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#### **MEETING AGENDA**

#### ZONING BOARD OF APPEALS WEDNESDAY, MARCH 15, 2023 6:30 P.M.

#### MEMORIAL HALL – MEMORIAL BUILDING 19 East Chicago Avenue, Hinsdale, IL

(Tentative & Subject to Change)

- 1. CALL TO ORDER
- 2. ROLL CALL
- 3. APPROVAL OF MINUTES
  - a) Februrary 15, 2023
- 4. APPROVAL OF FINAL DECISIONS OR FINDINGS OF FACT
- 5. RECEIPT OF APPEARANCES
- 6. RECEIPT OF REQUESTS, MOTIONS, PLEADINGS, OR REQUESTS TO MAKE PUBLIC COMMENT OF A GENERAL NATURE
- 7. PRE-HEARING AND AGENDA SETTING
- 8. PUBLIC HEARING
  - a) V-01-23, 2 Salt Creek Lane, Mouse Motors
- 9. NEW BUSINESS
- 10. OLD BUSINESS
- 11. ADJOURNMENT

The Village of Hinsdale is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are requested to contact the ADA Coordinator Brad Bloom at 630-789-7007 or by TDD at 630-789-7022 promptly to allow the Village of Hinsdale to make reasonable accommodations for those persons.

www.villageofhinsdale.org

#### VILLAGE OF HINSDALE ZONING BOARD OF APPEALS MINUTES OF THE MEETING February 15, 2023

Chairman Bob Neiman called the regularly scheduled meeting of the Zoning Board of Appeals to order on Wednesday, February 15, 2023 at 6:30 p.m. in Memorial Hall of the Memorial Building, 19 E. Chicago Avenue, Hinsdale, Illinois.

#### 1. ROLL CALL

**Present:** Chairman Bob Neiman, Members Gary Moberly, Gannon O'Brien, Keith Giltner, Tom Murphy, and Leslie Lee

Absent: Member John Podliska

**Also Present:** Director of Community Development/Building Commissioner Robb McGinnis

#### 2. APPROVAL OF MINUTES

a) November 16, 2022

Member Giltner moved to approve the minutes of November 16, 2022. Member Lee seconded the motion.

AYES: Members Moberly, O'Brien, Giltner, Lee, and Chairman Neiman

NAYS: None

**ABSTAIN:** Member Murphy **ABSENT:** Member Podliska

Motion carried.

- 3. APPROVAL OF FINAL DECISIONS OR FINDINGS OF FACT None
- 4. RECEIPT OF APPEARANCES None
- 5. RECEIPT OF REQUESTS, MOTIONS, PLEADINGS, OR REQUESTS TO MAKE PUBLIC COMMENT OF A GENERAL NATURE None
- 6. PRE-HEARING AND AGENDA SETTING
  - a) V-01-23, 2 Salt Creek Lane, Mouse Motors

Stas Shkurti, attorney for the applicant, and Mike Marzano, property owner, were present at the meeting. Mr. Shkurti gave a brief overview of the proposal, the business operation, and the hardships tied to the development of the parcel and the parking problem the code creates due to the desire to store inventory inside the building. Discussion took place about the implications that the parking deficiency could have on future interests if/when Mouse Motors vacated the building. Staff stated that they shared the same concerns and that the attorneys were working on language to protect both parties.

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Zoning Board of Appeals Meeting of February 15, 2023 Page 2 of 2

1 Further discussion took place about any special events that might be hosted at 2 the property and the where test drives would be conducted. 3 4 The public hearing was set for the next meeting of the Zoning Board of Appeals 5 on March 15, 2023. 6 7 7. PUBLIC HEARING - None 8 9 **OLD BUSINESS** 10 11 9. NEW BUSINESS 12 13 10. ADJOURNMENT 14 With no further business before the Zoning Board of Appeals, Member Giltner 15 made a motion to adjourn the Zoning Board of Appeals of February 15, 2023. Member Moberly seconded the motion. 16 17 18 AYES: Members Moberly, O'Brien, Giltner, Murphy, Lee, and Chairman Neiman 19 NAYS: None **ABSTAIN:** None 20 21 **ABSENT:** Member Podliska 22 Motion carried. 23 24 25 Chairman Neiman declared the meeting adjourned at 7:10 p.m. 26 27 28 Approved: Jennifer Spires 29 30 31 32 33

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#### **MEMORANDUM**

TO: Chairman Neiman and Members of the Zoning Board of Appeals

FROM: Robert McGinnis MCP

**Director of Community Development/Building Commissioner** 

DATE: July 27, 2022

RE: Zoning Variation – V-01-23; 2 Salt Creek Lane

In this application for variation, the applicant requests relief from the parking requirements set forth in 9-104(J)(1) in order to construct a new luxury automotive dealership. The specific request is for a reduction of 73 parking spaces.

It should be noted that the Zoning Board of Appeals does not have final authority over this request due to the number of spaces the applicant is requesting relief on. As such, it will move on to the Board of Trustees as a recommendation should four affirmative votes be cast.

The property is surrounded by a mix of office and commercial uses. Multi-tenant office buildings, medical office buildings, and a detention pond are located to the north, east, and west of the site in the O-3 District. Automobile dealerships and a bank are located to the south across Ogden Avenue in the B-3 District. Specifically, three automobile dealerships are located on the neighboring blocks to the south of the site (Land Rover at 336 E. Ogden Avenue, Continental / Ferrari at 420 E. Ogden Avenue, Current Automotive at 300 E. Ogden Avenue).

There are no properties in a Single-Family Residential District located within 250 feet of the site. The closest single-family property is located in the R-4 District approximately 475 feet to the south on Oak Street across Ogden Avenue. The Graue Mill County Condominium subdivision is located approximately 780 feet from the north of the site in the R-5 District.

The site plan consists of a two-story, 38,367 square foot building to be used as a luxury automobile dealership with interior showrooms, automobile repair services, offices, and an interior parking garage for vehicle storage. The site will be accessible from two curb cuts on the north property line off a Tower Drive, a private road in the Office Park of Hinsdale. A total of 46 exterior parking spaces and a loading area are proposed on the north side of the building.

Per Section 9-104(J), the proposed use is required to provide one (1) parking space for each 275 square feet of net floor area. With 32,619 square feet of net floor area, 119 parking spaces are required for the proposed development. A total of 46 spaces are proposed in the exterior parking lot.

Per the applicant, exterior parking spaces will not be used to display or store vehicles outdoors. All vehicle inventory will be contained inside the building. An additional 65 parking spaces are proposed inside the building for vehicle inventory, service, and showroom purposes, which are not counted toward required parking. A second floor parking garage will contain 34 spaces for vehicle inventory storage, the first and second floor showroom will contain about 19 spaces, and the service area include 12 spaces. The applicant has indicated that off-site parking can be accommodated at their existing service facility at 5758 W. Fillmore Street in Chicago if necessary and can provide 36 additional spaces.

According to the applicant, due to the high-end nature and operational differences, the proposed use will have a lower intensity than a typical car dealership and the number of parking spaces proposed will be adequate for the operations on site. There will be low customer walk-in traffic due to the price point of the vehicles and the large number of sales taking place online, the service and showroom areas will largely be by appointment only, and vehicles for service appointments will primarily be picked up from a customer's location and brought to the site for repair. About 90-95% of all service business will be handled by a vehicle haulers. About 80% of vehicle sales are estimated to take place online. Anticipated hours of operation are from 8 a.m. to 5 p.m. for service and 10 a.m. to 6 p.m. for sales, where most showroom and service appointments will largely be by appointment only. The increase to the building size due to interior parking and vehicle showroom design also contributes to a greater parking deficiency based on the how parking requirements are calculated per the Zoning Code.

cc: Kathleen Gargano, Village Manager Zoning file V-01-23



Anastas Shkurti | Park Ridge

O: 847.698.9600 Ext. 2290

F: 847.698.9623

E: ashkurti@robbinsdimonte.com

January 9, 2023

Via Messenger Copies via email to <a href="mailto:rmcginnis@villageofhinsdale.org">rmcginnis@villageofhinsdale.org</a>

Robert McGinnis
Building Commissioner and
Director of Community Development
Village of Hinsdale
19 E Chicago Ave
Hinsdale, IL 60521

Property:

2 Salt Creek Lane, Hinsdale, IL 60521

Dear Mr. McGinnis,

Please find enclosed ten (10) copies of a Variation Application for an off-street parking deficiency and supporting materials in connection with the construction of a new luxury automobile dealership (McLaren Chicago) with a two-story showroom and interior parking for all sales and service inventory. The following exhibits are also referred in the above application:

- 1. Exhibit Group 1: Last Deed of Record
- 2. Exhibit Group 2: Site Plans
- 3. Exhibit 3: Letter of Compliance Illinois State Agency Historic Resources Preservation Act
- 4. Exhibit Group 4: Miscellaneous Support letters
- 5. Exhibit 5: Traffic Impact Study dated November 29, 2022, by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA)

McLaren Chicago is a unique and nontraditional automotive dealership group that specializes in selling classic and modern luxury high-performance super cars. The entry price for a new McLaren is \$237,500. All vehicles for sale and for service are always parked indoors. The dealership has exceptionally low on-site unit sales and it generates low traffic and low use intensity. About 80% of vehicle sales take place online. A vehicle hauler handles 90-95% of service business.

The dealership projects no more than 20 total new and used cars sales per month including online sales. It also expects to see at most 3 customers driving in the facility each day and at most 3 in-person customer pickup and drop-offs in the service facility each month. The hours of operation will be from 8 am to 5 pm for service and from 10 am to 6 pm for sales. These hours of operation are primarily for

Chicago

180 North LaSalle Street, Suite 3300, Chicago, IL 60601 O: 312.782.9000 | F: 312.782.6690 Park Ridge

216 West Higgins Road, Park Ridge, IL 60068 O: 847.698.9600 | F: 847-698-9623 Village of Hinsdale January 9, 2023 Page 2 of 3

employees because the showroom and the service department are by appointment. At any given time, only 8-10 employees and 2-3 customers are expected to park in the 46 provided outdoor spaces.

The proposed facility has a unique design, and it is a great fit for the location. The acquisition and state-of-the-art build-out costs exceed \$12 million. The facility has a two-story showroom and enough indoor parking for all vehicle inventory both for sale and for service. There are 65 indoor parking stalls (19 for the two showrooms; 34 in the parking facility in the second floor; and 12 for the first-floor service area). The site plan also provides for 46 outdoor parking spaces. The dealership's daily operations are very low intensity, and the available 111 parking stalls (46 outdoor and 65 indoor) are well above the dealership's needs for present and for the future.

The net area of the building structure is nearly 32,619 square feet. Pursuant to the Zoning Ordinance, it requires 119 off-street parking spaces. Only the 46 outdoor parking spaces fully comply with the Code. This creates an off-street parking deficiency of 73. The Applicant seeks a variance and relief from this parking requirement.

The proposed McLaren Chicago use does not demand the off-street parking amount required per Code. The dealership's daily operations are very low intensity, and the available parking stalls are above its needs for the present and for the future. The Code does not adequately address the specific use by McLaren Chicago. Also, all vehicles for sale and for service are always parked indoors. The added square footage within the facility for all indoor inventory parking results in a greater outdoor parking deficiency and should be a mitigating factor.

The Applicant desires to relocate McLaren Chicago at the subject Property in Hinsdale because it would allow the consolidation of its separate operations into a convenient location with good access to I-294. The Applicant began operations in 2013 as a collector car dealership before adding the McLaren franchise in 2015. Their current showroom is at 645 W. Randolph St., and their service facility at 5758 W. Fillmore St., both in the City of Chicago. The Applicant will maintain a service facility at 5758 W. Fillmore, with 36 additional parking spaces to relieve any improbable congestion in inventory or service at 2 Salt Creek Ln.

The subject Property is a parcel of 2.2 acres; part of the Office Park of Hinsdale (Lot 7); and currently zoned O-3 (Office). The Hinsdale Zoning Code permits new car dealerships along Ogden Ave in the B-3 District. The Property abuts Ogden Ave and will need to be rezoned to B-3 (Business) to allow the construction and operation of the dealership. The Property is severely underused with a history of unsuccessful attempts to develop. The last building on site was demolished in 2012. Development trends in the vicinity are towards business and commercial development and away from office development. Market-wide, office space vacancies are at record high levels, and such use does not generate any sales tax revenue.

McLaren Chicago at 2 Salt Creek Lane will benefit the Village and the local community. The project is the best-case scenario for the Village and for the subject Property. The dealership's low-intensity use will generate sales tax revenue from the high-priced vehicles. It will also generate significantly less vehicular traffic than an office space building of equal or smaller size. The use overall will be of much lower intensity than any office space use in O-3 or general retail in B-3.

Village of Hinsdale January 9, 2023 Page 3 of 3

We look forward to working together to make this a reality!

Sincerely,

ROBBINS DI MONTE, LTD.

Anastas Shkurti

**Enclosures** 

Michael Marzano Cc:

> Jerry Mortier Bethany Salmon

 $\underline{MM@mouse\text{-}motors.com;}\\ \underline{jmortier@theredmondco.com;}$ bsalmon@villageofhinsdale.org.

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FR 7002575

THIS DOCUMENT WAS PREPARED BY:

Vito M. Pacione, Esq.
Patzik, Frank & Samotny Ltd.
200 South Wacker Drive, Suite 2700
Chicago, Illinois 60606

AFTER RECORDING RETURN TO:

R. Kymn Harp, Esq. Robbins DiMonte, Ltd. 180 N. LaSalle Street, Suite 3300 Chicago, Illinois 60601

MAIL TAX BILLS TO:

2 Salt Creek Lane LLC 5758 West Fillmore Street Chicago, Illinois 60644 KATHLEEN V. CARRIER, RECORDER
DUPAGE COUNTY ILLINOIS
01/09/2023 10:43 AM
RHSP
COUNTY TAX STAMP FEE 1,812.50
STATE TAX STAMP FEE 3,625.00

DOCUMENT # R2023-001572

(This space reserved for recording date)

#### SPECIAL WARRANTY DEED

This SPECIAL WARRANTY DEED, made as of December 30, 2022 by 2 SALT CREEK LLC, an Illinois limited liability company, having an address at c/o Vequity LLC, 226 North Morgan Street, Suite 300, Chicago, Illinois 60607 ("Grantor"), to and in favor of 2 SALT CREEK LANE LLC, an Illinois limited liability company, having an address at 5758 West Fillmore Street, Chicago, Illinois 60644 ("Grantee").

WITNESSETH, that Grantor, for and in consideration of the sum of Ten and No/100 Dollars (\$10.00), and other valuable consideration in hand paid by Grantee, the receipt and sufficiency whereof is hereby acknowledged, by these presents does REMISE, RELEASE, ALIEN, GRANT, BARGAIN, SELL, AND CONVEY unto Grantee, and to its successors and assigns, FOREVER, all interest in and to the real estate situated in the County of DuPage and State of Illinois known and described on Exhibit A attached hereto and by this reference made a part hereof (the "Property"), subject to those matters set forth on Exhibit B attached hereto and made a part hereof (the "Permitted Exceptions").

Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim or demand whatsoever, of the Grantor, either in law or equity, of, in and to the Property, with the hereditaments and appurtenances:

TO HAVE AND TO HOLD the Property as above described, with the appurtenances, unto the Grantee, its successors and assigns forever.

And the Grantor, for itself, and its successors and assigns, does covenant, promise and agree, to and with the Grantee, its successors and assigns, that during the period that Grantor has owned title to the Property, it has not done or suffered to be done anything whereby the Property hereby granted is, or may

be, in any manner encumbered or charged, except for the Permitted Exceptions set forth on Exhibit B attached hereto and made a part hereof; and that subject to such Permitted Exceptions, the Grantor will WARRANT AND FOREVER DEFEND the Property against all persons lawfully claiming by, through or under the Grantor, but not otherwise.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Grantor has signed and sealed and delivered this instrument as of the day and year first above written.

GRANTOR:		2 SALT CREEK LLC, an Illinois limited liability company,  By:
		Name: Christopher Ilekis
		Title: Manager
STATE OF ILLINOIS	)	
COUNTY OF COOK	)	SS
	,	<u>.</u>

I, the undersigned, a Notary Public in and for the State and County provided above, do hereby certify that Christopher Ilekis, the manager of 2 SALT CREEK LLC, an Illinois limited liability company, on behalf of such entity, who is personally known to me to be the same person whose name is subscribed to the foregoing instrument as such manager, appeared before me this day in person and acknowledged that he signed and delivered the said instrument as his own free and voluntary act and as the free and voluntary act of said limited liability company for the uses and purposes therein set forth.

Nøtary Public

GIVEN under my hand and notarial seal this 21 day of December, 2022

Official Seal Kimberly Ward Notary Public State of Illinois My Commission Expires 03/15/2025

My commission expires on 03 15 25

#### **EXHIBIT A**

#### Legal Description of the Property

#### PARCEL 1:

LOT 7 IN OFFICE PARK OF HINSDALE, BEING A SUBDIVISION OF PART OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 20, 2002, AS DOCUMENT R2002-243817, IN DUPAGE COUNTY, ILLINOIS.

#### PARCEL 2:

NON-EXCLUSIVE, PERPETUAL EASEMENTS FOR THE BENEFIT OF PARCEL 1 AS CREATED BY AGREEMENT RECORDED JUNE 11, 1973 AS DOCUMENT R73-33823 AS AMENDED BY DOCUMENTS R73-35331, R81-2365 AND R2001-197280, DESCRIBED IN RIDER DESCRIPTIONS 2, 4 AND 6 ATTACHED THERETO, AND BY EASEMENT GRANT RECORDED JANUARY 18, 1989 AS DOCUMENT R89-006821 AS AMENDED BY DOCUMENT R89-072896, AND AS CREATED BY EASEMENT GRANT RECORDED JUNE 20, 1989 AS DOCUMENT R89-072897, DESCRIBED IN EXHIBITS C1 THROUGH C5 ATTACHED THERETO, AND ALSO AS CREATED BY LICENSE AGREEMENT RECORDED JUNE 11, 1973 AS DOCUMENT R73-33822, AS SUPPLEMENTED BY SUPPLEMENTAL DECLARATION OF LICENSE RECORDED AS DOCUMENT R77-117083 AND SUPPLEMENTAL DECLARATION OF LICENSE RECORDED AS DOCUMENT R79-107322, FOR THE PURPOSES OF INGRESS AND EGRESS OVER, UPON AND ACROSS EASEMENT PREMISES.

#### PARCEL 3:

A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY DECLARATION OF EASEMENTS AND OPERATING COVENANTS RECORDED MAY 29, 2003, AS DOCUMENT R2003-200111, AND RE-RECORDED JANUARY 10, 2006 AS DOCUMENT R2006-005825 AND AMENDED BY AMENDMENT RECORDED FEBRUARY 27, 2012 AS DOCUMENT R2012-024784 FOR THE PURPOSE OF VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS UPON THE ROADWAYS; REPAIR, REPLACEMENT AND RENEWAL OF UTILITY IMPROVEMENTS; RETENTION, DETENTION AND DRAINAGE OF WATER; AND OVER COMMON IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO THE CLOCK TOWER, SIDEWALKS, LANDSCAPED AREAS AND POND FOR PEDESTRIAN INGRESS, EGRESS, ACCESS AND FOR PASSIVE RECREATIONAL PURPOSES OVER THE FOLLOWING DESCRIBED LAND: LOTS 1, 2, 3, 4, 6, 7, 8, 9 AND 10 IN OFFICE PARK OF HINSDALE, BEING A SUBDIVISION OF PART OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 20, 2002, AS DOCUMENT R2002-243817, IN DUPAGE COUNTY, ILLINOIS.

Commonly Known As: 2 Salt Creek Lane, Hinsdale, IL 60521

Property Index Number: 09-01-207-012

#### **EXHIBIT B**

#### **Permitted Exceptions**

- 1. REAL ESTATE TAXES FOR THE YEAR 2022 AND SUBSEQUENT YEARS WHICH ARE NOT YET DUE AND PAYABLE.
- 2. (A) TERMS, PROVISIONS, AND CONDITIONS RELATING TO THE EASEMENTS DESCRIBED AS PARCELS 2 AND 3 CONTAINED IN THE INSTRUMENTS CREATING SAID EASEMENTS.
  - (B) RIGHTS OF THE ADJOINING OWNER OR OWNERS TO THE CONCURRENT USE OF SAID EASEMENTS.
- 3. TERMS AND PROVISIONS OF STORMWATER FACILITY MAINTENANCE AGREEMENT RECORDED JANUARY 10, 2013 AS DOCUMENT NO. R2013-005216.
- 4. THE LAND LIES WITHIN THE FLAGG CREEK WATER RECLAMATION DISTRICT, WHICH HAS ACCEPTED FEDERAL GRANTS FOR SEWAGE TREATMENT WORKS PURSUANT TO PUBLIC LAW 92-500. FEDERAL LAW REQUIRES A USER CHARGE SYSTEM SEPARATE FROM GENERAL AD VALOREM PROPERTY TAXES.
- 5. EASEMENT MADE BY AND BETWEEN THE HINSDALE SANITARY DISTRICT, A MUNICIPAL CORPORATION, AND OFFICE PARK OF HINSDALE, A PARTNERSHIP, DATED DECEMBER 30, 1971 AND RECORDED FEBRUARY 24, 1972 AS DOCUMENT R72-9137, RELATING TO INTERCEPTOR PIPES, LIFT STATION, WATER STORAGE AND PUMPING STATION, FORCE MAINS AND MAINTENANCE AND OPERATION OF WATER WELLS AND DISTRIBUTION SYSTEM, TOGETHER WITH THE PROVISIONS AND CONDITIONS CONTAINED THEREIN.
  - NOTE: BY QUITCLAIM DEED RECORDED MAY 27, 1981 AS DOCUMENT R81-27229, HINSDALE SANITARY DISTRICT CONVEYED ITS INTEREST IN SAID EASEMENT TO THE VILLAGE OF OAK BROOK.
- 6. GRANT OF EASEMENT MADE BY OFFICE PARK OF HINSDALE, A PARTNERSHIP, TO THE VILLAGE OF HINSDALE, A MUNICIPAL CORPORATION, AND ITS ASSIGNS, DATED AUGUST 13, 1973AND RECORDED NOVEMBER 6, 1973AS DOCUMENT R73-69217, OF EASEMENTS FOR THE EXISTING WATER WELLS AND PUMPING STATIONS DESCRIBED ON THE PLATS ATTACHED THERETOAS EXHIBIT "A" AND EXHIBIT "B" AND MADE A PART THEREOF.
- 7. GRANT OF EASEMENT MADE BY HINSDALE SANITARY DISTRICT, A MUNICIPAL CORPORATION, TO THE VILLAGE OF HINSDALE, A MUNICIPAL CORPORATION, AND ITS ASSIGNS, DATED NOVEMBER 9, 1972 AND RECORDED NOVEMBER 6, 1973 AS DOCUMENT R73-69216, OF EASEMENTS FOR THE EXISTING WATER WELLS AND PUMPING STATIONS AND FOR WATER MAINS FOR THE PURPOSE OF CONVEYING WATER, ALL AS DESCRIBED ON THE PLAT ATIACHED THERETO AS EXHIBIT "A" AND MADE A PART THEREOF.

