-

HCM 6th TWSC
11: Forest Avenue & Southerly Access Drive 10/23/2020

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	3	0	18	16	0
Future Vol, veh/h	10	3	0	18	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	3	0	19	17	0

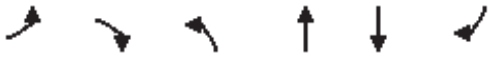
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	36	17	17	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	19	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	982	1068	1613	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	982	1068	1613	-	-	-
Mov Cap-2 Maneuver	982	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1613	-	1001	-	-
HCM Lane V/C Ratio	-	-	0.014	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM Unsignalized Intersection Capacity Analysis
4: Main Street & Sherman Road

10/23/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	34	620	896	13
Future Volume (Veh/h)	0	0	34	620	896	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	38	697	1007	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					312	
pX, platoon unblocked	0.83	0.83	0.83			
vC, conflicting volume	1439	511	1022			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1115	0	611			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	95			
cM capacity (veh/h)	162	903	809			

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	38	348	348	671	351
Volume Left	38	0	0	0	0
Volume Right	0	0	0	0	15
cSH	809	1700	1700	1700	1700
Volume to Capacity	0.05	0.20	0.20	0.39	0.21
Queue Length 95th (ft)	4	0	0	0	0
Control Delay (s)	9.7	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.5			0.0	
Approach LOS					

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Scooby's Inbound Only Access Drive & Ogden Avenue

10/23/2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1362	1	5	1757	0	0
Future Volume (Veh/h)	1362	1	5	1757	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1434	1	5	1849	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	448			597		
pX, platoon unblocked			0.85		0.83	0.85
vC, conflicting volume			1435		2369	718
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1152		1408	304
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			520		109	591

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	956	479	5	924	924
Volume Left	0	0	5	0	0
Volume Right	0	1	0	0	0
cSH	1700	1700	520	1700	1700
Volume to Capacity	0.56	0.28	0.01	0.54	0.54
Queue Length 95th (ft)	0	0	1	0	0
Control Delay (s)	0.0	0.0	12.0	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		0.0		
Approach LOS					

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

November 16, 2020, 7:00 P.M.

FILE 20-PLC-0020: A petition seeking approval for a Planned Unit Development and Special Use for a drive-through facility to construct a multi-building commercial center. The property is currently zoned B-3, General Services and Highway Business. Petitioner: Vequity; Owner, Windy Ogden L.P.

Chairman Rickard swore in those individuals that would be speaking tonight.

Petitioner, Ivan Nockov with Vequity, 266 N. Morgan St., Chicago, explained the property was located at 1111 Ogden Avenue. The existing building was to be demolished and access points on Ogden Avenue would be closed. A 9,000 sq. foot building was being proposed to lease to national tenants. Modern materials were being incorporated for the new building (renderings followed). A drive-through was also being proposed, hence the request for a special use. New parking, landscaping and signage was also planned

(Commissioner Boyle arrives 7:13 p.m.)

Mr. Nockov reviewed *Section 28.12.030.I - Zoning Map Amendment Review and Approval Criteria* of the village's ordinance, addressing each of the criteria items as they pertained to amending the zoning map. Continuing, Mr. Nockov reviewed *Section 28.12.040.C.6 Review and Approval Criteria* of the village's ordinance, addressing each of the criteria items as they pertained to amending the zoning map to approve a PUD development and to establish a PUD overlay district. Lastly, Mr. Nockov reviewed *Section 28.12.050.H Approval Criteria* of the ordinance, addressing each of the criteria items as they pertained to the recommendation/approval of the special use by the decision-making body.

Comments/questions from the commissioners followed with regard to setback relief and the reasons for them, which the petitioner explained was to basically maximize the property and respond to the parking needs for the community. The validity of the traffic study was questioned if there were no tenants yet; concerns about traffic and traffic patterns in the area; concern about setting a precedence with some of the relief requests, and concern about the head-in parking on Forest Avenue.

It was pointed out that staff was working with the developer and the project was meeting code. Last comments included where any queuing issues existed with the drive-through, whether the petitioner considered a three- or four-tenant building versus a five-tenant building and setting a precedent. Staff proceeded to explain the relief granted to other PUD projects in the area and the truck turning point. (The petitioner offered to work with staff and the fire department on this matter.)

Chairman Rickard invited the public to comment.

Mr. Michael Cassa, President and CEO of The Downers Grove Economic Development

Corporation (the "Corporation"), 5159 Mochel, Downers Grove, explained this was the Corporation's fourth project involving Vequity and the firm proved to have a very good track record. Mr. Cassa listed off the prior redevelopments completed by Vequity, which were challenging yet proved to be very successful. Per Mr. Cassa, the Corporation strongly supported the project and expressed appreciation to the village staff and Vequity.

Chris Ilekis with Vequity, extended appreciation to Mr. Cassa, staff and the Village for the opportunity to present their proposal.