- 8. EASEMENT AND MODIFICATION OF EXISTING EASEMENTS CREATED BY A GRANT DATED JULY 21, 1980 AND RECORDED SEPTEMBER 23, 1980 AS DOCUMENT R80-57056, FROM OFFICE PARK OF HINSDALE AND HINSDALE SANITARY DISTRICT, FOR STORM AND SURFACE WATER CONTROL AND SANITARY SEWER PURPOSES.
- 9. AGREEMENT MADE BY AND BETWEEN DROVERS NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 62019, AND AS TRUSTEE UNDER TRUST NUMBER 61116, AND CATHERINE SOUSTEK, DATED JUNE 7, 1973 AND RECORDED JUNE 11, 1973 AS DOCUMENT R73-33823, WITH AMENDMENTS THERETO RECORDED AS DOCUMENTS R73-35331, R81-02365 AND R2001-197280, RELATING TO PERPETUAL AND NON-EXCLUSIVE EASEMENT AND COVENANTS APPURTENANT TO AND BENEFITING THE PREMISES IN QUESTION.
- 10. EASEMENT CREATED BY A GRANT RECORDED ON OCTOBER 6, 1978 AS DOCUMENT R78-96678, FROM THE DROVERS NATIONAL BANK OF CHICAGO, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 30, 1967 AND KNOWN AS TRUST NUMBER 67927, TO THE ILLINOIS BELL TELEPHONE COMPANY, ITS SUCCESSORS AND ASSIGNS, FOR THE RIGHT TO CONSTRUCT, RECONSTRUCT, ADD TO, REMOVE, OPERATE AND MAINTAIN COMMUNICATION SYSTEMS CONSISTING OF WIRES, CABLES, ETC., OVER A STRIP OF LAND 10 FEET IN WIDTH AS SET FORTH ON EXHIBIT "A" OF SAID DOCUMENT.
- 11. GAS MAIN EASEMENT MADE BY PAUL SCHWENDENER AND OFFICE PARK OF HINSDALE, TO NORTHERN ILLINOIS GAS COMPANY, DATED OCTOBER 19, 1967 AND RECORDED NOVEMBER 14, 1967 AS DOCUMENT NUMBER R67-46566, GRANTING A PERPETUAL EASEMENT AND RIGHT-OF-WAY FOR THE PURPOSE OF LAYING, MAINTAINING, OPERATING, RENEWING, REPLACING AND REMOVING GAS MAINS AND ANY NECESSARY GAS FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR SAID PURPOSES, IN, UPON, UNDER, ALONG AND ACROSS THE FOLLOWING DESCRIBED PROPERTY:

THE WESTERLY 1/2 OF THE PRIVATE ROAD KNOWN AS "SALT CREEK LANE": INCLUDING THE WESTERLY 1/2 OF THE WEST BOUND TURN LANE LOCATED IN THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

(FOR FURTHER PARTICULARS, SEE RECORD.)

12. LICENSE AGREEMENT MADE BY AND BETWEEN OFFICE PARK OF HINSDALE AND DROVERS NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 61116, DATED FEBRUARY 15, 1973 AND RECORDED JUNE 11, 1973 AS DOCUMENT R73-33822, AND SUPPLEMENTAL DECLARATION RECORDED AS DOCUMENT R79-107322, AND SUPPLEMENTARY DECLARATION OF LICENSE RECORDED AS DOCUMENT R77-117083 RELATING TO INGRESS AND EGRESS TO AND FROM OGDEN AVENUE OVER AND ACROSS THE PRIVATE ROADS KNOWN AS SALT CREEK LANE AND ELM STREET, FURTHER PROVIDING FOR THE TERMINATION OF THIS AGREEMENT TOGETHER WITH THE TERMS, PROVISIONS AND CONDITIONS CONTAINED THEREIN.

- OFFICE PARK OF HINSDALE DECLARATION OF EASEMENTS AND OPERATING COVENANTS DATED APRIL 2003 AND RECORDED MAY 29, 2003, AS DOCUMENT R2003-200111, AND RE-RECORDED JANUARY 10, 2006, AS DOCUMENT R2006-005825, MADE BY AND BETWEEN MIDWEST BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 8, 2001, AND KNOWN AS TRUST NUMBER 01-7933 AND FOXFORD, L.L.C., AND AMENDED BY AMENDMENT RECORDED FEBRUARY 27, 2012 AS DOCUMENT R2012-024784.
- 14. EASEMENT GRANT RECORDED JANUARY 18, 1989 AS DOCUMENT R89-006821 AND AMENDED BY DOCUMENT R89-072896, GRANTING AN EASEMENT FOR PURPOSES OF INGRESS AND EGRESS, INCLUDING VEHICULAR AND PEDESTRIAN ACCESS, TO BENEFIT THE LAND AND OTHER PROPERTY, TOGETHER WITH RESTRICTIONS ON THE USE OF THE LAND.
- GRANT MADE BY DROVERS NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER 15. TRUST AGREEMENT DATED NOVEMBER 30, 1967 AND KNOWN AS TRUST NUMBER 67297, TO THE COMMONWEALTH EDISON COMPANY, A CORPORATION OF ILLINOIS, AND THE ILLINOIS BELL TELEPHONE COMPANY, A CORPORATION OF ILLINOIS, THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, DATED JUNE 30, 1969 AND RECORDED JULY 8, 1969 AS DOCUMENT R69-30059, OF AN EASEMENT TO CONSTRUCT, OPERATE, MAINTAIN, RENEW, RELOCATE AND REMOVE FROM TIME TO TIME WIRES. CABLES. CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS AND OTHER FACILITIES USED IN CONNECTION WITH UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, SOUNDS AND SIGNALS, TOGETHER WITH RIGHT OF ACCESS TO THE SAME AND THEIR RIGHT, FROM TIME TO TIME TO TRIM OR REMOVE TREES. BUSHES AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE GRANT THEREIN GIVEN IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE LAND, DESCRIBED AS FOLLOWS:

STRIPS OF LAND 10 FEET IN WIDTH AS SHOWN SHADED ON THE ATTACHED SKETCH MARKED EXHIBIT "A" AND MADE A PART THEREOF.

- 16. PURSUANT TO THE PLAT OF OFFICE PARK OF HINSDALE, AFORESAID, THERE SHALL BE NO DIRECT ACCESS TO OGDEN AVENUE (U.S. ROUTE 34) FROM LOTS 2, 3, 7 AND 8. ACCESS TO BE PROVIDED VIA ELM STREET AND SALT CREEK LANE. ACCESS TO EACH LOT VIA SALT CREEK LANE AND ELM STREET.
- 17. RESTRICTIVE COVENANT FOR CONSTRUCTION OF AN IMPROVEMENT IN THE PUBLIC RIGHT-OF-WAY RECORDED JANUARY 10, 2003, AS DOCUMENT R2003-012913, MADE BY AND BETWEEN THE VILLAGE OF HINSDALE AND FOXFORD, LLC, RELATING TO A LAWN SPRINKLER SYSTEM.
- 18. EASEMENT GRANT RECORDED JUNE 20, 1989 AS DOCUMENT R89-072897, GRANTING AN EASEMENT FOR PURPOSES OF INGRESS AND EGRESS, INCLUDING VEHICULAR AND PEDESTRIAN ACCESS, TO BENEFIT THE LAND AND OTHER PROPERTY, TOGETHER WITH RESTRICTIONS ON THE USE OF THE LAND.

ANY AND ALL MATTERS 'THAT WOULD BE DISCLOSED IN A CURRENT SURVEY OF

19.

THE PROPERTY.



19 E. Chicago Avenue, Hinsdale, IL 60521

#### **APPLICATION FOR VARIATION**

## COMPLETE APPLICATION CONSISTS OF (10) COPIES (All materials to be collated) FILING FEE: \$850.00

Name of Applicant(s): Mouse Motors Inc., a Montana corporation dba Mouse Automotive Inc.

Address of Subject Property:

2 Salt Creek Lane, Hinsdale, IL 60521

Application for a variation from Sec. 9-104: Off Street Parking, J. Required Spaces. 1. Specified Uses, for an off-street parking deficiency

If Applicant is not property owner, Applicant's relationship to property owner:

Applicant is an affiliate of the current owner is 2 Salt Creek Lane LLC, an Illinois limited liability company.

	FOR OFFICE USE ONLY
Date Received:	Zoning Calendar No
PAYMENT INFORMATION:	Check # Check Amount \$

#### **SECTION 1- NAME & CONTACT INFORMATION**

1. Owner. Name, mailing address, telephone number and email address of owner:

Name: 2 Salt Creek Lane LLC, Attn: Mike Marzano
Address: 5758 W. Fillmore St., Chicago, IL 60644
Telephone: (312) 635-6482
Email: MM@mouse-motors.com

2. <u>Applicant</u>. Name, address, telephone number and email address of applicant, if different from owner:

Name: Mouse Motors Inc., Attn: Mike Marzano
Address: 5758 W. Fillmore St., Chicago, IL 60644
Telephone: (312) 635-6482
Email: MM@mouse-motors.com

**3**. Consultants. Name and contact information (phone or email) of each professional consultant advising applicant with respect to this application:

a. Attorney:	Anastas Shkurti; Robbins DiMonte, Ltd.; 216 W Higgins Rd; Park Ridge, IL 60068; T: (847) 698.9600 x 2290; F: (847) 698-9623; E: ashkurti@robbinsdimonte.com
b. Engineer:	
c. Architect:	Jerry Mortier / The Redmond Co.; W228 N745 Westmound Dr, Waukesha WI 53186; (262) 896-8753; jmortier@theredmondco.com
d. Contractor:	
e. Other:	

**4.** <u>Trustee Disclosure</u>. In the case of a land trust provide the name, address, telephone number and email address of all trustees and beneficiaries of the trust:

Answer: N/A.

**5**. <u>Village Personnel</u>. Name and address of any officer or employee of the Village with an interest in the Owner, the Applicant, or the Subject Property, and the nature and extent of that interest:

Answer: N/A.

#### SECTION 2- REQUIRED DOCUMENTATION

1. <u>Subject Property</u>. Address, PIN Number, and legal description of the subject Property, use separate sheet for legal description, if necessary.

PIN Number: 09-01-207-012

Address: 2 Salt Creek Lane, Hinsdale, IL 60521

(Lot 7 in Office Park of Hinsdale)

2. <u>Title</u>. Evidence of title or other interest you have in the Subject Project, date of acquisition of such interest, and the specific nature of such interest.

Answer: See Exhibit 1: Last Deed of Record.

3. <u>Neighboring Owners</u>. List showing the name and address of each owner of (1) property within 250 lineal feet in all directions from the subject property; and (2) property located on the same frontage or frontages as the front lot line or corner side lot line of the subject property or on a frontage directly opposite any such frontage or on a frontage immediately adjoining or across an alley from any such frontage.

(Note: After the Village has prepared the legal notice, the applicant/agent must mail by certified mail, "return receipt requested" to each property owner/ occupant. The applicant/agent must then fill out, sign, and notarize the "Certification of Proper Notice" form, returning that form and all certified mail receipts to the Village.)

Answer: Applicant to submit Certificate of Notice.

4. <u>Survey</u>. Submit with this application a recent survey, certified by a registered land surveyor, showing existing lot lines and dimensions, as well as all easements, all public and private rights-of-way, and all streets across and adjacent to the Subject Property.

Answer: See Exhibit Group 2: Site Plans.

5. <u>Existing Zoning</u>. Submit with this application a description or graphic representation of the existing zoning classification, use, and development of the Subject Property, and the adjacent area for at least 250 feet in all directions from the Subject Property.

Answer: The property is surrounded by a mix of office and commercial uses. The existing uses and zoning classifications of properties within the general area of 2 Salt Creek Ln are as follows:

- a. Immediately North: 8 Salt Creek Ln; Hinsdale 8 Medical Properties, LLC; medical offices; O-3
- b. Immediately East: detention pond, part of 1 Salt Creek Ln, Adventist Hinsdale Hospital; O-3
- c. Immediately South: Ogden Ave, and J&L Hinsdale, LLC, 336 E Ogden Ave; Jaguar and Land Rover dealership; B-3
- d. Immediately West: 901 Elm St, Hinsdale 901 Medical Properties, LLC; medical offices; O-3

Other Uses and nearby classifications:

- e. 907 Elm St; Hinsdale 907 Medical Properties, LLC; O-3
- f. 400 E Ogden Ave; Bank of Hinsdale; B-3
- g. 21 Spinning Wheel Rd; 21 Spinning Wheel Drive LLC; Apt. Building; R-5

There are no properties in a Single-Family Residential District located within 250' of 2 Salt Creek Ln. The closest single-family property is located in the R-4 District approximately 475 feet to the south on Oak St across Ogden Ave.

Also, see Village of Hinsdale Zoning Map; and Exhibit 3: Letter of Compliance with the Illinois State Agency Historic Resources Preservation Act.

6. <u>Conformity</u>. Submit with this application a statement concerning the conformity or lack of conformity of the approval being requested to the Village Official Comprehensive Plan and the Official Map. Where the approval being requested does not conform to the Official Comprehensive Plan or the Official Map, the statement should set forth the reasons justifying the approval despite such lack of conformity.

Answer: The approval of the variance requested by the applicant will conform with the Village on Hinsdale Official Comprehensive Plan and the Official Map and the Zoning Code for the following reasons.

The Code already permits new car dealerships along Ogden Ave in the B-3 zoning district. The Applicant is applying for a map amendment to rezone 2 Salt Creek Ln from O-3 General Office District to the B-3 General Business District.

The Applicant is proposing the construction of a 2-story new luxury automobile dealership (McLaren Chicago) of approximately 38,367 gross square feet, or 32,619 net square feet. The B-3 zoning classification and structure size require 119 off-street parking spaces. The site plan provides for 46 outdoor parking spaces. The strict interpretation of the dated Zoning Code language creates an off-street parking deficiency of 73.

The plans also provide 65 indoor parking stalls (19 for the two showrooms; 34 in the second-story parking facility; and 12 for the service area). The dealership's daily operations are very low intensity, and the available combined 111 parking stalls will suffice for the dealership's needs for the present and for the future.

All vehicles for sale and for service are always parked indoors. The dealership projects no more than 20 total new and used cars sales per month including online sales. The dealership has exceptionally low on-site unit sales and it generates low traffic and low use intensity. About 80% of vehicle sales take place online. Also, a vehicle hauler handles 90-95% of service business. The dealership expects to see at most 3 customers driving in the facility each day and at most 3 in-person customer pickup and drop-offs in the service facility each month. At any given time, only 8-10 employees and 2-3 customers are expected to park in the 46 provided outdoor spaces.

The proposed McLaren Chicago use does not demand the off-street parking amount required per Code. The dealership's daily operations are very low intensity, and the available parking stalls are sufficient for the dealership's needs for the present and for the future. The Code does not adequately address the specific use by McLaren Chicago. Further, the added square footage within the facility for all indoor inventory parking results in a greater outdoor parking deficiency and should be a mitigating factor.

7. **Zoning Standards**. Submit with this application a statement specifically addressing the manner in which it is proposed to satisfy each standard that the Zoning Ordinance establishes as a condition of, or in connection with, the approval being sought. (Section 4 of this application)

Answer: See below answers to Section 4 of this Application.

8. <u>Successive Application</u>. In the case of any application being filed less than two years after the denial of an application seeking essentially the same relief, submit with this application a statement as required by Sections 11-501 and 11-601 of the Hinsdale Zoning Code.

Answer: N/A.

#### SECTION 3- ZONING RELIEF REQUESTED

1. Ordinance Provision. The specific provisions of the Zoning Ordinance from which a variation is sought: (Attach separate sheet if additional space is needed.)

Answer: The Hinsdale Zoning Code section for which the variation is sought:

Sec. 9-104: Off Street Parking,

J. Required Spaces.

1. Specified Uses:

All uses except as otherwise listed in this subsection J1(d), as follows:

Gross square footage:

10,001 to 50,000 1 for each 275 square feet of net floor area

The Applicant is proposing the construction off a 2-story new luxury automobile dealership (McLaren Chicago) of approximately 38,367 gross square feet, or 32,619 net square feet. According to the above section of the Zoning Ordinance, the number of off-street parking spaces required is 119.

2. <u>Variation Sought</u>. The precise variation being sought, the purpose therefore, and the specific feature or features of the proposed use, construction, or development that require a variation: (Attach separate sheet if additional space is needed.)

Answer: The Applicant seeks a variance from parking ordinance to reduce the required number of off-street outdoor parking spaces. The facility that the Applicant proposes will have 46 off-street outdoor parking spaces and 65 indoor parking stalls (19 for the two showrooms; 34 in the two-story parking facility; and 12 for the service area). Under the strict interpretation of the dated provisions of the Zoning Code, this facility will create an off-street parking deficiency of 73 parking stalls. However, all vehicle inventory for sale and for service will be parked indoors. Only 8-10 employees and 2-3 customers are expected to park daily in the 46 outdoor spaces each day.

3. <u>Minimum Variation</u>. A statement of the minimum variation of the provisions of the Zoning Ordinance that would be necessary to permit the proposed use, construction, or development: (Attach separate sheet if additional space is needed.)

Answer: The minimum variation that would be necessary to permit the proposed facility under the strict interpretation of the dated Zoning Code language is 73 parking spaces. This variation is mostly offset by the Facility's 65 indoor parking spaces.

## SECTION 4- STANDARDS FOR VARIATION AS SET FORTH IN SECTION 11-503(F)

(Fence Applications – Section 5)

Provide an explanation of the characteristics of the Subject Property that prevent compliance with the provisions of the Zoning Ordinance, and the specific facts you believe support the granting of the requested variation(s). In addition to your general explanation, you must specifically address each of the following conditions required for approval by the Zoning Board of Appeals. Attach a separate sheet of paper to your application marked Section 4 – Standards for Variation.

Answer: The subject Property is a relatively small lot. Any future two-story facility (whether administrative office, medical office, or commercial use) with a size similar to the building that existed previously at the Property (approximately 30,000 square feet) will create a significant parking deficiency and require a variance relief.

(a) <u>Unique Physical Condition</u>. The Subject Property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure of sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the Subject Property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current lot owner.

Answer: 2 Salt Creek Ln is exceptional and unique for several reasons. It is part of the Office Park of Hinsdale where all the lots are Zoned O-3. All lots immediately South of Ogden Ave are zoned B-3. 2 Salt Creek Ln is an irregularly shaped lot at the corner Salt Creek Ln and Ogden Ave. Despite the unique exposure, 2 Salt Creek Ln has been vacant since 2012 following the demolition of a two-story office building. 2 Salt Creek Ln also has a setback of 100 feet from Ogden Ave centerline which reduces its buildable area. 2 Salt Creek Ln also has an existing access drive for use by 901 Elm St (within the Office Park) which further reduces space available for outdoor parking. 2 Salt Creek Ln (Lot 7) is also the second-smallest lot of the 10 lots in the Office Park. A parcel of land immediately to the East within the Office Park of Hinsdale that has a similar size to 2 Salt Creek Ln is used exclusively as a retention pond.

(b) Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner, or of the owner's predecessors in title and known to the owner prior to acquisition of the Subject Property, and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of this Code, for which no compensation was paid. Answer: The Applicant and the owner did not create the unique conditions in 2 Salt Creek Ln. The Village enacted in 2002 the ordinance that established the Office Park of Hinsdale, the lots sizes and shapes, and the O-3 zoning. The Lot is relatively small. Any future two-story facility (whether administrative office, medical office, or commercial use) with a size similar to the building that existed previously at the Property (approximately 30,000 square feet) will create a significant parking deficiency and require a variance relief.

Another previous owner purchased the lot in December 2012 and was unable to develop it during the following 9 years and sold it in January 2022. The Applicant is an affiliate entity of the current owner and has proposed the construction of a state-of-the-art facility which will be a great fit for the location.

(c) <u>Denied Substantial Rights</u>. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the Subject Property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

Answer: Requiring the Applicant to strictly conform to the dated provisions of the Zoning Code for which relief is sought would limit the ability of the Applicant to make a commercially viable and attractive use of the Property that will benefit the community as a whole and the Village financially through the generation of sales tax revenue. The proposed use will be a quiet development and a valuable contributor to the community's synergy with neighboring upscale retailers such as Ferrari, Land Rover, and Whole Foods.

McLaren Chicago is a unique and nontraditional luxury car dealership with exceptionally low traffic and low on-site unit sales. About 80% of vehicle sales take place online. To ensure the safety and the value of the vehicles, they will all be parked indoors in the proposed facility. McLaren Chicago also operates with an enclosed vehicle hauler that handles 90-95% of their service business. This results in one truck handling almost all cars that are coming and going for service. The loading truck bay is separate from the remaining 46 outdoor parking spaces.

The dealership projects no more than 20 total new and used cars sales per month including online sales. It also expects to see at most 3 customers driving in the facility each day and at most 3 in-person customer pickup and drop-offs in the service facility each month. As a result, there will be an abundance of on-site and off-street parking spaces available from the 46 outdoor spaces that the Applicant's plans currently offer.

(d) Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the

same provision, nor merely an inability to make more money from the use of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.

Answer: The ability of the Applicant to make a commercially viable use of the Property is not a special privilege. The Applicant's current plans offer an abundance of 46 off-street outdoor parking spaces available for all daily incoming customers and that portion of employees that will park outside. At any given time of day, only 8-10 employees and 2-3 customers are expected to park in the 46 provided outdoor spaces.

Further, all for sale and for service inventory will be parked indoors. Requiring the Applicant to conform to the dated provisions of the Zoning Code for which relief is sought would limit the ability of the Applicant to make a commercially viable and attractive use of the Property that will benefit both the community and the Village. The shopping, and the sale, and the service of luxury cars has evolved over the years and the Applicant's transactions are conducted primarily online with very low on-site customer visits.

(e) <u>Code and Plan Purposes</u>. The variation would not result in a use or development of the Subject Property that would not be in harmony with the general and specific purposes for which this Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.

Answer: The variation will result in a desirable and high-end development and use. The proposed facility will be harmonious with the general purpose and intent of the Official Comprehensive Plan which already permits new automobile dealerships in the lots abutting Ogden Ave. The proposed facility blends an attractive use with an innovative design and illustrates exactly how the variation process is supposed to work for the mutual benefit of the community at large and of the Applicant's proposed use. While under the strict interpretation of the dated provisions of the Code this facility creates an off-street parking deficiency of 67 parking spaces, this deficiency is offset by the facility's impressive design that allows for 70 indoor parking spaces. The development will satisfy the intent of the Village's Codes and the Official Comprehensive Plan because only 8-10 employees and 2-3 customers are expected to park daily in the provided 46 outdoor spaces.

(f) <u>Essential Character of the Area</u>. The variation would not result in a use or development of the Subject Property that:

 Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use development, or value of property of improvements permitted in the vicinity; or

Answer: The variation will not have a negative impact on public welfare. It will not injure the enjoyment, use development, or value of property of uses permitted in the vicinity. Instead, an investment of the scale and magnitude that the Applicant proposes will increase the value and desirability of all adjoining lots. The proposed development presents a perfect solution for the Village, with low-intensity use (low foot-traffic, low automotive traffic) and high value tax-revenue.

(2) Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity; or

Answer: The variation will not materially impair an adequate supply of light and air to any of the neighbors. The entire structure is only two stories high with a roof line of less than 30' from elevation. There is ample open space between all neighboring buildings. The structure will be among the least-tallest building in the Office Park.

(3) Would substantially increase congestion in the public streets due to traffic or parking; or

Answer: The variation will not increase congestion in the public streets due to traffic or parking. McLaren Chicago is a unique and nontraditional luxury car dealership with exceptionally low intensity, low traffic, and low on-site unit sales. About 80% of vehicle sales are online. An trailer truck handles 90-95% of their service business. As a result, McLaren Chicago will see at most 2 or 3 in-person customer pickup and drop-offs in the service facility monthly and no more than 2 or 3 customers driving in the facility each day. The proposed development will create of a much lower intensity use than a typical administrative office use or medical office space use in O-3 zoning, or other general retail permitted under B-3 zoning. Any future two-story facility (whether administrative office, medical office, or commercial use) with a size of approximately 30,000 square feet will create a significant parking deficiency and require a variance relief.

(4) Would unduly increase the danger of flood or fire; or

Answer: The variation will not increase the danger of flood or fire. The development will comply with all applicable fire and safety codes and provide a state-of-the-art fire suppression system within the indoor parking facility.

(5) Would unduly tax public utilities and facilities in the area; or

Answer: The variation will not tax public utilities and facilities in the area. Moreover, the development will upgrade the water main along Ogden from a 6" line to an 8" line. The existing underground storm trap structure may be expanded as necessary. Communications with ComEd have begun to relocate any easement that runs through the site.

(6) Would endanger the public health or safety.

Answer: The variation will not endanger the public health or safety. Behind the building, the landscaping divides the parking lot into smaller parking zones with healthy green space plantings in between. This feature facilitates vehicular circulation within the parking lot and enhances pedestrian and auto safety. Access to the parking lot will remain at the same location as it is currently from Ogden Ave, to Salt Creek Ln, to Tower Dr, and then on to the site. This way, the site plan guides the visitors in the property. The property will continue to be serviced similarly to how it is now, and there will be and no negative impact on vehicular traffic patterns and conditions on-site and in the vicinity of the site. The main customer entrance to the building will be in the rear of the building and closest to the parking lot to enhance pedestrian access and safety. In addition, the Applicant will install safety gates and extend the iron rod fence to further enhance public health and safety.

(g) No Other Remedy. There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the Subject Project.

Answer: Other solutions explored will required the reduction of the size of the building, and that would lead to a reduction of the indoor parking number, and that would lead to a less safe environment for the luxury cars that the dealership sales and services. The Applicant will also maintain an agreement with its the current service facility at 5758 W. Fillmore St., Chicago, which can relieve any improbable congestion in inventory, service, or employees at 2 Salt Creek Lane with 36 additional available parking spaces.

## SECTION 5- STANDARDS FOR VARIATION – FENCES AS SET FORTH IN SECTION 9-12-3(J)

You must specifically address each of the following conditions required for approval of a fence by the Zoning Board of Appeals. Attach a separate sheet of paper to your application marked Section 5 – Standards for Variation - Fences.

- (a) Applicant is affected by unique circumstances which create a hardship justifying relief.
- (b) Will not alter the essential character of the locality.
- (c) Will be in harmony with the general purpose and intent of the code.
- (d) Will set no unfavorable precedent either to the locality or to the Village as a whole.
- (e) Will be the minimum necessary to afford relief to the applicant.
- (f) Will not adversely affect the public safety and general welfare.

### SECTION 6- SUBJECT PROPERTY ARCHITECTURAL DRAWINGS/SURVEYS

- 1. A copy of preliminary architectural and/or surveyor plans showing the floor plans, exterior elevations, and site plan needs to be submitted with each copy of the zoning petitions for the improvements.
- 2. The architect or land surveyor needs to provide zoning information concerning the existing zoning; for example, building coverage, distance to property lines, and floor area ratio calculations and data on the plans or supplemental documents for the proposed improvements. If applicable, include any grading changes being proposed.

In addition to the data and information required pursuant to any application as herein set forth, every Applicant shall submit such other and additional data, information, or documentation as the Village Manager or any Board of Commission before which its application is pending may deem necessary or appropriate to a full and proper consideration and disposition of the particular application.

#### **SECTION 7- EXPLANATION OF FEES & APPLICANT SIGNATURE**

- 1.Application Fee and Escrow. Every application must be accompanied by a non-refundable application fee of \$250.00 plus an additional \$600.00 initial escrow amount. The applicant must also pay the costs of the court reporter's transcription fees and legal notices for the variation request. A separate invoice will be sent if these expenses are not covered by the escrow that was paid with the original application fees.
- 2. Additional Escrow Requests. Should the Village Manager at any time determine that the escrow account established in connection with any application is, or is likely to become, insufficient to pay the actual costs of processing such application, the Village Manager shall inform the Applicant of that fact and demand an additional deposit in an amount deemed by him to be sufficient to cover foreseeable additional costs. Unless and until such additional amount is deposited by the Applicant, the Village Manager may direct that processing of the application shall be suspended or terminated.
- 3. <u>Establishment of Lien</u>. The owner of the Subject Property, and if different, the Applicant, are jointly and severally liable for the payment of the application fee. By signing the applicant, the owner has agreed to pay said fee, and to consent to the filing and foreclosure of a lien against the Subject Property for the fee plus costs of collection, if the account is not settled within 30 days after the mailing of a demand for payment.

By signing below, the owner or their authorized representative, states that he/she consents to the filing of this application and that all information contained herein is true and correct to the best of his/her knowledge.

Name of Applicant(s):	Mouse Motors Inc. a Montana corporation
• • • • • •	dba Mouse Automotive Inc.

Signature of Applicant:

Signature of Applicant:

By:

Mike Maryano

By:

Date: January 6, 2023

## ADDENDUM – RULES FOR WRITTEN SUBMISSIONS AND ORAL ARGUMENT

The Hinsdale Zoning Board of Appeals (ZBA) unanimously approved and adopted the following rules governing written submissions and oral arguments on November 15, 2017:

- 1. No party is required to submit legal briefs or letters to the ZBA in support of any zoning appeal or variance request. The only documents that any appellant or zoning variance applicant must submit are the appeal forms and/or variance request forms and accompanying materials already required under the Hinsdale Zoning Code. The party that filed the appeal or the variance request need not retain counsel to represent them, but they may do so if they wish.
- 2. If any party wishes to submit a separate legal brief or letter detailing the reasons why the ZBA should grant such appeal or variance request, then such party shall deliver to the Zoning Board of Appeals at Hinsdale Village Hall, 19 E. Chicago Avenue, ten (10) signed copies of such briefs or letters at least 14 days before the ZBA meeting when the ZBA will hold the hearing, the appeal, or the variance application.
- 3. Within seven days thereafter, the Village of Hinsdale may, but is not required, to file a brief or letter in response to any brief or letter that any other party has filed. Any such letter or brief that the Village may file in response shall conform to all of the requirements established in these rules.
- 4. Any brief or letter submitted in support of or in response to any such letter or brief must be on 8-1/2" by 11" paper. The text must be double-spaced, but quotations more than two lines long may be indented and single-spaced. The type face must be 14 point type or larger. A one inch margin is required at the top, bottom, and each side of each page. Each page must have a page number at the bottom.
- 5. No such briefs or letters shall exceed 12 pages unless the ZBA grants a party's request for an extension of that page limit. Footnotes are discouraged.
- 6. If any such letter or brief cites to any legal authority, then the letter or brief must contain an index indicating each page number of the letter or brief which cites to that legal authority.
- 7. If any such brief or letter refers to any other documents, then all such documents must be attached as exhibits. Every such exhibit attached to the brief or letter must be identified with an exhibit number, and must be preceded by a numbered tab corresponding with the exhibit number that protrudes on the right hand side of such brief or letter. All such exhibits must be legible.

- 8. Any such brief or letter containing less than 20 pages of text and exhibits combined must be firmly stapled in the upper left hand corner of the brief or letter. Briefs or letters that contain more than 20 pages of combined text and exhibits must be spiral bound on the left hand side in a manner that does not interfere with the legibility of any such text or exhibits.
- 9. If any such brief or letter cites any code section, ordinance, statute, or court decision, then such legal authority must be attached in its entirety as an exhibit to the brief or letter, and the exhibit number must be included in the index required under paragraph 6.
- 10. The ZBA will not consider briefs or letters that do not meet all of these requirements.
- 11.At the hearing on any such appeal or variance request, the party that filed the appeal or the variance request has a maximum of 15 minutes to present their initial arguments regarding why the ZBA should grant such appeal or variance request; the Village may then have a maximum of 15 minutes to respond; and the party that filed the appeal or variance request may then have five minutes to reply. These time limits may be extended by a maximum of five minutes per side in the ZBA's discretion. These time limits apply only to oral argument by a party to the ZBA regarding whether the facts support a conclusion that the ZBA should grant the appeal or variance request under the applicable zoning standards, but not to any witness testimony that any party may wish to present.
- 12. Any non-party to any such appeal or variance request who wishes to address the ZBA at the hearing on any such appeal or variance request, may have a maximum of five minutes to address the ZBA regarding whether the ZBA should grant the appeal or variance request.

Adopted by the Zoning Board of Appeals on November 15, 2017

## **EXHIBIT GROUP 1**

#### AGREEMENT OF PURCHASE AND SALE

THIS AGREEMENT OF PURCHASE AND SALE (this "Agreement") is dated as of the 27<sup>th</sup> day of April, 2022 (the "Effective Date") by and between 2 SALT CREEK LLC, an Illinois limited liability company ("Seller"), and MOUSE MOTORS INC., a Montana corporation operating under the assumed name Mouse Automotive Inc("Purchaser").

## ARTICLE 1 Definitions

Section 1.1 As used in this Agreement, unless the context otherwise requires or it is otherwise herein expressly provided, the following terms, when used with initial capital letters, shall have the following meanings:

ASSOCIATION: The "Association" as referred to in the Office Park Declaration (as hereinafter defined).

CLOSING: The consummation of the transaction contemplated by this Agreement.

CLOSING DATE: The date that is ten (10) business days after the earlier of (i) the expiration or Purchaser's earlier waiver of the Governmental Approval Period (as hereinafter defined) and (ii) the date the Governmental Approvals (as hereinafter defined) are obtained, or such earlier or later date as may be mutually agreed to by Seller and Purchaser in writing.

ESCROW AGENT: Freedom Title Corporation, 2000 Center Drive, Suite C205, Hoffman Estates, Illinois 60192, Attn: Larry Howard, email: <a href="mailto:lhoward@freedomtitle.com">lhoward@freedomtitle.com</a>.

GOVERNMENTAL APPROVALS: Any and all permits, licenses, variances or approvals (including, without limitation, any required zoning district change and site plan approvals) that are required from the Village and any other governmental authority (or, if applicable, the Association) to allow for the development, construction, and operation of a facility by Purchaser for the Intended Use (as hereinafter defined) on the Real Property (as hereinafter defined).

GOVERNMENTAL APPROVAL PERIOD: If this Agreement has not been terminated by Purchaser on or prior to the expiration of the Inspection Period (as hereinafter defined), the period beginning upon the expiration of the Inspection Period and extending until 5:00 p.m. Chicago, Illinois time on the date that is forty-five (45) days thereafter (the "Initial Governmental Period"), subject to extension as hereinafter provided. As consideration for the granting of the Initial Governmental Period and concurrently with the commencement thereof, Seller and Purchaser shall direct Escrow Agent to release \$25,000.00 of the Deposit (as hereinafter defined) to Seller (the "First Deposit Release"). In the event that the Governmental Approvals have not been obtained or waived by Purchaser despite Purchaser having diligently pursued the same in good faith, then Purchaser shall have the right to extend the Governmental Approval Period for up to two (2) additional forty-five (45) day periods (each, an "Approval Extension Option") so long as (i) prior to the expiration of the then-existing Governmental Approval Period (before taking into account the extension being exercised) Purchaser shall give written notice to Seller of the exercise thereof and (ii) concurrently with the exercise of each such Approval Extension Option, Purchaser shall instruct Escrow Agent to release further \$25,000 installments of the Deposit to Seller (as applicable, the "Second Deposit Release" and the "Third Deposit Release" and collectively with the First Deposit Release, the "Deposit Releases"). Each of the Deposit Releases made to Seller shall be non-refundable to Purchaser (except in the event of a default hereunder by Seller), but shall be applicable to the Purchase Price (as hereinafter defined) if Closing occurs.

Freedom Title Corporation
2000 W ATT Center Dr., Ste C205
Hoffman Estates, IL 60192
FR 700 2550

THIS INSTRUMENT PREPARED BY:

Peter Coules, Jr., Esq. Donatelli & Coules, Ltd. 15 Salt Creek Lane, Suite 312 Hinsdale, Illinois 60521

AFTER RECORDING RETURN TO:

Vito M. Pacione, Esq. Patzik, Frank & Samotny Ltd. 200 South Wacker Drive, Suite 2700 Chicago, Illinois 60606 KATHLEEN V. CARRIER, RECORDER
DUPAGE COUNTY ILLINOIS
01/24/2022 09:57 AM
RHSP
COUNTY TAX STAMP FEE 1,550.00
STATE TAX STAMP FEE 3,100.00

DOCUMENT # R2022-008140

Above Space for Recorder's Use Only

#### SPECIAL WARRANTY DEED

This SPECIAL WARRANTY DEED, made as of January 21, 2022 by OPH 6 LLC, an Illinois limited liability company, having an address at 12 Salt Creek Lane, Suite 400, Hinsdale, Illinois 60521 ("Grantor"), to an in favor of 2 SALT CREEK LLC, an Illinois limited liability company, having an address at having an address at c/o Vequity LLC, 226 N. Morgan Street, Suite 300, Chicago Illinois 60607 ("Grantee").

WITNESSETH, that Grantor, for and in consideration of the sum of Ten and No/100 Dollars (\$10.00), and other valuable consideration in hand paid by Grantee, the receipt and sufficiency whereof is hereby acknowledged, by these presents does REMISE, RELEASE, ALIEN AND CONVEY unto Grantee, and to its successors and assigns, FOREVER, all interest in and to the real estate situated in the County of DuPage and State of Illinois known and described on Exhibit A attached hereto and by this reference made a part hereof, including all improvements located thereon (collectively, the "Property"), subject to those matters set forth on Exhibit B attached hereto and made a part hereof (the "Permitted Exceptions").

Together with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim or demand whatsoever, of the Grantor, either in law or equity, of, in and to the Property, with the hereditaments and appurtenances:

TO HAVE AND TO HOLD the Property as above described, with the appurtenances, unto the Grantee, its successors and assigns forever.

And the Grantor, for itself, and its successors and assigns, does covenant, promise and agree, to and with the Grantee, its successors and assigns, that during the period that Grantor has owned title to the Property, it has not done or suffered to be done anything whereby the Property hereby granted is, or may be, in any manner encumbered or charged, except for the Permitted Exceptions set forth on Exhibit B attached hereto and made a part hereof; and that subject to such Permitted Exceptions, the Grantor will WARRANT AND FOREVER DEFEND the Property against all persons lawfully claiming by, through or under the Grantor, but not otherwise.

IN WITNESS WHEREOF, Grantor has signed and sealed and delivered this instrument as of the day and year first above written.

an i iman	
<u>GRANTOR</u> :	OPH 6 LLC,
	an Illinois limited liability company
	By: Name: Michael J. Ryan Title: Authorized Signatory

STATE OF IL	)		
COUNTY OF	Cook	)	SS

I, the undersigned, a Notary Public in and for the State and County provided above, do hereby certify that Michael J. Ryan, the Authorized Signatory of **OPH 6 LLC**, an Illinois limited liability company, on behalf of such entity, who is personally known to me to be the same person whose name is subscribed to the foregoing instrument as such Authorized Signatory, appeared before me this day in person and acknowledged that he signed and delivered the said instrument as his own free and voluntary act and as the free and voluntary act of said limited liability company for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this _	19 <sup>rm</sup> day of <u>January</u> , 2022.
	Pant C. MS 2
Notai	ry Public

My commission expires on  $\frac{q}{1/2014}$ 

MAIL TAX BILLS TO:

2 Salt Creek LLC c/o Vequity LLC 226 N. Morgan Street, Suite 300 Chicago, Illinois 60607 "OFFICIAL SEAL"
Patrick C McGinnis
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 9/2/2024

#### **EXHIBIT A**

## **Legal Description of Property**

#### PARCEL 1:

LOT 7 IN OFFICE PARK OF HINSDALE, BEING A SUBDIVISION OF PART OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 20, 2002, AS DOCUMENT R2002-243817, IN DUPAGE COUNTY, ILLINOIS.

#### PARCEL 2:

NON-EXCLUSIVE, PERPETUAL EASEMENTS FOR THE BENEFIT OF PARCEL 1 AS CREATED BY AGREEMENT RECORDED JUNE 11, 1973 AS DOCUMENT R73-33823 AS AMENDED BY DOCUMENTS R73-35331, R81-2365 AND R2001-197280, DESCRIBED IN RIDER DESCRIPTIONS 2, 4 AND 6 ATTACHED THERETO, AND BY EASEMENT GRANT RECORDED JANUARY 18, 1989 AS DOCUMENT R89-006821 AS AMENDED BY DOCUMENT R89-072896, AND AS CREATED BY EASEMENT GRANT RECORDED JUNE 20, 1989 AS DOCUMENT R89-072897, DESCRIBED IN EXHIBITS C1 THROUGH C5 ATTACHED THERETO, AND ALSO AS CREATED BY LICENSE AGREEMENT RECORDED JUNE 11, 1973 AS DOCUMENT R73-33822, AS SUPPLEMENTED BY SUPPLEMENTAL DECLARATION OF LICENSE RECORDED AS DOCUMENT R77-117083 AND SUPPLEMENTAL DECLARATION OF LICENSE RECORDED AS DOCUMENT R79-107322, FOR THE PURPOSES OF INGRESS AND EGRESS OVER, UPON AND ACROSS EASEMENT PREMISES.

#### PARCEL 3:

A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY DECLARATION OF EASEMENTS AND OPERATING COVENANTS RECORDED MAY 29, 2003, AS DOCUMENT R2003-200111, AND RE-RECORDED JANUARY 10, 2006 AS DOCUMENT R2006-005825 AND AMENDED BY AMENDMENT RECORDED FEBRUARY 27, 2012 AS DOCUMENT R2012-024784 FOR THE PURPOSE OF VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS UPON THE ROADWAYS; REPAIR, REPLACEMENT AND RENEWAL OF UTILITY IMPROVEMENTS; RETENTION, DETENTION AND DRAINAGE OF WATER; AND OVER COMMON IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO THE CLOCK TOWER, SIDEWALKS, LANDSCAPED AREAS AND POND FOR PEDESTRIAN INGRESS, EGRESS, ACCESS AND FOR PASSIVE RECREATIONAL PURPOSES OVER THE FOLLOWING DESCRIBED LAND: LOTS 1, 2, 3, 4, 6, 7, 8, 9 AND 10 IN OFFICE PARK OF HINSDALE, BEING A SUBDIVISION OF PART OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 20, 2002, AS DOCUMENT R2002-243817, IN DUPAGE COUNTY, ILLINOIS.