Hearing no further public comment, the Chairman asked staff to present their report.

Development Planner Flora Ramirez, summarized the request before the commission, described the site location, existing conditions, public notice, plat of survey, and the proposed site plan noting that the proposed multi-retail building will have five tenant spaces with the most eastern tenant space having a drive-through window. Key features of the site were noted on the screen, as well as traffic circulation patterns, elevations, building materials (various colored brick, glass, metal canopies and variations in roof line). Ms. Ramirez reviewed slides containing the Zoning Map amendment criteria, which were met, the Planned Unit Development criteria which were met, and the criteria for a special use, which staff indicated the issues were also addressed. Planning staff supported the petition and she referred commissioners to a motion drafted in staff's report.

Commissioner comments included confirmation that the current building was located on the property line (west side) wherein staff confirmed in the affirmative stating there were no setbacks required. Chairman Rickard emphasized the challenging aspects of redevelopment along Ogden Avenue, in general and the petitioner was experienced with previous successful developments in the village.

Petitioner, Mr. Ivan Nockov returned and closed by thanking staff and commissioners for their work on this project, given the pandemic.

Chairman Rickard closed the public hearing and invited commissioner comments again.

General Comments included: the site was a good use of the lot; the petitioner was seeking relief on 30 percent of the setbacks in place and setting a precedent; that given the number of variations being requested, it indicated how challenging the site was; the site had been an eyesore for many years; not many options existed for the site; a drive-through would be favored by the high school students; the site was a gateway to the village and needed to be held to a higher standard but asking for relief for a third of the variations was much; head-in parking for Forest Avenue could be difficult for traffic coming in and out of the development with vehicles backing out of either side of the road; the project was a good use/improvement of the land; addressing the drive-through queuing in the traffic report was a positive.

Commissioner Rollins stated that the commission has held steady in the past on some of its variances, especially signage, and by compromising it, other developers, including Vequity, could expect the same in the future.

Regarding specific concerns of relief, Planning Manager, Zawila asked that the commissioners refer to Page 4 in staff's report. Comments followed that the setbacks for the monument signs

were a concern because the village usually stayed uniform with the setbacks. As to emergency vehicles (fire trucks) they would find a way into the site and the fire plan was workable.

The Chairman proceeded to ask the commissioners if there were standards for approval they felt were not met for the project. None were voiced.

WITH RESPECT TO FILE 20-PLC-0020, AND BASED ON THE PETITIONER'S SUBMITTAL, STAFF'S REPORT AND TESTIMONY PRESENTED, THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A PLANNED UNIT DEVELOPMENT, ACCOMPANYING REZONING AND SPECIAL USE, AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINNANCE, AND IS IN THE PUBLIC'S INTEREST, COMMISSIONER MAUER MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL BASED ON THE FOLLOWING CONDITIONS:

1. **THE PLANNED UNIT DEVELOPMENT, REZONING, AND SPECIAL USE SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT, ENGINEERING, ARCHITECTURAL AND LANDSCAPE DRAWINGS PREPARED BY CIVWORKS CONSULTING, LLC, ILEKIS ASSOCIATES AND LG WORKSHOP, DATED SEPTEMBER 26, 2020 AND LAST REVISED ON NOVEMBER 11, 2020, EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES;**
2. **THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC SUPPRESSION SYSTEM AND AN AUTOMATIC AND MANUAL FIRE ALARM SYSTEM;**
3. **A FINAL PLAT OF CONSOLIDATION WILL BE REQUIRED PRIOR TO PERMIT ISSUANCE;**
4. **CROSS ACCESS EASEMENTS ALONG THE ENTIRE NORTH, SOUTH AND WEST DRIVING LANES SHALL BE PROVIDED THROUGHOUT THE DEVELOPMENT;**
5. **A ONE-WAY TRAFFIC SIGN ALONG THE SOUTHERN DRIVE ON FOREST AVENUE SHALL BE INCLUDED ON THE PLANS;**
6. **THE SIDEWALK ALONG OGDEN AVENUE SHALL BE EXTENDED WEST TO PRINCE STREET;**
7. **ALL SIGNAGE SHALL BE PERMITTED SEPARATELY; AND**
8. **THE PETITIONER SHALL REDUCE LIGHT LEVELS TO SECURITY LEVEL NO LATER THAN 30 MINUTES AFTER THE CLOSE OF BUSINESS.**

SECONDED BY COMMISSIONER MAJAUSKAS. ROLL CALL:

AYE: MAURER, MAJAUSKAS, BOYLE, JOHNSON, PATEL, TOTH CHAIRMAN RICKARD

NAY: DMYTRYSZYN, ROLLINS

MOTION PASSED. VOTE: 7-2

DRAFT

/s/ Celeste K. Weilandt
Recording Secretary
(As transcribed by MP-3 audio)