Commonly Known As:

2 Salt Creek Lane, Hinsdale, IL 60521

Property Index Number:

09-01-207-012

## EXHIBIT B

## **Permitted Exceptions**

- 1. REAL ESTATE TAXES FOR THE YEAR 2021 AND SUBSEQUENT YEARS WHICH ARE NOT YET DUE AND PAYABLE.
- 2. TERMS AND PROVISIONS OF STORMWATER FACILITY MAINTENANCE AGREEMENT RECORDED JANUARY 10, 2013 AS DOCUMENT NO. R2013-005216.
- 3. (A) TERMS, PROVISIONS, AND CONDITIONS RELATING TO THE EASEMENTS DESCRIBED AS PARCELS 2 AND 3 CONTAINED IN THE INSTRUMENTS CREATING SAID EASEMENTS.
  - (B) RIGHTS OF THE ADJOINING OWNER OR OWNERS TO THE CONCURRENT USE OF SAID EASEMENTS.
- 4. THE LAND LIES WITHIN THE FLAGG CREEK WATER RECLAMATION DISTRICT, WHICH HAS ACCEPTED FEDERAL GRANTS FOR SEWAGE TREATMENT WORKS PURSUANT TO PUBLIC LAW 92-500. FEDERAL LAW REQUIRES A USER CHARGE SYSTEM SEPARATE FROM GENERALAD VALOREM PROPERTY TAXES.
- 5. EASEMENT MADE BY AND BETWEEN THE HINSDALE SANITARY DISTRICT, A MUNICIPAL CORPORATION, AND OFFICE PARK OF HINSDALE, A PARTNERSHIP, DATED DECEMBER 30, 1971 AND RECORDED FEBRUARY 24, 1972 AS DOCUMENT R72-9137, RELATING TO INTERCEPTOR PIPES, LIFT STATION, WATER STORAGE AND PUMPING STATION, FORCE MAINS AND MAINTENANCE AND OPERATION OF WATER WELLS AND DISTRIBUTION SYSTEM, TOGETHER WITH THE PROVISIONS AND CONDITIONS CONTAINED THEREIN.
  - NOTE: BY QUITCLAIM DEED RECORDED MAY 27, 1981 AS DOCUMENT R81-27229, HINSDALE SANITARY DISTRICT CONVEYED ITS INTEREST IN SAID EASEMENT TO THE VILLAGE OF OAK BROOK.
- 6. GRANT OF EASEMENT MADE BY OFFICE PARK OF HINSDALE, A PARTNERSHIP, TO THE VILLAGE OF HINSDALE, A MUNICIPAL CORPORATION, AND ITS ASSIGNS, DATED AUGUST 13, 1973AND RECORDED NOVEMBER 6, 1973AS DOCUMENT R73-69217, OF EASEMENTS FOR THE EXISTING WATER WELLS AND PUMPING STATIONS DESCRIBED ON THE PLATS ATTACHED THERETOAS EXHIBIT "A" AND EXHIBIT "B" AND MADE A PART THEREOF.
- 7. GRANT OF EASEMENT MADE BY HINSDALE SANITARY DISTRICT, A MUNICIPAL CORPORATION, TO THE VILLAGE OF HINSDALE, A MUNICIPAL CORPORATION, AND ITS ASSIGNS, DATED NOVEMBER 9,1972 AND RECORDED NOVEMBER 6, 1973 AS DOCUMENT R73-69216, OF EASEMENTS FOR THE EXISTING WATER WELLS AND PUMPING STATIONS AND FOR WATER MAINS FOR THE PURPOSE OF CONVEYING WATER, ALL AS DESCRIBED ON THE PLAT ATIACHED THERETO AS EXHIBIT "A" AND MADE A PART THEREOF.
- 8. EASEMENT AND MODIFICATION OF EXISTING EASEMENTS CREATED BY A GRANT DATED JULY 21, 1980 AND RECORDED SEPTEMBER 23, 1980 AS DOCUMENT R80-

57056, FROM OFFICE PARK OF HINSDALE AND HINSDALE SANITARY DISTRICT, FOR STORM AND SURFACE WATER CONTROL AND SANITARY SEWER PURPOSES.

- 9. AGREEMENT MADE BY AND BETWEEN DROVERS NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 62019, AND AS TRUSTEE UNDER TRUST NUMBER 61116, AND CATHERINE SOUSTEK, DATED JUNE 7, 1973 AND RECORDED JUNE 11, 1973 AS DOCUMENT R73-33823, WITH AMENDMENTS THERETO RECORDED AS DOCUMENTS R73-35331, R81-02365 AND R2001-197280, RELATING TO PERPETUAL AND NON-EXCLUSIVE EASEMENT AND COVENANTS APPURTENANT TO AND BENEFITING THE PREMISES IN QUESTION.
- 10. EASEMENT CREATED BY A GRANT RECORDED ON OCTOBER 6, 1978 AS DOCUMENT R78-96678, FROM THE DROVERS NATIONAL BANK OF CHICAGO, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 30, 1967 AND KNOWN AS TRUST NUMBER 67927, TO THE ILLINOIS BELL TELEPHONE COMPANY, ITS SUCCESSORS AND ASSIGNS, FOR THE RIGHT TO CONSTRUCT, RECONSTRUCT, ADD TO, REMOVE, OPERATE AND MAINTAIN COMMUNICATION SYSTEMS CONSISTING OF WIRES, CABLES, ETC., OVER A STRIP OF LAND 10 FEET IN WIDTH AS SET FORTH ON EXHIBIT "A" OF SAID DOCUMENT.
- 11. GAS MAIN EASEMENT MADE BY PAUL SCHWENDENER AND OFFICE PARK OF HINSDALE, TO NORTHERN ILLINOIS GAS COMPANY, DATED OCTOBER 19, 1967 AND RECORDED NOVEMBER 14, 1967 AS DOCUMENT NUMBER R67-46566, GRANTING A PERPETUAL EASEMENT AND RIGHT-OF-WAY FOR THE PURPOSE OF LAYING, MAINTAINING, OPERATING, RENEWING, REPLACING AND REMOVING GAS MAINS AND ANY NECESSARY GAS FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR SAID PURPOSES, IN, UPON, UNDER, ALONG AND ACROSS THE FOLLOWING DESCRIBED PROPERTY:

THE WESTERLY 1/2 OF THE PRIVATE ROAD KNOWN AS "SALT CREEK LANE": INCLUDING THE WESTERLY 1/2 OF THE WEST BOUND TURN LANE LOCATED IN THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

(FOR FURTHER PARTICULARS, SEE RECORD.)

- 12. LICENSE AGREEMENT MADE BY AND BETWEEN OFFICE PARK OF HINSDALE AND DROVERS NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 61116, DATED FEBRUARY 15, 1973 AND RECORDED JUNE 11, 1973 AS DOCUMENT R73-33822, AND SUPPLEMENTAL DECLARATION RECORDED AS DOCUMENT R79-107322, AND SUPPLEMENTARY DECLARATION OF LICENSE RECORDED AS DOCUMENT R77-117083 RELATING TO INGRESS AND EGRESS TO AND FROM OGDEN AVENUE OVER AND ACROSS THE PRIVATE ROADS KNOWN AS SALT CREEK LANE AND ELM STREET, FURTHER PROVIDING FOR THE TERMINATION OF THIS AGREEMENT TOGETHER WITH THE TERMS, PROVISIONS AND CONDITIONS CONTAINED THEREIN.
- OFFICE PARK OF HINSDALE DECLARATION OF EASEMENTS AND OPERATING COVENANTS DATED APRIL 2003 AND RECORDED MAY 29, 2003, AS DOCUMENT R2003-200111, AND RE-RECORDED JANUARY 10, 2006, AS DOCUMENT R2006-005825, MADE BY AND BETWEEN MIDWEST BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 8, 2001, AND KNOWN AS TRUST

- NUMBER 01-7933 AND FOXFORD, L.L.C., AND AMENDED BY AMENDMENT RECORDED FEBRUARY 27, 2012 AS DOCUMENT R2012-024784.
- 14. EASEMENT GRANT RECORDED JANUARY 18, 1989 AS DOCUMENT R89-006821 AND AMENDED BY DOCUMENT R89-072896, GRANTING AN EASEMENT FOR PURPOSES OF INGRESS AND EGRESS, INCLUDING VEHICULAR AND PEDESTRIAN ACCESS, TO BENEFIT THE LAND AND OTHER PROPERTY, TOGETHER WITH RESTRICTIONS ON THE USE OF THE LAND.
- 15. GRANT MADE BY DROVERS NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 30, 1967 AND KNOWN AS TRUST NUMBER 67297, TO THE COMMONWEALTH EDISON COMPANY, A CORPORATION OF ILLINOIS. AND THE ILLINOIS BELL TELEPHONE COMPANY, A CORPORATION OF ILLINOIS, THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, DATED JUNE 30, 1969 AND RECORDED JULY 8, 1969 AS DOCUMENT R69-30059, OF AN EASEMENT TO CONSTRUCT, OPERATE, MAINTAIN, RENEW, RELOCATE AND REMOVE FROM TIME TO TIME WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS AND OTHER FACILITIES USED IN CONNECTION WITH UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, SOUNDS AND SIGNALS, TOGETHER WITH RIGHT OF ACCESS TO THE SAME AND THEIR RIGHT, FROM TIME TO TIME TO TRIM OR REMOVE TREES, BUSHES AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE GRANT THEREIN GIVEN IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE LAND, DESCRIBED AS **FOLLOWS:**

STRIPS OF LAND 10 FEET IN WIDTH AS SHOWN SHADED ON THE ATTACHED SKETCH MARKED EXHIBIT "A" AND MADE A PART THEREOF.

- 16. PURSUANT TO THE PLAT OF OFFICE PARK OF HINSDALE, AFORESAID, THERE SHALL BE NO DIRECT ACCESS TO OGDEN AVENUE (U.S. ROUTE 34) FROM LOTS 2, 3, 7 AND 8. ACCESS TO BE PROVIDED VIA ELM STREET AND SALT CREEK LANE. ACCESS TO EACH LOT VIA SALT CREEK LANE AND ELM STREET.
- 17. RESTRICTIVE COVENANT FOR CONSTRUCTION OF AN IMPROVEMENT IN THE PUBLIC RIGHT-OF-WAY RECORDED JANUARY 10, 2003, AS DOCUMENT R2003-012913, MADE BY AND BETWEEN THE VILLAGE OF HINSDALE AND FOXFORD, LLC, RELATING TO A LAWN SPRINKLER SYSTEM.
- 18. EASEMENT GRANT RECORDED JUNE 20, 1989 AS DOCUMENT R89-072897, GRANTING AN EASEMENT FOR PURPOSES OF INGRESS AND EGRESS, INCLUDING VEHICULAR AND PEDESTRIAN ACCESS, TO BENEFIT THE LAND AND OTHER PROPERTY, TOGETHER WITH RESTRICTIONS ON THE USE OF THE LAND.
- 19. ANY AND ALL MATTERS AS SHOWN ON ALTA/NSPS LAND TITLE SURVEY MADE BY MACKLE CONSULTANTS, LLC DATED JANUARY 11, 2022 AND DESIGNATED PROJECT NO. 4269.

# EXHIBIT 3

JB Pritzker, Governor

Colleen Callahan, Director

DuPage County Hinsdale 2 Salt Creek Lane Section:1-Township:38N-Range:11E IEPA, SPACECO-12286 \*New construction, car dealership

PLEASE REFER TO:

SHPO LOG #021082922

October 1, 2022

Jim Kapustiak Spaceco Inc. 9575 W. Higgins Road, Suite 700 Rosemont, IL 60018

Dear Mr. Kapustiak:

The Illinois State Historic Preservation Office is required by the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420, as amended, 17 IAC 4180) to review all state funded, permitted or licensed undertakings for their effect on cultural resources. Pursuant to this, we have received information regarding the referenced project for our comment.

Our staff has reviewed the specifications under the state law and assessed the impact of the project as submitted by your office. We have determined, based on the available information, that no significant historic, architectural or archaeological resources are located within the proposed project area.

According to the information you have provided concerning your proposed project, apparently there is no federal involvement in your project. However, please note that the state law is less restrictive than the federal cultural resource laws concerning archaeology. If your project will use federal loans or grants, need federal agency permits, use federal property, or involve assistance from a federal agency, then your project must be reviewed under the National Historic Preservation Act of 1966, as amended. Please notify us immediately if such is the case.

This clearance remains in effect for two (2) years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the IL Human Skeletal Remains Protection Act (20 ILCS 3440).

Please retain this letter in your files as evidence of compliance with the Illinois State Agency Historic Resources Preservation Act.

If further assistance is needed please contact Jeff Kruchten, Chief Archaeologist at 217/785-1279 or Jeffery kruchten@illinois.gov.

Sincerely,

Carey L. Mayer, AIA Deputy State Historic

Carey L. Mayer

Preservation Officer

## **EXHIBIT GROUP 4**



September 20, 2022

Bethany Salmon Village Planner Village of Hinsdale 19 E Chicago Ave Hinsdale, IL 60521

Dear Ms. Salmon,

Please be advised that McLaren Automotive, Inc. (MAI) has duly authorized LaSarthe Partners LLC, d/b/a McLaren Chicago to relocate their McLaren Sales and Service operation from 645 W. Randolph Street, Chicago, IL 60661 to 2 Salt Creek Hinsdale, IL 60521.

Upon approval of this purchase by the Village of Hinsdale, please provide MAI with a written copy of the approval for our internal records at the address below.

Sincerely,

Alex C. Salamone Head of Network and

**Business Development** 

cc: Nicolas Brown

## 9/19/2022

Bethany Salmon Village Planner Village of Hinsdale 19 E. Chicago Ave. Hinsdale, IL 60521

Via email: bsalmon-avillageothinsdale.org

Re: 2 Salt Creek Lane (Premises)

Mouse Motors / McLaren Chicago (Applicant)

## Dear Ms. Salmon:

I represent the owners of JLR Hinsdale, common address 336 E Ogden Ave., located in Hinsdale. We approve and support the applications of Mouse Motors Inc., / McLaren Chicago for the operation of an automotive dealership at the Premises under the submitted plans. This dealership will be a beneficial addition to our community and business.

Please feel free to reach out with any questions.

By:

Kevin Jacobs

2 Salt Creek LLC c/o Vequity LLC 226 North Morgan Street, Suite 300 Chicago, Illinois 60607 Attn: Christopher Ilekis Email: c.ilekis@vequity.com

9/18/2022

Bethany Salmon Village Planner Village of Hinsdale 19 E. Chicago Ave. Hinsdale, IL 60521

Via email: bsalmon@villageofhinsdale.org

Re: 2 Salt Creek Lane, Hinsdale, IL (Premises)

Mouse Motors / McLaren Chicago (Applicant)

Dear Ms. Salmon:

I represent the owner of Lot 7, common address 2 Salt Creek Ln, located in Office Park of Hinsdale Owners Association. Seller approves and supports the applications of Mouse Motors Inc., / McLaren Chicago for the operation of an automotive dealership at the Premises under the submitted plans. This dealership will be a beneficial addition to our community.

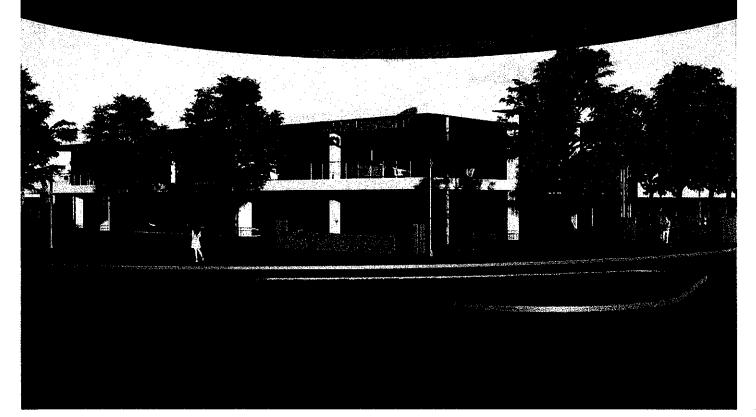
Please feel free to reach out with any questions.

By:

Chris Ilekis-Manager

## Traffic Impact Study Luxury Car Dealership

Hinsdale, Illinois



Prepared For:



## 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 a proposed luxury car dealership to be located in Hinsdale, Illinois. The site is located on the west side of Salt Creek Lane bounded by Tower Drive on the north and Ogden Avenue (U.S. Route 34) on the south and currently contains a vacant parcel and that previously contained an approximate 30,000 square-foot office building. As proposed, the two-story dealership will occupy an approximately 19,500 square-foot building footprint totaling approximately 38,400 square feet. In addition, the dealership will provide a total of approximately 45 outdoor parking spaces and 70 indoor parking spaces. Access to the dealership will be provided via the two existing access drives located on Tower Drive serving the site.

The purposes of this study are to (1) examine background traffic conditions, (2) assess the impact that the proposed luxury dealership will have on traffic conditions in the area, and (3) determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed luxury dealership.

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

The sections of this report present the following:

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

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

- 1. Year 2022 Base Conditions Analyze the capacity of the existing roadway system using existing peak hour traffic volumes adjusted to reflect typical conditions.
- 2. Year 2028 No-Build Conditions Analyzes the capacity of the existing roadway system using base peak hour traffic volumes increased by an ambient area growth factor not attributable to any particular development.
- 3. Year 2028 Projected Conditions Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the net increase in traffic estimated to be generated by the proposed luxury dealership.



## **Executive Summary**

Based on the results of the traffic study, the following conclusions have been made:

- Access to the dealership will be provided via the two existing full access drives located on Tower Drive serving the site. It should be noted that the west access drive also provides access to the 901 North Elm Street office building. Both access drives provide full access to/from Tower Drive and have one inbound lane and one outbound lane. The outbound lanes are under stop sign control.
- The access drives on Tower Drive will provide flexible and efficient access to and from the site and will be adequate in accommodating site traffic.
- The proposed luxury dealership is estimated to generate less peak hour and daily traffic than an approximate 30,000 square-foot office building that previously occupied the site and can contain a similar size building under the existing zoning.
- The roadway system has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed luxury dealership and no additional roadway improvements or traffic control modifications are required.



Site Location

Figure 1



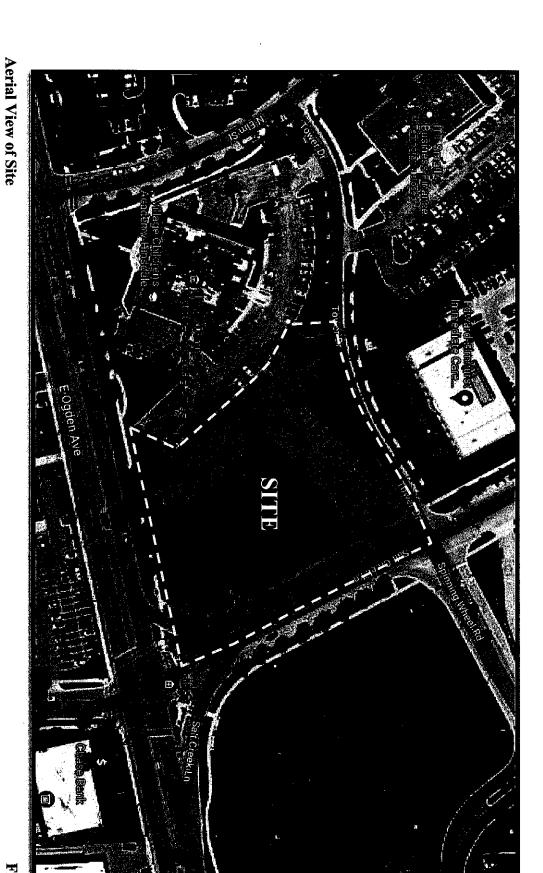


Figure 2

## 2. Existing Conditions

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

## Site Location

The site is located on the west side of Salt Creek Lane bounded by Tower Drive on the north and Ogden Avenue on the south and currently contains a vacant parcel that previously contained an approximate 30,000 square-foot office building. The 901 Elm Street office building is located directly west of the site. Land uses further to the north are primarily medical office buildings, along Ogden Avenue are commercial uses, and south of Ogden Avenue is a residential area. An interchange with Interstate 294 is located approximately 0.35 miles east of the intersection of Ogden Avenue with Salt Creek Lane/Oak Street.

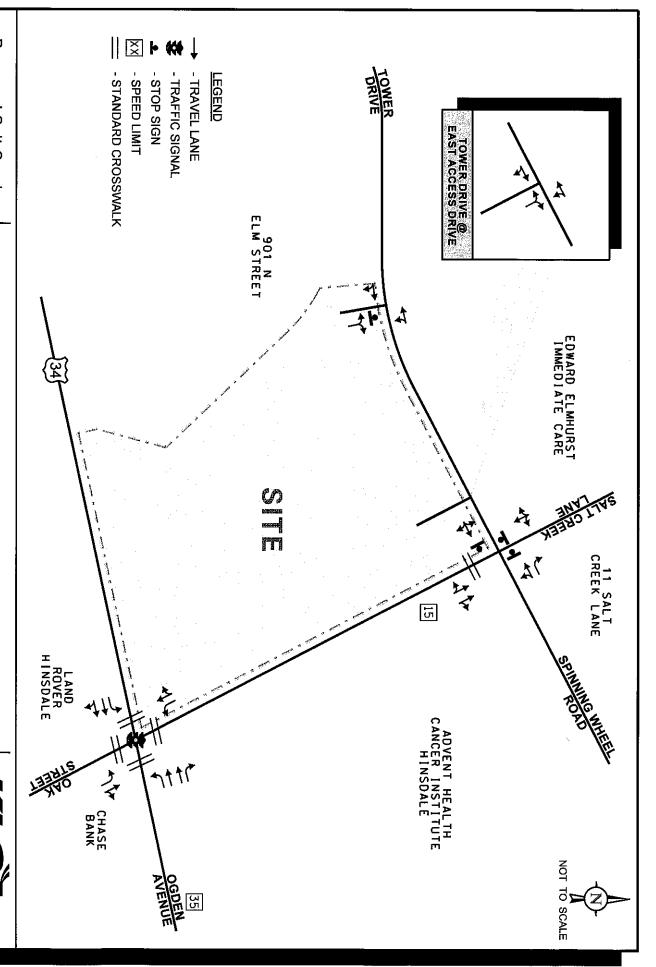
## **Existing Roadway System Characteristics**

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

Ogden Avenue (U.S. Route 34) is generally a northeast-to-southwest, other principal arterial roadway which generally provides two lanes in each direction divided by a striped median in the vicinity of the site. At its signalized intersection with Salt Creek Lane/Oak Street, Ogden Avenue provides a separate left-turn lane, a through lane, and a combined through/right-turn lane on the eastbound approach and a separate left-turn lane, two through lanes, and a channelized right-turn lane on the westbound approach. Standard-style crosswalks are provided on both legs of the intersection. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is not classified as a Strategic Regional Arterial (SRA), carries an Annual Average Daily Traffic (AADT) volume of approximately 33,400 vehicles (IDOT 2019), and has a posted speed limit of 35 miles per hour.

Salt Creek Lane/Oak Street is a north-south, local roadway that generally provides one lane in each direction in the vicinity of the site. The road is designated as Salt Creek Lane north of Ogden Avenue and Oak Street south of Ogden Avenue. Between Ogden Avenue and Tower Drive, Salt Creek Lane provides two lanes in each direction divided by a median. At their signalized intersection with Ogden Avenue, Salt Creek Lane and Oak Street each provide a separate left-turn lane, a combined through/right-turn lane, and a standard-style crosswalk. At its unsignalized intersection with Tower Drive/Spinning Wheel Road, Salt Creek Lane provides a combined left-turn/through lane, a combined through/right-turn lane, and a standard-style crosswalk on the northbound approach and a combined left-turn/through/right-turn lane on the southbound approach. The southbound approach of Salt Creek Lane, Tower Drive, and Spinning Wheel Road are under stop sign control while the northbound approach of Salt Creek Lane operates under free-flow conditions. Salt Creek Lane and Oak Street are under the jurisdiction of the Village of Hinsdale. Salt Creek Lane has a posted speed limit of 15 miles per hour and Oak Street has a posted speed limit of 25 miles per hour.





Proposed Salt Creek Auto Dealership Hinsdale, Illinois

**Existing Roadway Characteristics** 

Job No: 22-336

Figure:

Tower Drive/Spinning Wheel Road is generally an east-west, local roadway that provides one lane in each direction. West of Salt Creek Lane the road is designated as Tower Drive and east of Salt Creek Lane the road is designated as Spinning Wheel Road. At their unsignalized intersection with Salt Creek Lane, Tower Drive provides a combined left-turn/through/right-turn lane and Spinning Wheel Road provides a combined left-turn/through lane and a separate right-turn lane. The southbound approach of Salt Creek Lane, Tower Drive, and Spinning Wheel Road are under stop sign control while the northbound approach of Salt Creek Lane operates under free-flow conditions. At the unsignalized intersections with the two access drives serving the site, Tower Drive provides combined through/right-turn lanes on the eastbound approaches and combined left-turn/through lanes on the westbound approaches. Tower Drive is under private jurisdiction and Spinning Wheel Road is under the jurisdiction of the Village of Hinsdale.

## **Existing Traffic Volumes**

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts at the following intersections on Wednesday, October 26, 2022:

- Tower Drive with the site east access drive
- Tower Drive with the site west access drive, which also provides access to the 901 Elm Street office building

These counts were supplemented with previously conducted counts on Tuesday, March 1, 2022 at the following intersections:

- Ogden Avenue with Salt Creek Lane/Oak Street
- Salt Creek Lane with Tower Drive/Spinning Wheel Road

The counts were conducted during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:30 A.M. and 8:30 A.M. during the morning peak period and between 4:30 P.M. and 5:30 P.M. during the evening peak period.

To ensure that the traffic volumes reflect normal traffic conditions, the 2022 traffic counts along Ogden Avenue were compared with the 2019 AADT volumes available from IDOT, increased to 2022 volumes with an annual growth rate to be discussed later. The comparison determined that the existing traffic volumes along Ogden Avenue were approximately 20 percent lower than the IDOT counts adjusted to 2022. Therefore, the through volumes along Ogden Avenue were increased by 20 percent to reflect normal traffic conditions and provide the Year 2022 base volumes.

Figure 4 illustrates the Year 2022 base traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



(00) - PM PEAK HOUR (4:30-5:30 PM) 8 Proposed Salt Creek Auto Dealership Hinsdale, Illinois - AM PEAK HOUR (7:30-8:30 AM) LEGEND 31 (6) TOWER DRIVE @ EAST ACCESS DRIVE ্ ঠেড ডেড্র 1010 9 (2) 🗘 3 (11) 55 (45) Year 2022 Base Traffic Volumes 7 5 65 (74) AE! (74) AƏ! (74) OS! 1875) 88 184 85 106) 18 99 (33) 1114 (1720) 32 (35) 7 1 267 (TI) 1 1537 (1164) 1 135 (91) 理解 Jab No: 22-336 NOT TO SCALE Figure: 4

## Crash Data Summary

KLOA, Inc. obtained crash data<sup>I</sup> from IDOT for the most recent available five years (2017 to 2021) for the intersections of Ogden Avenue with Salt Creek Lane and Oak Street, Salt Creek Lane with Tower Drive and Spinning Wheel Drive, and Tower Drive with the east and west access drives serving the site. The crash data for the intersection of Ogden Avenue with Salt Creek Lane and Oak Street is summarized in **Table 1**. No crashes were reported at any of the other intersections during the review period. Further, a review of the crash data indicated that no fatalities were reported at the intersections during the review period.

Table 1
OGDEN AVENUE (US 34) WITH SALT CREEK LANE/OAK STREET – CRASH SUMMARY

<b>V</b>	, i	Type of Crash Frequency									
Year	Angle	Object	Rear End	Sideswipe	Turning	Other	Total				
2017	1	0	2	1	3	0	7				
2018	0	0		0	1	0	2				
2019	0	1	3	0	2	0	6				
2020	0	0	1	0	0	0	1				
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>				
Total	1	1	7		8	0	18				
Average	<1.0	<1.0	1.4	<1.0	1.6	0.0	3.6				

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

<sup>&</sup>lt;sup>1</sup> 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.

## 3. Traffic Characteristics of the Proposed Dealors

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

## Proposed Site and Development Plan

As discussed earlier, the site of the luxury dealership is located on the west side of Salt Creek Lane bounded by Tower Drive on the north and Ogden Avenue on the south and currently contains a vacant parcel that previously contained an approximate 30,000 square-foot office building. As proposed, the two-story building will have a footprint of approximately 19,500 square feet with a total of approximately 38,400 square feet. The building will consist of a showroom, offices, indoor parking, and a service area with maintenance bays. A loading zone for trucks will be on the north side of the building. Based on the information provided by the operator, the dealership will have a total of approximately 16 employees and 10 to 20 customers are expected per month. The dealership will provide 45 outdoor parking spaces and 70 indoor parking spaces.

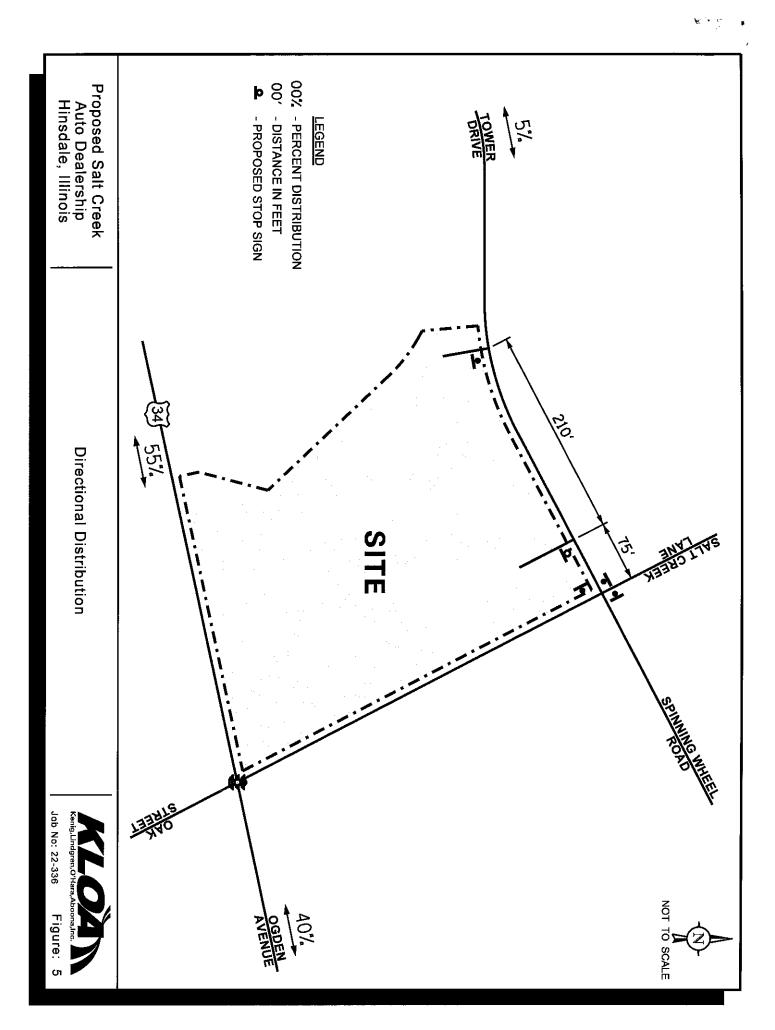
Access to the dealership will be provided via the two existing full access drives located on Tower Drive serving the site. It should be noted that the west access drive also provides access to the 901 North Elm Street office building. The east access drive is located approximately 75 feet west of Salt Creek Lane and the west access drive is located approximately 285 feet west of Salt Creek Lane. Both access drives provide full access to/from Tower Drive and have one inbound lane and one outbound lane. The outbound lanes are under stop sign control.

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

## **Directional Distribution**

The directions from which patrons and employees will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic generated by the proposed luxury dealership.





## Peak Hour Traffic Volumes

The volume of traffic estimated to be generated by the proposed luxury car dealership was based on Automobile Sales (New) trip generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. However, it is important to note that the ITE rates are based on larger, standard dealerships as opposed to the proposed luxury dealership, which is smaller, unique, and nontraditional compared to standard dealerships. The proposed luxury dealership is projected to generate much lower traffic volumes as it will have an exceptionally low number of on-site unit sales and service appointments. As discussed above, the proposed luxury dealership will have approximately 16 employees and only approximately 10 to 20 customers per month, as approximately 80 percent of vehicle sales take place online and an enclosed vehicle hauler handles 90 to 95 percent of their service business. The operator has indicated that the proposed luxury dealership is only anticipated to have approximately 25 percent of the sales/service appointments of a standard dealership. As such, the ITE trip rates were reduced by 75 percent. The trip generation estimates are shown in **Table 2**.

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Luxury Car Dealership (44,500 s.f.)	15	8	23	10	15	25	156	156	312

The subject site previously contained an approximately 30,000 square-foot office building and can contain a similar size building under the existing zoning. To provide a comparison of the traffic to be generated by the proposed luxury dealership and an office building that can occupy the site, the traffic to be generated by a 30,000 square-foot office building was determined based on trip rates provided in the ITE *Trip Generation Manual*. **Table 3** illustrates the traffic to be generated by the proposed luxury dealership and an approximate 30,000 square-foot office building. From the table it can be seen that the proposed luxury dealership will generate less peak hour and daily traffic than an approximate 30,000 square-foot office building and, as such, is a less traffic intense use than the office building.

Table 3
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Luxury Car Dealership (44,500 s.f.)	15	8	23	10	15	25	156	156	312
Office Building (30,000 s.f.)	52	7	59	10	51	61	203	204	407



## 4. Projected Traffic Conditions

The total projected traffic volumes include the base traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed luxury dealership.

## Dealership Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed luxury dealership were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). Figure 6 illustrates the traffic assignment of the total new trips.

## Background (No-Build) Traffic Conditions

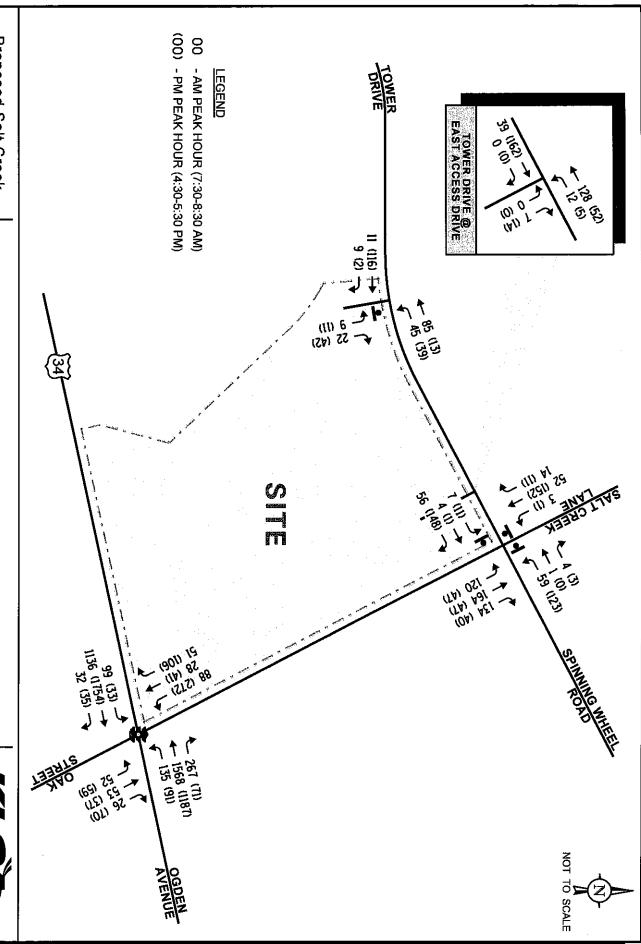
The base traffic volumes were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by CMAP in a letter dated October 26, 2022, the base traffic volumes are projected to increase by a compound annual growth rate of 0.4 percent per year. As such, traffic volumes were increased by approximately two percent total to represent Year 2028 conditions (one-year buildout plus five years). A copy of the CMAP projections letter is included in the Appendix. The Year 2028 no-build traffic volumes, which include the base traffic volumes increased by the regional growth factor, are illustrated in **Figure 7**.

## **Total Projected Traffic Volumes**

The traffic to be generated by the proposed luxury dealership (Figure 6) was added to the no-build traffic volumes (Figure 7) to determine the Year 2028 total projected traffic volumes, as shown in **Figure 8**.



(00) - PM PEAK HOUR (4:30-5:30 PM) Proposed Salt Creek Auto Dealership Hinsdale, Illinois 00 - AM PEAK HOUR (7:30-8:30 AM) - PROPOSED STOP SIGN LEGEND TOWER DRIVE @ EAST ACCESS DRIVE (II) A (I) (I)  $\widetilde{4}$ Site-Generated Traffic Volumes (6) 8 (5) 6 (A) Job No: 22-336 NOT TO SCALE Figure: 6



Proposed Salt Creek Auto Dealership Hinsdale, Illinois

Year 2028 No-Build Traffic Volumes

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

Job No: 22-336 Figure: 7

(00) - PM PEAK HOUR (4:30-5:30 PM) 8 Proposed Salt Creek Auto Dealership Hinsdale, Illinois - AM PEAK HOUR (7:30-8:30 AM) - PROPOSED STOP SIGN LEGEND 2 (69) TOWER DRIVE @ EAST ACCESS DRIVE . 15 (b) (b) 11 211 10 G T. (PA) (SI) Year 2028 Total Projected Traffic Volumes 7 5 65 (0A) (TA) (BE) 107 (38) -1136 (1754) -32 (35) -1568 (1187) 1568 (1187) 141 (95) 1071 ds 1751 ee 1881 ee NOT TO SCALE

Job No: 22-336

Figure: 8

## 5. Traffic Analysis and Recommendations

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

## Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the Year 2022 base, Year 2028 no-build, and Year 2028 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the base, no-build, and total projected conditions are presented in **Tables** 4 through 7. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.



OGDEN AVENUE WITH SALT CREEK LANE/OAK STREET - SIGNALIZED

Letter denot Delay is me		Year Proje Cond	ectec	1		Year No-E Cond	Build		Y	ear 20 Cond				
Letter denotes Level of Service Delay is measured in seconds.	Evening	Weekday Morning Weekday Evening Weekday Morning		Weekday Evening		Weekday Morning		Peak Hour						
е	)	A 8.8	(	C 32.5		A 8.7	(	C 32.4		A 8.7	•	C 29.3	L	E.
L – Left Turn R T – Through	C-34.7	D 35,2	C – 22.1	C 21.2	C=34.2	C 34.6	C-21.9	C 21.0	C-32.7	33.1	C-21.5	C 20.8	T/R	Eastbound
R – Right Turn		D 35.3		B 14.3		C 33.5		B 13.6		33.5		В 13.2	1	V
m	B - 17.9	B 17.2	C-22.3	C 25.3	B-17.7	В 17.2	C-22.2	C 25.3	B-17.5	B 17.0	C - 21.8	C 24.8	T	Westbound
		A 6.2		8.4		A 6.2		8.4		A 6.2		A 8.5	R	ıd
		D 40.0	]	D 37.8		D 39.9		D 37.8		D 39.9		D 37.8	L	Z
	D-518	E 58.4	D-47.6	D 54.0	D-518	E 58.4	D-47.5	D 54.0	D-51.8	58.4	D-47.5	D 53.9	T/R	Northbound
		E 72.3	]	D 39.6		E 696	]	D 39.5		E 69.6		D 39.4	L	So
	E-68.1	B 60.7	D-45.9	D 52.9	E-66.1	E 59.6	D-45.6	D 52.6	E 66.1	E 59.6	D-45.6	D 52.5	T/R	Southbound
	C 24.3		32.6	Ω	24.2	<u>}</u> a	21.9	1 O	23.8	C	Cyclan			



Table 5 CAPACITY ANALYSIS RESULTS - BASE CONDITIONS – UNSIGNALIZED

Intersection		Morning Hour	Weekday Evening Peak Hour		
	LOS	Delay	LOS	Delay	
Salt Creek Lane with Tower Drive/S	pinning Wheel I	Road <sup>1</sup>			
Overall	A	9.8	В	10.1	
Eastbound Approach	A	9.1	A	9.9	
Westbound Approach	A	10.0	В	10.7	
Southbound Approach	A	9.0	В	10.8	
Tower Drive with West Access Drive	2				
Northbound Approach	Α	9.0	Α	9.4	
Westbound Left Turn	${f A}$	7.3	Α	7.5	
Tower Drive with East Access Drive <sup>2</sup>					
Northbound Approach	A	8.5	A	9,4	
Westbound Left Turn	A	7.3	Α	7.6	
LOS = Level of Service Delay is measured in seconds.	1 – All-way stop control 2 – Two-way stop control				

Table 6
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection		y Morning Hour	Weekday Evening Peak Hour						
	LOS	Delay	LOS	Delay					
Salt Creek Lane with Tower Drive/Spinning Wheel Road <sup>1</sup>									
Overall	A	9.8	В	10.1					
Eastbound Approach	Α	9.1	Α	9.9					
Westbound Approach	A	10.0	В	10.7					
Southbound Approach	A	9.0	В	10.8					
Tower Drive with West Access Drive									
Northbound Approach	Α	9.0	Α	9.4					
Westbound Left Turn	A	7.3	Α	7.5					
Tower Drive with East Access Drive	2			The state of the s					
Northbound Approach	A	8.5	Α	9.4					
Westbound Left Turn	A	7.3	Α	7.6					
LOS = Level of Service Delay is measured in seconds.	1 – All-way stop control 2 – Two-way stop control								

Table 7
CAPACITY ANALYSIS RESULTS - PROJECTED CONDITIONS – UNSIGNALIZED

Intersection		Morning Hour	Weekday Evening Peak Hour				
	LOS	Delay	LOS	Delay			
Salt Creek Lane with Tower Drive/S	pinning Wheel F	Road <sup>1</sup>					
Overall	Α	10.0	В	10.4			
Eastbound Approach	A	9.2	В	10.3			
Westbound Approach	В	10.1	В	10.9			
Southbound Approach	A	9.1	В	11.1			
Tower Drive with West Access Drive							
Northbound Approach	A	9.1	A	9.5			
Westbound Left Turn	A	7.3	A	7.6			
Tower Drive with East Access Drive	2						
Northbound Approach	A	8.6	A	9.5			
Westbound Left Turn	A	7.3	Α	7.6			
LOS = Level of Service Delay is measured in seconds.	1 – All-way stop control 2 – Two-way stop control						

### Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the traffic to be generated by the proposed luxury dealership.

Ogden Avenue (U.S. Route 34) with Salt Creek Lane and Oak Street

The results of the capacity analysis indicate that the intersection currently operates at an overall Level of Service (LOS) C during the weekday morning and weekday evening peak hours. All the movements currently operate at LOS D or better except a few movements along Salt Creek Lane and Oak Street, which currently operate on the threshold between LOS D/E. This is common and expected when a minor roadway intersects a major roadway, as the major roadway is assigned a majority of the green time.

Under Year 2028 no-build conditions, the intersection is projected to continue to operate at an overall LOS C during the weekday morning and weekday evening peak hours. All the movements are projected to operate at LOS D or better except a few movements along Salt Creek Lane and Oak Street, which are projected to operate at LOS E.

Under Year 2028 total projected conditions, the intersection is projected to continue to operate at an overall LOS C during the weekday morning and weekday evening peak hours. All the movements are projected to operate at LOS D or better except a few movements along Salt Creek Lane and Oak Street, which are projected to continue to operate at LOS E. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed luxury dealership and no roadway improvements or traffic control modifications are required at this intersection.

Salt Creek Lane with Tower Drive and Spinning Wheel Road

The results of the capacity analysis indicate that the intersection currently operates overall at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. All the approaches currently operate at LOS B or better during the peak hours. Under Year 2028 no-build conditions, the intersection and its approaches are projected to continue to operate at the current levels of service during both peak hours. Under Year 2028 total projected conditions, the intersection is projected to continue to operate at an overall LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. The approaches are projected to continue to operate at LOS B or better during the peak hours. As such, this intersection has sufficient capacity to accommodate traffic estimated to be generated by the proposed luxury dealership and no roadway improvements or traffic control modifications are required.



### Tower Drive with Site Access Drives

The results of the capacity analysis indicate that the northbound approaches of both access drives currently operate at LOS A during the weekday morning and weekday evening peak hours. The westbound left-turn movements at both access drives currently operate at LOS A during the peak hours. Under Year 2028 no-build and total projected conditions, the critical approaches and movements at both access drives are projected to continue to operate at LOS A during the weekday morning and weekday evening peak hours. As such, both access drives have sufficient capacity to accommodate traffic estimated to be generated by the proposed dealership and no roadway improvements or traffic control modifications are required.



# 6. Conclusion

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

- Access to the dealership will be provided via the two existing full access drives located on Tower Drive serving the site. It should be noted that the west access drive also provides access to the 901 North Elm Street office building. Both access drives provide full access to/from Tower Drive and have one inbound lane and one outbound lane. The outbound lanes are under stop sign control.
- The access drives on Tower Drive will provide flexible and efficient access to and from the site and will be adequate in accommodating site traffic.
- The proposed luxury dealership is estimated to generate less peak hour and daily traffic than an approximate 30,000 square-foot office building that previously occupied the site and a similar size building that could be developed on the site under the existing zoning.
- The roadway system has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed luxury dealership and no additional roadway improvements or traffic control modifications are required.



# Appendix

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

**Traffic Count Summary Sheets** 



North July Charles Advolute, Inc. 9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: E Ogden Ave with N Oak St Site Code: Start Date: 02/27/2022 Page No: 1

			nt. Total	484	520	1004	503	540	529	510	2082	529	542	489	492	2052	,	541	642	713	782	2678	748	797	707	230	2982	ı	593	641	632	651	2517	587	619	611	655	2472
			App. Total	14	14	28	17	7	14	12	54	28	12	18	14	7.2		15	24	32	37	108	ध	43	42	8	180		98	70	99	73	274	ę	74	68	46	258
			Peds	0	0	. 0	0	o	0	0	0	0	0	0	0	0	,	0	0	0	0	٥	0	0	0	٥	0		0	0	0	0	0	0	0	0	0	0
	* -:	Pun	U-Tum	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	۰	0		-	٥	0	0	1	0	0	0	0	0
	Salt Creek 1.n	Southbound	Right	7	3	10	7	8	ဗ	9	19	12	9	10	8	36		5	4	7	10	26	19	15	13	6	26		33	37	30	28	128	33	33	33	15	114
			Thru	1	1	2	ო	2	2	0	7	2	-	2	2	10	·	-	3	5	80	17	မ	6	4	80	27	1	7	2	4	9	19	9	S	10	4	25
			Left	9	10	16	7	9	6	9	28	11	5	9	4	26		6	17	20	19	. 65	30	19	25	23	- 97		25	31	31	38	126	31	36	25	27	119
			App. Total	16	20	36	19	17	16	18	70	14	24	56	18	82	,	85	23	22	31	66	37	36	36	31	140		31	31	46	42	150	\$	36	43	45	158
			Peds	0	0	0	٦	0	0	0	1	0	0	0	2	2		0	0	0	0	. 0	0	0	0	٥	0	,	0	0	0	0	0	-	1	٥	1	3
	が	Pun	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	.0.	0	0	0	0	В		0	0	0	0	0	0	0	0	0	0
	N Oak St	Northbound	Right	6	8	17	6	6	4	10	32	9	11	10	6	36		7	4	9	6	. 56	3	80	11	80	30	,	11	14	16	15	99	16	12	18	17	63
ata			Thru	0	2	2	2	2	2	0	9	0	1	1	1	3		4	8	6	11	32	16	17	12	12	57		5	3	9	11	25	5	5	6	9	25
ent D			Left	7	10	17	8	9	10	8	32	8	12	15	8	43		2	11	12	11	41	18	11	13	1	ន	,	15	14	24	16	69	13	19	16	22	22
Turning Movement Data			App. Total	246	268	514	248	252	263	259	1022	251	264	233	237	982	,	312	355	382	416	1465	426	459	401	44	1730		262	294	280	288	1124	241	279	260	297	1077
ng Mc	)		Peds	0	0	0	1	0	1	0	2	0	0	2	0	. 2		0	0	1	1	2	0	1	0	0	-		0	0	0	0	0	1	1	0	0	7
Turni	Ave	Ę	W-Tum	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
	E Ogden	Westbound	Right	7	3	10	9	9	8	9	26	9	11	4	5	26		40	48	52	09	.002	69	98	93	29	278		22	31	38	20	111	19	25	38	42	124
			Thru	226	246	472	226	231	239	237	933	226	228	216	220	890		250	285	299	314	1148	331	337	315	353	1336		215	242	223	240	920	201	228	200	228	857
			Left	12	19	31	16	15	16	16	63	19	25	13	12	69		22	22	31	42	117	26	36	27	27	116		25	21	19	28	93	21	26	22	27	96
			App. Total	208	218	426	219	260	236	221	936	236	242	212	223	913		196	240	272	298	10:06	230	259	822	215	932		234	246	241	248	696	242	230	240	267	979
			Peds	0	0	. 0	0	0	0	0	0 .	0	0	0	0	. 0	1	0	0	0	0	. 0	0	0	0	3	ر د	ı	0	0	0	0	0	0	0	-	-	2
	Ave	'n	U-Tum	0	0	. 0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	٥	0	٠,	0	0	0	0	0	0	0	۵	0	0
	E Ogden Ave	Eastbound	Right	4	7	11	9	9	r3	3	50	9	4	4	7	21		2	3	3	11	19	œ	10	4	12	8		9	13	10	10	43	12	18	19	16	59
			Thru	200	208	408	209	248	228	210	895	225	235	206	209	875		179	212	245	258	894	199	226	199	177	801		200	218	212	218	848	212	187	203	212	814
			Left	4	ဗ	7	4	9	ო	8	21	c,	က	2	7	17	1	15	25	24	29	. 93	23	23	25	26	45	,	24	15	19	20	28	18	52	18	39	100
			Start Time	11:30 AM	11:45 AM	Hourly Total	12:00 PM	12:15 PM	12:30 PM	12:45 PM	Hourly Total	1:00 PM	1:15 PM	1:30 PM	1:45 PM	Hourly Total	EAK ***	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Hourity Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Hourly Total	EAK ***	11:00 AM	11:15 AM	11:30 AM	11:45 AM	Hourly Total	12:00 PM	12:15 PM	12:30 PM	12:45 PM	Hourly Fotal
			Start	11:3	11:4:	Hour	12:01	12:1	12:3(	12:4:	Hourt	1:00	1:15	1:30	1:45	Hourly	*** BREAK **	7:00	7:16	7:30	7:45	Houri	8:OC	8:15	8:30	8:45	Hourk	*** BREAK **	11:0	11:3	11:3	11:4	Hourly	12:0	12:1	12:3	12:4	Hourt

2227 785 781 796 796 832 832 809 740 740 688 3069 714 714 714 714 98.3 242 1.0 132 0.5 0.0 27 7.6 1818 98.9 5. 5. 0.2 0.0 Ю 0.7 이이이이이이 이이이 이 0 0 1 1:0 0 0 0 0 0.0 0.0 0.0 이이이 이이이 o 이이 0 0.2 0.0 ٠ -| 0 <del>7</del>. 0.0 0.0 0 0.2 0.0 9'0 9 4.8 99.2 0.3 ო 0.5 0 0.0 0.0 이제 0 0 0 이이이잉잉이 Ó 0 0 0 0 0 9 48 442 37.8 1.8 8.99.8 0.0 0.0 0.2 0.0 o 9 9 215 18.4 0.9 0.9 0.9 0.9 0.0 0.0 8 4 9 9 2 5 6 - 6 8 -8 0.5 4 0 0 51 511 43.8 22 88.8 0.0 0.0 9.0 9.0 ß ო 0 0 45.6 10896 98.4 106 6. 9.0 0.0 ω 62 120.00 00000 0 0 0 0 0 0 12 8 - 5 ᅵ 이디잉 0 0.0 0.0 0 0.0 0.0 0 0 0 ᅵ 0 0 0 0 8 9 2 8 7 8 8 2 2 8 8 2 7 37 958 8.7 8.7 3.9 95.1 0.0 9.0 0.7 0.0 ဆေတြ 0 T 0 0.1 0.0 61 67 93 ø τ-0.0 8 9.8 0.0 0 0 0 375 401 1490 337 337 338 388 388 388 316 261 261 262 262 262 261 189 189 189 42.0 9987 98.1 0.0 £ 11, 29 0.7 0 1000000 - 3 3 - 3 0 00 0 0.0 0.0 0 0 0 0.0 6, 0 0.0 0 0.0 1.2 8 0.7 0.0 이 8 4 6 6 4 9 8 8 6 5 1 6 4 4 4.9 504 4.9 4.9 7.1 4.9 0.8 0.0 0.4 0.2 N Single-Unit Trucks Articulated Trucks Bicycles on Road \*\*\* BREAK \*\*\* 4:00 PM 4:15 PM 4:30 PM 4:45 PM % Articulated Trucks % Single-Unit Trucks Approach % Hourly Total Hourly Total Grand Total 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM Total % % Lights % Buses Lights

100.0

0.00

% Pedestrians



Kenig Lindgren, Orlara, Abboons, Inc. Senig Lindgren O'Hara Abboona, Inc. 9575 W. Higgins Rd., Suite 400 Rosemont, Illinois, United States 60018 (847)518-9990 kpachowicz@kloainc.com

Count Name: E Ogden Ave with N Oak St Site Code: Start Date: 02/27/2022 Page No: 3

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			E Ogd	E Ogden Ave					E Ogden Ave	in Ave					N Oak St	75		-			Salt Creek Ln	ź			
			East	Eastbound					Westbound	puno					Northbound	punc		•			Southbound	PLI			
Start Time	Left	Thru	Right	U-Tum	Peds	App. Total	Left	Thru	Right	U-Tum	Peds	App. Total	Left	Thu	Right	U-Tum	Peds	App. Total	Left	Thru	Right U	U-Tum F	Peds ,	App. Int	Int. Total
7:30 AM	24	245	3	0	0	272	31	299	52	0	1	382	12	6	9	0	0	27	20	5	7	0	0	32	713
7:45 AM	59	258	11	0	0	298	42	314	90	0	-	416	11	11	6	0	0	31	19	8	10	0	0	37	782
8:00 AM	23	199	8	0	0	230	26	331	69	0	0	426	18	16	8	0	0	37	30	9	19	0	0	55	748
8:15 AM	23	226	10	0	0	259	36	337	98	0	1	459	11	17	8	0	0	36	19	8	15	0	0	43	797
Total	66	928	32	0	0	1059	135	1281	267	0	3	1683	25	53	26	0	0	131	88	28	51	0	0	167	3040
Approach %	9.3	87.6	3.0	0.0			8.0	76.1	15.9	0.0		-	39.7	40.5	19.8	0.0			52.7	16.8	30.5	0.0	,		,
Total %	3.3	30.5	1.1	0.0	•	34.8	4.4	42.1	8.8	0.0		55.4	1.7	1.7	6.0	0.0		4.3	2.9	6.0	1.7	0.0		5.5	
PHF	0.853	0.899	0.727	0.000		0.888	0.804	0.950	0.776	0.000	ı	0.917	0.722	0.779	0.722	0.000	1	0.885	0.733	0.778	0.671 (	0.000	-	0.759	0.954
Lights	86	892	8	0	٠	1020	133	1249	265	0		1647	51	53	26	0	•	130	87	27	20	0		164	2961
% Lights	99.0	96.1	93.8		,	96.3	98.5	97.5	99.3	,	,	97.9	98.1	100.0	100.0		•	99.2	98.9	96.4	98.0	1	,	98.2	97.4
Buses	-	2	0	0		m	0	3	0	0	r	3	0	0	0	0	1	0	0	0	٥	0	,	-	9
% Buses	1.0	0.2	0.0			0.3	0.0	0.2	0.0	,	,	0.2	0.0	0.0	0.0		1	0.0	0.0	0.0	0.0			0.0	0.2
Single-Unit Trucks	0	23	2	0		22	2	23	2	0	,	27	1	0	0	0	,	Ψ.	-	-	-	0		<sub>6</sub>	26
% Single-Unit Trucks	0.0	2.5	6.3	•		2.4	1.5	1.8	2.0			1.6	1.9	0.0	0.0			8.0	1.1	3.6	2.0		4	1.8	1.8
Articulated Trucks	0	11	0	0		11	0	9	0	0		9	0	0	0	0		0	0	0	0	0		0	17
% Articulated Trucks	0.0	1.2	0.0		•	1.0	0.0	0.5	0.0			9.4	0:0	0.0	0.0			0:0	0.0	0.0	0:0			0:0	9.0
Bicycles on Road	0	0	P	0		0	0	0	0	٥		0	0	0	0	0		0	0	0	0			٥	٥
% Bicycles on Road	0.0	0.0	0.0		•	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0			0:0	0.0	0.0	0.0			0.0	0.0
Pedestrians	•				0		à	•	٠		3	-					0	,					0		,
% Pedestrians	'	٠	,		-	•	ı	•	•	•	100.0	•	•	•							•		,	_	,



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Count Name: E Ogden Ave with N Oak St Site Code: Start Date: 02/27/2022 Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

•								3		y ivioverificial reak i	_ _ 	ממאר	Tour Data (4.30 FIM)	שפי	- OO: -	<u> </u>									
			ЕОğ	E Ogden Ave					E Ogd	E Ogden Ave					N Oak St	ij					Salt Creek Ln	į			
!			Eas	Eastbound					Westbound	puno					Northbound	onug					Southbound	PLI.			
Start Time	Left	Thr	Right	UrTum	Peds	App. Total	Left	ᄜ	Right	U-Tum	Peds	App. Total	Left	Thru	Right	U-Tum	Peds	App. Total	ref	Thru	Right U	U-Tum F	Peds f	App. Total	Int. Total
4:30 PM	φ.	322	9	0	0	337	26	235	24	0	0	285	14	6	21	0	1	44	20	10	35	0	0	115	781
4:45 PM	10	329	8	0	٥	377	83	251	20	0	0	294	16	9	15	0	0	37	55	10	23	0	0	88	796
5:00 PM	9	376	6	0	2	391	18	229	14	0	0	262	14	13	10	0	0	37	96	15	31	0	0	142	832
5:15 PM	80	376	12	0	-	396	23	255	13	0	2	291	15	6	24	0	0	48	51	9	17	0	0	74	809
Total	33	1433	35	0		1501	9	970	74	0	2	1132	29	37	70	0	<b>7</b>	166	272	41	106	0	0	419 3	3218
Approach %	2.2	95.5	2.3	0:0			8.0	85.7	6.3	0.0		-	35.5	22.3	42.2	0.0		-	64.9	9.8	25.3	0.0	1		
Total %	1.0	44.5	1.1	0.0		46.6	2.8	30.1	2.2	0.0	١,	35.2	1.8	1.1	2.2	0.0	ı	5.2	8.5	1.3	3.3	0.0		13.0	۱,
품	0.825	0.953	0.729	0.000		0.948	0.875	0.951	0.740	0.000	١,	0.963	0.922	0.712	0.729	0.00		0.865	0.708 C	0.683 0	0.757 0	0.000	٠ 0	0.738 0	0.967
Lights	83	1417	8	-		1484	91	958	0.2	0		1119	59	37	70	0	1	166	270	41	106	0	7	417 3	3186
% Lights	100.0	98.9	97.1	'	,	98.9	100.0	98.8	98.6	,	ι	98.9	100.0	100.0	100.0			100.0	99.3 1	100.0	100.0		6 -	99.5	99.0
Buses	-	-	٥	0		-	0	۰	0	0		0	0	0	0	0	ı	0	0	0	0	0	4	0	_
% Buses	0.0	0.1	0.0		١,	0.1	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
Single-Unit Trucks	-	80	-	0	,	6	٥	2	-	0		9	0	0	0	0		0	1	0	0	0		_	16
% Single-Unit Trucks	0.0	9.0	2.9		,	0.6	0.0	9.0	1.4			0.5	0.0	0.0	0.0			0.0	0.4	0.0	0.0			0.2	0.5
Articulated Trucks	0	7	0	0		7	0	7	0	0		7	0	0	0	0		0	1	0	0	0	ı	1	15
% Articulated Trucks	0.0	0.5	0.0	,		0.5	0.0	0.7	0:0	,		9.0	0.0	0.0	0.0	•		0:0	0.4	0.0	0.0	,	,	0.2	0.5
Bicycles on Road	0	0	0	0		0	0	0	0	0	1	0	0	0	0	0		0	0	0	0	0	•	0	0
% Bicycles on Road	0.0	0.0	0.0		•	0.0	0.0	0.0	0.0		,	0:0	0.0	0.0	0.0			0.0	0.0	0.0	0.0			0.0	0.0
Pedestrians			•		က	-	٠		-		2	•				-	1						0	_	
% Pedestrians	·				100.0	•					100.0	-					100.0	_	1		۱,	,	,	_	



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Count Name: Salt Creek Ln with Spinning wheel Rd Site Code: Start Date: 02/27/2022 Page No: 1

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-			App. Int. Total	0 0	0 0	0	0	0	0	0	0 0	0				0 0	-		8 122	5 115	21 167	44 476	-	22 174	25 153	$\dashv$	83 631	-	37 121	-	40 130	31 125	144 511	130	35 138	35 133	25 144	137 545
			Peds 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	-
	r. L.	pun	U-Tum	٥	0	0	0	0	0	0	0	0	0	٥	0	ò		0	o	0	-	٥	0	0	٥	0	0		0	0	-	0		0	0	0	0	0
	Salt Creek En	Southbound	Right	0	0	. 0	0	0	0	0	0	0	0		0	0	,	0	ဧ	2	9	1	2	-	9	က	<del>1</del> 5	,	7	en	0	6	œ	0	2	4	2	-
			Thru	0	0	0	0	0	0	0		0	0	0	٥	-		8	ις	т	15	34	9	18	19	1	75	-	34	32	88	22	131	4	32	31	19	122
			Leff	0	0	0	0	0	0	0	0	0	0	0	0	0	•	2	Đ	_	0	. 7	0	60	0	-	4	t	-	-	2	-	5	2	1	0	-	4
-			App. Total	0	0	. 0	0	0	0	0	0	0	0	0	0	0	•	47	98	83	109	334	107	119	100	88	424		45	54	90	45	204	45	58	67	83	253
	Salt Creek Ln	Northbound	Right	0	0	0	0	0	0	0	0	0	0	0	0	0		26	38	31	43	138	25	35	35	31	126		19	15	18	13	65	15	24	24	33	8
	Salt C	North	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	32	24	44	113	52	4	37	37	17	Ŧ	21	30	33	23	107	19	22	29	34	109
)ata			Left	0	0	0	0	٥	0	0	0 0	0	0	0	0	0	,	80	22	28	22	83	30	40	28	30	128	,	5	6	6	6	32	11		14	16	48
Turning Movement Data			App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	•	F	6	17	18	55	13	16	14	14	25		27	30	19	29	105	26	54	24	16	06
Move	7		n Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	1	-	.2	0	1	0	0	1	•	0	0	0	1	1	1	0	0	-	2
urning	Spinning Wheel Rd	Westbound	t U-Tum	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	•	0	0	0	0	0	0	0	0	0	0
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			ft Thru	0	0	0	0	٥	Q	0	0	0	0	0	0	0	1	_	0	3 0	0 2	1 1	2 1	0 #	3 1	2 0	1 2		9	7	7	7 1	4 4	5 1	3	3 0	0	7 2
			ip. Left	0 0	) 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0 0	_	4	10 8	10 16	19 17	43 51	21 12	17 14	14 13	15   12	67 51		12 26	15 27	11 17	20 27	26 89	17 25	21 23	7 23	20 16	29 82
			Peds App. Total	0 (	0 0	0			0		) 0	0	0	0	) 0					0 1	1 1	1 4	0	0 1	0 1	1 1	1 6		0		1	0 2	1	0 1	0	<sub>10</sub>		5 6
		77	U-Tum Po	0	0	0.		٥	0	0	. 0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	D	0
	Tower Dr	Eastbound	Right U-	0	0	0	0	٥	0	0	0	0	0	0	0	0		m	æ	9	16	33	18	16	11	12	57		11	1	10	18	20	8	16	9	4	44
			Thru	0	0	. 0	0	0	0	0	0	0	o	0	0	0		0	-	-	0	. 2	က	0	-	1	S.		0		0	0	1.	3	-	0	2	9
			Left	0	0	0.	0	0	0	0	0	0	0	0	0	0	,	-	_	33	e	8	0	1	2	2	ις		1	ю	1	2		9	4	1	4	15
			Start Time	11:30 AM	11:45 AM	Hourly Total	12:00 PM	12:15 PM	12:30 PM	12:45 PM	Hourly Total	1:00 PM	1:15 PM	1:30 PM	1:45 PM	Hourly Total	*** BREAK ***	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Hourly Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Hourly Total	*** BREAK ***	11:00 AM	11:15 AM	11:30 AM	11:45 AM	Hourly Total	12:00 PM	12:15 PM	12:30 PM	12:45 PM	Hourly Total

120 164 145 576 111 99 79 57 57 48 201 3393 147 쁁 5 0.3 23 0.7 749 749 98.8 8 2 2 2 2 3 20 29 4 38 38 5 2 2 2 758 6.0 0.0 0.0 3 o ဝ က 이이 0 Ú 000 0 0 0 0 0 8 80 이 0 0 2 8 8.8 1.9 8.1 96.9 96.9 0.0 0.0 0.0 0.0 0.0 20 0 ო 0 000 - -0.6 8. 이 이이이 0 0.0 0 % 0.0 0 ~ ~ 0 0 45.7 1537 99.2 3 0.2 0.5 0.1 0.1 0.0 0.0 0.0 0.0 0.2 367 23.7 10.8 367 의 원 리 티 0 8 6 ~ 0 -0 S o S 0.0 이 0 8 0 16.5 551 98.2 œ 56 53 5 0.4 3 0.5 0.0 5 0.0 000 0 00 0 0 7 0 무 0 0 7 7 0 0 0 0 이이이 0 0 0 0 0 3.6 3.6 0.6 19 95.0 0.5 8 0 -0 8 0.0 0 8 1.6 8 0.00 100.00 1 이이 이 0 00 0 이임이양 0808 2.0 0.0 5 6.0 3.0  $\neg$ 22 28 88 33 22 33 15.4 517 98.7 9.0 0.0 2 2 0.8 이양 œ ω| 4 4 0 15 이뛴 0 0 0 8 8 이 0 0 이이임임이시이 0 이 00 이이이 0 38 119 130 34 44 44 44 119 7 0.0 0.0 0 0 0 16 3.1 0.5 16 100.0 808 0.0 0.0 0 0 0 ٥ 0 00 0 이 0 52 9.9 1.5 51 98.1 0.0 9 0.0 0.0 6 0 0 0 0 0 0 % Single-Unit Trucks % Articulated Trucks % Bicycles on Road Articulated Trucks Single-Unit Trucks Bicycles on Road \* BREAK \*\*\* 4:00 PM 4:15 PM 4:30 PM Hourly Total 6:00 PM 6:15 PW 6:30 PM 6:45 PM Grand Total Approach % Hourly Total Hourly Total 5:00 PM 5:15 PM 5:30 PM 4:45 PM 5:45 PM % Lights Total % % Buses Lights Buses



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Count Name: Salt Creek Ln with Spinning wheel Rd Site Code: Start Date: 02/27/2022 Page No: 3

		Int. Total	115	167	162	174	618			0.888	610	98.7	2	0.3	9	1.0	-	0.0		0.0		
-		App. Total	2	21	21	22	69	•	11.2	0.784	69	100.0	0	0.0	0	0.0	0	0.0	0	0:0		-
		Peds	0	0	0	0	0	,		,		,				,				,	-	,
	ek Ls	U-Tum	0	0	0	0	0	0.0	0.0	0.000	0	,	0		0		0		0			
	Salt Creek Ln Southbound	Right	2	9	5	1	14	20.3	2.3	0.583	14	100.0	0	0.0	0	0.0	0	0.0	0	0.0		-
		잼	3	15	16	18	52	75.4	8.4	0.722	52	100.0	0	0.0	0	0.0	0	0.0	0	0.0		
		Left	0	0	0	3	3	4.3	0.5	0.250	3	100.0	0	0.0	0	0.0	0	0.0	0	0.0		ı
•		App. Total	83	109	107	119	418	-	97.9	0.878	416	99.5	-	0.2	1	0.2	0	0.0	0	0.0		,
ŝ	ek Ln ound	Right	31	43	25	35	134	32.1	21.7	0.779	132	98.5	ţ.	0.7	1	0.7	0	0.0	0	0.0		1
:30 AI	Sait Creek Ln Northbound	를	24	44	52	4	164	39.2	26.5	0.788	164	100.0	0	0.0	0	0.0	0	0.0	0	0.0		1
ata (7	,	Left	28	22	30	40	120	28.7	19.4	0.750	120	100.0	0	0.0	0	0.0	0	0.0	0	0.0	1	1
Movement Peak Hour Data (7:30 AM)		App. Total	17	18	13	16	2	-	10.4	0.889	29	92.2	1	1.6	4	6.3	0	0.0	0	0.0	,	
Peak F		Peds	-	1	0		m	,									•			•	3	100.0
ment	Spinning Wheel Rd Westbound	U-Tum	0	0	0	0	0	0.0	0.0	0.000	0	-	0		0	٠	0		0		,	,
Move		Right	-	1	0	2	4	6.3	9.0	0.500	က	75.0	1	25.0	0	0.0	0	0.0	0	0.0		
Turning 1	)	캩	0	0	-	0	-	1.6	0.2	0.250	ļ	100.0	0	0.0	0	0.0	0	0.0	0	0.0		
2		Leff	16	17	12	14	69	92.2	9.6	0.868	55	93.2	0	0.0	4	6.8	0	0.0	0	0.0	,	-
		App. Total	10	19	21	17	67		10.8	0.798	99	98.5	0	0.0	1	1.5	0	0.0	0	0.0		
		Peds	0	1	0	0	-		•		-	,	-	•		•	,	٠			1	100.0
	Tower Dr Eastbound	U-Tum	0	0	0	0	0	0.0	0.0	0.000	0		0	-	0		0	•	0		•	١,
	Tov	Right	9	16	18	16	99	83.6	9.1	0.778	55	98.2	0	0.0	<b>-</b> -	1.8	0	0.0	0	0.0	•	
		Thru	-	0	3	0	4	0'9	9.0	0.333	4	100.0	0	0.0	0	0.0	0	0.0	0	0.0		
		Fe	9	3	0	-	7	10.4	1.1	0.583	7	100.0	0	0.0	0	s 0.0	0	0.0	0	0.0		_
		Start Time	7:30 AM	7:45 AM	8:00 AM	8:15 AM	Total	Approach %	Total %	PHF	Lights	% Lights	Buses	% Buses	Single-Unit Trucks	% Single-Unit Trucks	Articulated Trucks	% Articulated Trucks	Bicycles on Road	% Bicycles on Road	Pedestrians	% Pedestrians



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Count Name: Salt Creek Ln with Spinning wheel Rd Site Code: Start Date: 02/27/2022 Page No: 4

# Turning Movement Peak Hour Data (4:30 PM)

							5	<u></u>	MOVELLIGHT FOR FIGHT DATA (4:30 FIN)		ב ב	3	ם מ	2	<u></u>								
			Tower Dr	ņ				ı	Spinning Wheel Rd	heel Rd				Salt Creek Ln	동				Salt Creek Ln	* L			
			Eastbound	punc					Westbound	punc				Northbound	punc				Southbound	innd			
Start Time	Left	뒫	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Tum	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thra	Right	U-Tum	Peds	App.	Int. Total
4:30 PM		٥	88		G	39	42	0	1	0	0	43	4	10	14	38	1	43	P	0	0	4	45
4:45 PM	က	0	35	0	0	38	30	0	0	0	0	30	8	21	o	38	0	36	თ.	0	0	39	145
5:00 PM	2	0	44	0	0	49	30	0	2	0	2	32	12	13	80	33	0	46	4	0	0	90	164
5:15 PM	2	-	31	0	က	34	21	0	0	0	0	21	13	ю	6	22	0	27	4	0	0	31	111
Total	=	-	148	0	3	160	123	0	33	0	2	126	47	47	40	134	-	152	=	0	0	164	284
Approach %	6.9	9.0	92.5	0.0	,	,	97.6	0.0	2.4	0.0		-	35.1	35.1	29.9	•	0.6	92.7	6.7	0.0	,	٠,	,
Total %	1.9	0.2	25.3	0:0	١,	27.4	21.1	0.0	0.5	0.0	,	21.6	8.0	8.0	6.8	22.9	0.2	26.0	1,9	0.0	,	28.1	,
붎	0.550	0,250	0.841	0.000	,	0.816	0.732	0.000	0.375	0.000	r	0.733	0.839	0.560	0.714	0.882	0.250	0.826	0.688	0,000		0.820	0.890
Lights	Ε	-	147			159	122	0	3	0	ı	125	47	46	40	133	1	151	10	0		162	6/9
% Lights	100.0	100.0	99.3	، ا		99.4	266	1	100.0	,		99.2	100.0	97.9	100.0	99.3	100.0	99.3	90.9	,		98.8	99.1
Buses	-	0	-	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0		•	-
% Buses	0.0	0.0	0.0	١,	,	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
Single-Unit Trucks	0	0	1	0	,	-	0	0	0	0	,	0	0	-	0	-	0	-	-	0	-	2	4
% Single-Unit Trucks	0.0	0.0	7.0			9.0	0.0	1	0.0		,	0.0	0.0	2.1	0.0	0.7	0.0	0.7	9.1			1.2	0.7
Articulated Trucks	0	0	0	0		0	-	0	D.	0	t	1	0	0	0	0	0	٥	0	0		0	-
% Articulated Trucks	0.0	0.0	0.0			0.0	8.0		0.0	•	•	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.2
Bicycles on Road	0	0	0	0		0	0	O	0	0	,	0	0	0	٥	0	0	0	0	0		0	•
% Bicycles on Road	0.0	0.0	0'0		,	0.0	0.0		0.0			0.0	0.0	0.0	0.0	0,0	0.0	0.0	0:0			0.0	0.0
Pedestrians					3	,	,	·			2	-		,				,			0	-	
% Pedestrians	•				100.0		,	1			100.0			ı				,		,		'	



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Count Name: Tower Dr with West Access Drive Site Code: Start Date: 10/26/2022 Page No: 1

# Turning Movement Data

	_				-				ala V	-					-	
			Tower Dr					Tower Dr					Lot Access			
Start Time			Eastbound					Westbound					Northbound			
	U-Tum	Thru	Right	Peds	App. Total	U-Tum	Left	Thre	Peds	App. Total	U-Tum	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	-	0	0	1	0	0	4	0	4	0	0	2	0	2	7
7:15 AM	0	2	3	0	5	0	2	8	0	4	0	8	0	0	က	18
7:30 AM	0	0	2	0	2	0	15	16	-	31	0	2	9	0	80	41
7.45 AM	0	0	2	0	2	0	12	22	0	श्र	٥	٥	m	0	е	38
Hourly Total	0	3		0	10	0	29	20	_	13	0	. 9	11	0	16	105
8:00 AM	0	5	4	0	6	0	7	15	0	22	0	5	80	0	13	4
8:15 AM	0	9	1	5	7	0	11	32	0	43	٥	2	ED.	0	7	57
8:30 AM	o	5	2	0	1	0	12	14	0	92	0	2	7	0	6	42
8:45 AM	0	10	0	0	10	0	7	18	0	25	٥	e	4	0	7	42
Hourly Total	0	56	7 .	5	33	0 .	37	79	.0	116	٥	12	24	0	36	185
*** BREAK ***	•	·	•	•	•	,		,	ı	,						
4:00 PM	0	23	0	0	23	0	9	2	0	80	٥	o	<b>Б</b>	0	6	40
4:15 PM	0	33	-	0	34	0	9	3	0	6	0	1	3	0	9	49
4:30 PM	0	47	0	0	47	0	7	3	0	10	0	2	9	0	8	65
4:45 PM	0	21	0	0	21	0	6	9	0	15	0	5	14	0	19	55
Hourly Total	0	124	1	0	125	0	28	14	0	42	0	8	8	0	42	209
5:00 PM	o	32	7	0	34	0	13	0	0	13	0	1	7	0	8	55
5:15 PM		16	0	0	16	0	10	4	0	14	0	3	15	0	18	48
5:30 PM	0	13	0	0	13	0	5	1	0	9	0	3	8	0	11	30
5:45 PM		9	0	0	9	0	0	3	0	3	0	0	6	0	6	18
Hourly Total	0	. 29	2	0	69	0	28	8	0	36	0	7	39	0	46	151
Grand Total	-	220	17	5	237	0	122	151	1	273	0	32	108	0	140	650
Approach %	0:0	92.8	7.2	r		0.0	44.7	55.3	,	-	0.0	22.9	77.1	-	-	-
Total %	0.0	33.8	2.6		36.5	0.0	18.8	23.2	•	42.0	0.0	4.9	16.6	-	21.5	1
Lights	0	218	17	•	235	0	122	150	ı	272	0	32	107	,	139	646
% Lights		99.1	100.0	٠	99.2	1	100.0	99.3	,	9.66	-	100.0	99.1		99.3	99.4
Buses	0	1	0		-	0	0	1		1	0	0	0		0	2
% Buses	•	0.5	0.0	1	0.4	-	0.0	0.7	,	0.4		0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	-	0		1	0	0	0		0	0	0	-		1	2
% Single-Unit Trucks	•	0.5	0.0	t	0.4		0.0	0.0	-	0.0	-	0.0	0.9		0.7	0.3
Articulated Trucks	0	0	0		0	0	0	0	-	0	0	0	0		0	0
% Articulated Trucks		0.0	0.0		0.0	1	0.0	0.0	1	0.0		0.0	0.0	,	0.0	0.0
Bicycles on Road	0	0	0		0	0	0	0	-	0	0	0	0		0	0
% Bicycles on Road	i	0.0	0.0	•	0.0	•	0.0	0.0	-	0.0	t	0.0	0.0		0.0	0.0
Pedestrians	1		•	2	-				1		ı			0	-	,
% Pedestrians	ı		1	100.0	ı		-		100.0	,	ŧ	•	-	-	-	,



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Count Name: Tower Dr with West Access Drive Site Code: Start Date: 10/26/2022 Page No: 2

					Turning	Movem	ent Peal	Movement Peak Hour Data (7:30 AM)	¹ata (7:€	30 AM)						
			Tower Dr					Tower Dr		•			Lot Access			
F			Eastbound					Westbound					Northbound			
Start Ilme	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	뢷	Peds	App. Total	U-Tum	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	2	0	2	0	15	16	4	31	0	2	9	0	8	14
7:45 AM	0	0	2	0	2	0	12	22	0	34	0	0	3	0	3	39
8:00 AM	0	9	4	0	6	0	7	15	0	22	0	5	8	0	13	44
8:15 AM	0	9		5	7	0	11	32	0	43	0	2	5	0	7	57
Total	0	11	6	5	20	0	45	85	+	130	0	o	22	0	31	181
Approach %	0.0	55.0	45.0		•	0.0	34.6	65.4	-	1	0.0	29.0	71.0	-	-	
Total %	0.0	6.1	5.0	•	11.0	0.0	24.9	47.0	•	71.8	0.0	5.0	12.2	-	17.1	
PHF	0.000	0.458	0.563	,	0.556	0.000	0.750	0.664	,	0.756	0.000	0,450	0.688	•	0.596	0.794
Lights	0	6	6		18	0	45	84	-	129	0	6	22	-	31	178
% Lights		81.8	100.0		90.0		100.0	98.8	-	99.2		100.0	100.0	-	100.0	98.3
Buses	0	1	0		1	0	0	1	•	1	0	0	0		0	2
sesng %		9.1	0.0		5.0		0.0	1.2	-	0.8	-	0.0	0.0		0.0	1.1
Single-Unit Trucks	0	1	0		1	0	0	0	1	0	0	0	0		0	1
% Single-Unit Trucks		9.1	0.0	,	5.0		0.0	0.0	ı	0.0	•	0.0	0.0		0.0	0.6
Articulated Trucks	0	0	0	,	0	0	0	0	ŧ	0	0	0	0		0	0
% Articulated Trucks	•	0.0	0.0	•	0.0		0.0	0.0	,	0.0	,	0.0	0.0		0.0	0,0
Bicycles on Road	0	0	0	,	0	0	0	0		0	0	0	0	•	0	0
% Bicycles on Road		0.0	0.0	,	0.0		0.0	0.0	,	0.0		0.0	0.0		0.0	0.0
Pedestrians				5					4			t	,	0	,	'
% Pedestrians	,			100.0					100.0				,	-		-



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Count Name: Tower Dr with West Access Drive Site Code: Start Date: 10/26/2022 Page No: 3

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					SIIIIII I	Movem	ell rea	Overnent Peak Hour Data (4:50 PIV	Jala (4.)						•	
			Tower Dr					Tower Dr					Lot Access			
1 1 2 0			Eastbound					Westbound					Northbound			
PILL SIZES	U-Turn	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Tum	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	47	0	0	47	0	7	3	0	10	0	2	9	0	82	65
4:45 PM	0	21	0	0	21	0	6	9	0	15	0	5	14	0	19	55
5:00 PM	0	32	2	0	8	0	13	0	0	13	0	1	7	0	8	55
5:15 PM	0	16	0	0	16	0	10	4	0	14	0	3	15	0	18	48
Total	0	116	2	0	118	0	39	13	0	52	0	11	42	0	53	223
Approach %	0.0	98.3	1.7		,	0.0	75.0	25.0	r		0.0	20.8	79.2	-	-	-
Total %	0.0	52.0	6.0	•	52.9	0.0	17.5	5.8	1	23.3	0.0	4.9	18.8	-	23.8	-
PHF	0.000	0.617	0.250		0.628	0.000	0.750	0.542	1	0.867	0.000	0.550	0.700	-	0.697	0.858
Lights	0	116	2	•	118	0	39	13	1	52	0	11	42	-	53	223
% Lights		100.0	100.0	•	100.0		100.0	100.0	1	100.0		100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	4	0	0	0	0	ı	0	0
sasng %		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	•	0	0	0	0	,	0	0	0	0	-	0	0
% Single-Unit Trucks		0.0	0.0	1	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	ı	o	0
% Articulated Trucks		0.0	0.0	ı	0.0	•	0.0	0.0		0.0		0.0	0.0		0.0	0.0
Bicycles on Road	0	0	0	ŧ	0	0	0	0	-	0	0	0	0	,	o	0
% Bicycles on Road	•	0.0	0.0	-	0.0	•	0.0	0.0	•	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians		,		0			•		0	,	•			0	1	•
% Pedestrians			•					,			,					



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Count Name: Tower Dr with East Access Drive Site Code: Start Date: 10/26/2022 Page No: 1

						5	ADM RUL	I urning Movement Data	Jara	•					•	
			Tower Dr					Tower Dr					Lot Access			
Start Time			Eastbound					Westbound					Northbound		_	
	U-Tum	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Tum	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	3	0	0	3	0	0	4	0	4	0	0	0	0	0	7
7:15 AM	0	2	0	0	2	0	2	10	0	15	0	0	0	0	0	17
7:30 AM	0	7	0	0	7	0	0	28	0	28	0	0	3	0	3	38
7:45 AM	0	7	0	0	7	0	4	35	0	39	0	0	4	0	4	50
Hourly Total	0	19	0 .	. 0	19	0	9	11	0	98	0 .	0	7	0	7	112
8:00 AM	0	14	0	0	14	0	4	24	0	28	0	0	0	0	0	42
8:15 AM	0	11	0	0	11	0	4	41	0	45	0	0	0	1	0	999
8:30 AM	0	10	0	0	10	0	1	24	0	25	0	0	8	2	8	43
8:45 AM	0	11	0	0	11	0	1	27	0	28	0	1	4	0	5	44
Hourly Total	0	46	0	0	46	0	10	116	0	126	0	1	12	3	13	185
*** BREAK ***			•	-		•	•	•		-	•	•	•	•	•	
4:00 PM	0	33	0	0	33	0	0	8	0	8	0	0	0	0	0	41
4:15 PM	0	36	0	0	36	0	0	8	+	8	0	0	2	1	2	46
4:30 PM	0	56	0	0	99	0	1	11	0	12	0	0	5	0	5	73
4:45 PM	0	33	0	0	33	0	1	12	0	13	0	0	1	0	1	47
Hourly Total	0	158	0	D	158	0	2	39	۳	41	0	0	8	1.	8	207
5:00 PM	0	42	0	O	42	0	1	16	1	17	0	0	3	1	3	62
5:15 PM	0	31	0	0	31	0	2	13	٢	15	0	0	5	0	5	51
5:30 PM	0	19	0	0	19	0	1	7	-	8	0	0	3	0	3	30
5:45 PM	0	17	0	0	17	0	1	3	0	4	0	0	0	0	0	21
Hourly Total	0	109	0 .	0	109	0	. 5	39	. 3	44	. 0	0 %	. 11	1	11	164
Grand Total	0	332	0	0	332	0	26	271	4	297	0	1	38	5	39	899
Approach %	0.0	100,0	0.0		1.	0.0	8.8	91.2	1	,	0.0	2.6	97.4		,	
Total %	0.0	49.7	0.0	•	49.7	0.0	3.9	40.6	r	44.5	0.0	0.1	5.7		5.8	-
Lights	0	329	0		329	0	24	270	1	294	0	-	37		38	661
% Lights	-	99.1	•	,	99.1		92.3	93.6	1	99.0	•	100.0	97.4	1	97.4	0.66
Buses	0	-	0	,	1	0	-	-	1	2	0	0	0	,	0	က
% Buses	,	0.3	ī	1	0.3		3.8	4.0	ı	0.7	•	0.0	0.0	1	0.0	0.4
Single-Unit Trucks	0	2	o	1	2	0	-	0	1	1	0	0	-	1		4
% Single-Unit Trucks		9.0	•	,	9.0		3.8	0.0	1	0.3	•	0.0	2.6	•	2.6	9.0
Articulated Trucks	0	0	0	1	0	0	0	0	,	0	0	0	0		0	0
% Articulated Trucks	1	0.0	1	١	0.0	,	0.0	0:0	1	0.0	-	0.0	0.0	1	0.0	0.0
Bicycles on Road	0	0	0	١	0	0	0	0	1	0	0	0	0	1	0	0
% Bicycles on Road	1	0.0	ı		0.0	,	0.0	0.0	,	0.0	•	0.0	0.0		0.0	0,0
Pedestrians		1		0	•				4					5		
% Pedestrians	,	1	ı		•	1	ì		100.0	•	1		1	100.0	,	,



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Count Name: Tower Dr with East Access Drive Site Code: Start Date: 10/26/2022 Page No: 2

Turning Movement Peak Hour Data (7:30 AM)	
eak Hour Data (7:30	$\overline{}$
eak Hour Data (7	₹
eak Hour D	(7:30)
Turning Movement Peak Hour I	)ata (
Turning Movement Peak H	our
Turning Movement Pea	Ϋ́ Τ
Turning Movement	Peg
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					2)	Mover		Werrierii Peak Hour Dala i	) ala (/ ;	(IMP 00.7)					-	
			Tower Dr		-			Tower Dr					Lot Access			
i			Eastbound					Westbaund					Northbound			
Start Line	U-Turn	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	7	0	0	7	0	0	28	0	28	0	0	ဗ	0	8	38
7:45 AM	0	7		o	2	0	4	35	0	39	0	0	4	0	4	20
8:00 AM	•	41	0	o	14	0	4	24	0	28	0	0	0	Đ	0	42
8:15 AM	0	11	0	0	11	۰	4	41	0	45	0	0	0	₹"	0	98
Total	0	39	0	0	39	o	12	128	0	140	0	0	7	*-	_	186
Approach %	0.0	100.0	0.0	1		0.0	8.6	91.4	,	•	0.0	0.0	100.0	1	,	-
Total %	0.0	21.0	0.0	1	21.0	0.0	6.5	68.8	•	75.3	0.0	0.0	3.8	•	3.8	
품	0000	0.696	0.000	i	969:0	0.000	0.750	0.780	-	0.778	0.000	0.000	0.438	ı	0.438	0.830
Lights	0	37	0	7	37	0	11	127		138	0	0	9	,	9	181
% Lights		94.9		•	94.9	,	91.7	99.2	•	98.6			85.7	,	85.7	97.3
Buses	0	1	0	•	1	0	1	1	-	2	0	0	0	,	O	e
sesna %	•	2.6			2.6	,	8.3	8.0	•	1.4			0:0	,	0.0	9.1
Single-Unit Trucks	0	1	0	•	1	0	0	0	-	0	0	0	-		-	2
% Single-Unit Trucks	-	2.6	•		2.6	t	0.0	0.0	-	0.0	1		14.3	•	14.3	1.1
Articulated Trucks	0	0	0	•	0	0	0	0	-	0	0	0	0	•	0	0
% Articulated Trucks	-	0.0		•	0.0	-	0.0	0.0	,	0.0		'	0.0	•	0.0	0.0
Bicycles on Road	Đ	0	0	-	0	0	0	0	-	0	0	0	0	1	0	0
% Bicycles on Road	-	0.0	-		0.0		0.0	0.0	-	0.0	1	'	0.0	•	0.0	0.0
Pedestrians	ı	,	,	0			•	T	0			,		F	'	-
% Pedestrians	,	,	,			-		,		•	,	1	1	100.0	'	

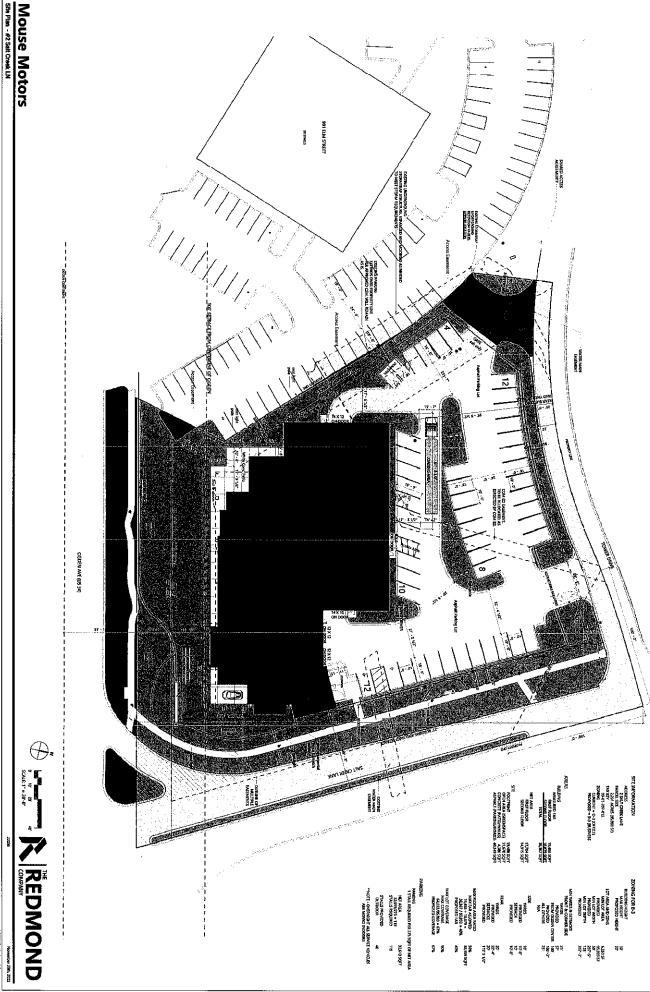


9575 W. Higgins Rd., Suite 400 Rosemont, Illinois, United States 60018 (847)518-9990 kpachowicz@kloainc.com

Count Name: Tower Dr with East Access Drive Site Code: Start Date: 10/26/2022 Page No: 3

					Turning	1 Mover	nent Pea	g Movement Peak Hour Data (4:30 PM)	Jata (4:	30 PM)						
			Tower Dr		<b>,</b>			Tower Dr	•	,			Lot Access			
1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			Eastbound					Westbound					Northbound			
State	U-Tum	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Tum	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	56	0	0	56	0	1	11	0	12	0	0	5	0	5	73
4:45 PM	0	33	0	0	33	0	1	12	0	13	0	0	1	0	1	47
5:00 PM	0	42	0	0	42	0	1	16	ţ.	17	0	0	3	1	3	62
5:15 PM	0	31	0	0	31	0	2	13		15	0	0	5	0	5	51
Total	0	162	0	0	162	0	5	52	2	27	0	0	14	1	14	233
Approach %	0.0	100.0	0.0	B	•	0.0	8.8	91.2	•		0.0	0.0	100.0		•	
Total %	0.0	69.5	0.0	B	69.5	0.0	2.1	22.3	•	24.5	0.0	0.0	6.0		6.0	
PHF	0.000	0.723	0.000	t	0.723	0.000	0.625	0.813	•	0.838	0.000	0.000	0.700	,	0.700	0.798
Lights	0	162	0	1	162	0	5	52		57	0	0	14		14	233
% Lights	•	100.0	,	-	100.0	•	100.0	100.0	,	100.0	,		100.0		100.0	100.0
Buses	0	0	0		0	0	0	0	,	0	0	0	0	,	0	0
% Buses		0.0			0.0	•	0.0	0.0	1	0.0	-		0.0	-	0.0	0.0
Single-Unit Trucks	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	•	0.0	0.0
Articulated Trucks	0	0	0		0	٥	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
Bicycles on Road	0	0	0		0	0	0	0	•	0	0	0	0		0	0
% Bicycles on Road	-	0.0			0.0		0.0	0.0		0.0			0.0	-	0.0	0.0
Pedestrians				0			•		2					1	-	
% Pedestrians		1	•	•	•	1	1	•	100.0	,	1	•	1.	100.0		1

Site Plan



CMAP 2050 Projections Letter



433 West Van Buren Street Suite 450 Chicago, IL 60607

> 312-454-0400 cmap.illinois.gov

October 26, 2022

Kelly Pachowicz Consultant Kenig, Lindgren, O'Hara and Aboona, Inc. 9575 West Higgins Road Suite 400 Rosemont, IL 60018

Subject: Ogden Avenue (US 34) @ Salt Creek Lane

**IDOT** 

Dear Mr. Pachowicz:

In response to a request made on your behalf and dated October 26, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Ogden Ave (US 34), @ Salt Creek Lane	33,400	37,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 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: Rios (IDOT)

2022\_ForecastTraffic\Hinsdale\du-51-22\du-51-22.docx

Level of Service Criteria

### LEVEL OF SERVICE CRITERIA

LEVEL OF SI	ERVICE CRITERIA	
	Signalized Intersections	
Y 1 C		Average Control
Level of Service	Interpretation	Delay
A	Interpretation  Favorable progression. Most vehicles arrive during the	(seconds per vehicle) ≤10
A	green indication and travel through the intersection without	210
	stopping.	
В	Good progression, with more vehicles stopping than for	>10 - 20
	Level of Service A.	
C	Individual cycle failures (i.e., one or more queued vehicles	>20 - 35
	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.	
<b>D</b>	The volume-to-capacity ratio is high and either progression	>35 - 55
	is ineffective or the cycle length is too long. Many vehicles	
	stop and individual cycle failures are noticeable.	
E	Progression is unfavorable. The volume-to-capacity ratio	>55 - 80
	is high and the cycle length is long. Individual cycle	
	failures are frequent.	
F	The volume-to-capacity ratio is very high, progression is	>80.0
	very poor, and the cycle length is long. Most cycles fail to	and the second s
	clear the queue.  Unsignalized Intersections	
	Level of Service Average Total De	lay (SEC/VEH)
	Α 0 -	· 10
	B >10,-	-15
	m C	
	D >25	35
	E > 35 -	- 50
	F >5	0
Source: Highw	ay Capacity Manual, 2010.	
Jourso. 111ghin	ay Capacity transmit, 2010.	

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

# 1: Oak Street/Salt Creek Lane & Ogden Avenue

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Lainte: (Grojijo)		je na		WEL	VWEST	Wer.	NBL	NIBIT .	X   <b>E</b>   E	(SEII.,	(36)	ં ું
Lane Configurations	ካ	<b>↑</b> ↑		7	什个	7	ሻ	4	- A	'n	1>	
Traffic Volume (vph)	99	1114	32	135	1537	267	52	53	26	88	28	51
Future Volume (vph)	99	1114	32	135	1537	267	52	53	26	88	28	51
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	1. J. 1. 19	- 0%	Caron En		. 0%			.0%			0%	5 m. 2 m. 10
Storage Length (ft)	195	o of Britains or a company and	0	50	- hard on you, the markets young profile (form	90	145	on Parit reach Local Size of the	0	0	***************************************	0
Storage Lanes	. 1		0	1		1	1		0."	1		0
Taper Length (ft)	25			25			25			25		
Lane Utill Factor	1.00	0.95	0.95	1.00	0.95	1.00	1:00	1.00	1.00	1.00	1:00	1.00
Ped Bike Factor	TT NOTE OF A PROSPRIE TO A NAME CONTRACT	met nederlande skiet, eksternet kones i desk	or year to go to the Control of the	Armer in Named St. Phintippes - the object	Charles and the same of the sa							MC 150000000 011105111
Frt	Ya <b>c</b>	0.996		k r da		0.850	14	0.951		10.1969	0.902	
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Satd. Flow (prot)	1787	3455	. 0	1787	3725	1599	1770	1807	0,	A Vice of the Mark Mark to the	1669	- 0
Flt Permitted	0.059	ne de la companya de		0.152	No.	angaran menerakan	0.703	CONTROL VIEW VI	MISSENT CONTROL OF THE	0.630	THE PERSON NAME OF THE PERSON	**************************************
Satd Flow (perm)	1111	3455	ાં ે 0ક	286	3725	1599	1310	1807	0	1185	1669	·/ · · · · 0
Right Turn on Red	i konizi kananazi enduk		No			No			No	eraz de selectione	o company	No
Satd: Flow (RTOR)		Tagy d	EL 2001	r Och					a service			1225
Link Speed (mph)		35	NAMES CONTRACT		35	00 PC 08 TOUR	#15.154Z.F17.124	25	INCUSATION CONTRACTIONS		15	
Link Distance (ft)		575			796			548			429	
Travel Time (s)		11.2			15.5			14.9			19.5	
Confl. Reds. (#/hr)							C. Carlotte					39 (37)
Confl. Bikes (#/hr)												
Darly Harris Factor	ANE	O OF	A OF	n ne	OOF	OOF	ONE	A OF	O OF	A OF	A AYO E	A 00
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Growth Factor Heavy Vehicles (%)	100% 1%	100% 4%	100% -6%	100% 1%	100% 2%	100% 1%	100% 2%	100% 	100% 0%	100% 1%	100% 4%	100% 2%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr)	100% 1%	100% 4% 0	100% -6%	100% 1%	100% 2% 0	100% 1%	100% 2%	100% 10% 	100% 0%	100% 1%	100% 4% 0	100% 2%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%)	100% 1%	100% 4%	100% -6%	100% 1%	100% 2%	100% 1%	100% 2%	100% 	100% 0%	100% 1%	100% 4%	100% 2%
Growth Factor Heavy Vehicles:(%) Bus Blockages (#/hr) Parking: (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%)	100% 11% 0	100% 4% 0 0	100% -6%	100% 1% 0	100% 2% 0	100% - 1% - 0	100% 2% 0	100% 0% 0	100% 0%	100% 1% 0	100% 4% 0 0%	100% 2%
Growth Factor Heavy Vehicles:(%) Bus Blockages (#/hr) Parking: (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph)	100% 1% 0	100% 4% 0 0%	100% -6% 0	100% 1% 0	100% 2%; 0 0%	100% 11% 0	100% 2% 0	100% 0% 0 0 0%	100% 0% 0	100% 1% 0	100% 4%; 0 0%	100% 2%
Growth Factor Heavy Vehicles:(%) Bus Blockages (#/hr) Parking: (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%)	100% 11% 0	100% 4% 0 0% 1207	100% -6% 0	100% 1% 0	100% 2% 0 0% 1618	100% - 1% - 0	100% 2% 0	100% 0% 0	100% 0% 0	100% 1% 0	100% 4% 0 0% 83 NA	100% 2%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases	100% 1% 0	100% 4% 0 0%	100% -6% 0	100% 1% 0	100% 2%; 0 0%	100% 1% 0	100% 2% 0	100% 0% 0 0% 0% 83 NA	100% 0% 0	100% 1% 0	100% 4%; 0 0%	100% 2%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type	100% 1% 0 104 pm#pt 5	100% 4% 0 0% 1207 NA 2	100% -6% 0	100% 1% 0 142 pm+pt 1	100% 2% 0 0% 1618	100% 0 281 pm+ov 3	100% 2% 0 55 pm+pt 7	100% 0% 0 0% 0% 83 NA	100% 0% 0	100% 1% 0 93 pm+pt 3	100% 4% 0 0% 83 NA	100% 2%
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Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase	100% - 1% - 0 - 104 - pm+pt- - 5 - 2 - 5	100% 4% 0 0% 1207 NA 2	100% -6% 0	100% 1% 0 142 pm+pt 1 6 1	100% 2% 0 0% 1618 NA 6	100% 11% 0 281 pm+ov 3 6	100% 2% 0 55 pm+pt 7 4 4	100% 0% 0 0% 83 NA 4	100% 0% 0	100% 11% 0 93 pm+pt 3 8 3	100% 4%, 0 0% 83 NA 8	100% 2%
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Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) All-Red Time (s)	100% 1% 0 104 pm+pt 5 2 5 3.0 9.5 14.0 10.8% 3.5 0.0	100% 4% 0 0% 1207 NA 2 2 15.0 27.0 78.0 60.0% 4.5 1.5	100% -6% 0	100% 11% 0 142 pm+pt 1 6 1 3.0 9.5 14.0 10.8% 3.5 0.0	100% 2% 0 0% 1618 NA 6 15.0 32.0 78.0 60.0% 4.5	281 pm+ov 3 6 3 3.0 9/5 14.0 10.8% 3.5 0.0	100% 2% 0 55 pm+pt 7 4 7 3.0 9.5 14.0 10.8% 3.5 0.0	100% 0% 0% 83 NA 4 4 8.0 24.0 24.0 18.5% 4.5	100% 0% 0	93 pm+pt 3 3 3 3 3.0 9.5 14.0 10.8% 3.5	100% 4%; 0 0% 83 NA 8 8 8.0 24:0 24:0 24.0 18:5% 4.5	100% 2%
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Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s)	100% 1% 0 104 pm+pt 5 2 5 3.0 9.5 14.0 10.8% 3.5 0.0 0.0	100% 4% 0 0% 1207 NA 2 2 15.0 78.0 60.0% 4.5 1.5 0.0 600	100% -6% 0	100% 11% 0 142 pm+ph' 1 6 1 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5	100% 2% 0 0% 1618 NA 6 15.0 32.0 78.0 60.0% 4.5 1.5 0.0 6.0	281 pm+ov 3 6 3 3.0 9.5 14.0 10.8% 3.5 0.0 0.0	100% 2% 0 55 pm+pt 7 44 7 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5	100% 0% 0% 83 NA 4 4 4 8.0 24.0 24.0 18.5% 4.5 1.5 0.0 6:0	100% 0% 0	93 pm+pt/ 3 8 3 3.0 9.5 14.0 10.8% 3.5 0.0 0.0	100% 4% 0 0% 83 NA 8 8 8 8.0 24.0 24.0 18.5% 4.5 0.0 6.0	100% 2%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag	100% 1% 0 104 pm+pt 5 2 5 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead	100% 4% 0 0% 1207 NA 2 2 15.0 27.0 78.0 60.0% 4.5 1.5 0.0 600 Lag	100% -6% 0	100% 11% 0 142 pm+ph 1 6 1 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead	100% 2% 0 0% 1618 NA 6 15.0 32.0 78.0 60.0% 4.5 1.5 0.0 6.0 Lag	100% 1% 0 281 pm+ov 3 6 3.0 9:5 14.0 10.8% 3.5 0.0 0.0 3:5 Lead	100% 2% 0 55 pm+bt 7 4- 7 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead	100% 0% 0% 83 NA 4 4 8.0 24.0 24.0 18.5% 4.5 1.5 0.0 6:0 Lag	100% 0% 0	100% 0 93 pm+pt- 3 8 3 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead	100% 4% 0 0% 83 NA 8 8 8.0 24.0 24.0 18.5% 4.5 1.5 0.0 6.0 Lag	100% 2%
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Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane-Traffic (%) Lane Group Flow (vph) Turn-Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	100% 1% 0 104 pm+pt 5 2 5 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes	100% 4% 0 0% 1207 NA 2 2 15.0 27.0 78.0 60.0% 4.5 1.5 0.0 600 Lag Yes	100% -6% 0	100% 0 142 pm+pt 1 6 1 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes	100% 2% 0 0% 1618 NA 6 15.0 32:0 78.0 60:0% 4.5 1.5 0.0 6.0 Lag Yes	100% 11% 0 281 pm+ov 3 6 3.0 9:5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes	100% 2% 0 55 pm+pt 7 44 7 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes	100% 0% 0% 83 NA 4 4 8.0 24.0 24.0 18.5% 4.5 1.5 0.0 6.0 Lag Yes	100% 0% 0	100% 0 93 pm+pt 3 8 3 3.0 9,5 14.0 10.8% 3.5 0.0 0.0 0.0 3.5 Lead Yes	100% 4% 0 0% 83 NA 8 8 8.0 24.0 24.0 18.5% 4.5 1.5 0.0 6.0 Lag	100% 2%

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Dainta Cakonie	e FBL			WEL :	AMBIT	- WEIR	A NBL	· NEDI	TNBR	្រា		ં ફાય
v/c Ratio	0.57	0.62		0.49	0.77	0.26	0.17	0.31		0.27	0.29	
Control Delay	29.3	20.8	au	13.2	24.8	8.5	37.8	53.9	rancon rand (* mariti	39.4	52.5	1001.
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	29.3	20.8		13.2	24.8	8.5	37.8	53.9		39.4	52.5	
LOS	C	C		В	С	Α	D	D		D	D	
Approach Delay		21.5			21.8			47.5			45.6	
Approach LOS		C		\$30 av	C			D			D	
Queue Length 50th (ft)	27	342		38	522	79	35	64		61	63	
Queue Length 95th (ft)	. 87	425	i si jan	62	640	124	71	117		108	118	The Aller
Internal Link Dist (ft)		495			716			468			349	
Turn Bay Length (ft)	195			50		90	145	V 10 50 77 14 20 32 50 74 74 14 1				14559
Base Capacity (vph)	209	1951	***************************************	311	2114	1110	360	265		349	283	
Starvation Cap Reductn	0	0		.0	0	0	0	0	BAy.	0	0.	17.15
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	. 0		0	0	Ò	0	0		0	. 0	
Reduced v/c Ratio	0.50	0.62		0.46	0.77	0.25	0.15	0.31		0.27	0.29	
Intenstatelitem Steinministry	a service (gl/sig		a Softe k	Sisne e		74.90	9 ( X n		na pita			
<b>3</b> 1	Other											
Cycle Length: 130												
Actuated Cycle Length: 130												
Offset: 22 (17%), Reference	d to phase	2:EBTL a	ind 6:WB	TL, Start o	of Green							
Natural Cycle: 90 Control Type: Actuated-Cool	الماحدالية	170 a 240 a 25			/ <u> </u>	a facilità		erro a cradición			1 Top 2. 7	
Control Type: Actuated-Cool Maximum v/c Ratio: 0.77	romateo			Hally Constalled	kosuldi		sikkki.			Industral 1		1.1748
Intersection Signal Delay: 23	3.8	101-021		In	tersection	LOS: C						
Intersection Capacity Utilizat	tion 70.7%		AND THE PROPERTY OF THE PARTY O	IC	U Level o	of Service	С				,	
Analysis Period (min) 15			APJ. S		ya cana							
0-14 I Blasses 4- 0-1	0											
Splits and Phases: 1: Oak	Street/Sal	Creek La	ane & Og	aen Aven	ue			<u> </u>		1 A		
<b>√</b> Ø1 <b>→</b> Ø2(R)								1 2	193	*\$104		
								1	Ø7	<b>₽</b> 28		

hitessedilon	
Intersection Delay, s/veh 9.8	
Intersection LOS A	

<u>Movicinatanti</u>		EBIE		Wiat.	Weij	(a) (a) (b) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c		ND)	WBK.	(S)		SBR
Lane Configurations		4			4	7		€ि}			4	
Traffic Vol. veh/h	7	4	56	59	1	., 4,	120	164	134	3	52	14
Future Vol, veh/h	7	4	56	59	1	4	120	164	134	3	52	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	2	7	0	25	0	0	1	0	0	0
Mvmt Flow	8, 10	4	63	. 66	. J.,	4,	135	184	151	ં 3	58	16
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	0

Aplarkers topp		WE WE	N   P	
Opposing Approach	WB	EB	ŞB	NB
Opposing Lanes	2		1.00	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	Andreas	2	的 44、 电电子机 2011年 (1915年 1916年 1917年 19
HCM Control Delay	9.1	10	10	9
HCMLOS	A	A	A .	and the second of <b>A</b> Fig In Section 1

Laine Color of Colors	Mathini :	iylating) s		Wistpall	WARRING .	(618)[41]	
Vol Left, %	59%	0%	10%	98%	0%	4%	
Vol-Thru, %	41%	38%	6%	2%	- 0%	75%	
Vol Right, %	0%	62%	84%	0%	100%	20%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	18892 1 3 3 5 6 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Traffic Vol by Lane	202	216	67	60	4	69	
LT Vol	120	0	7	59	0	3	
Through Vol	82	82	4	1	0	52	
RT-Vol	0	134	56	. 60	. 4	14	
Lane Flow Rate	227	243	75	67	4	78	
Geometry Grp	7	7	6	7	<b>. : : 7</b>	6	
Degree of Util (X)	0.334	0.308	0.112	0.121	0.006	0.114	
Departure Headway (Hd)	5.296	4.562	5.344	6.469	5.145	- 45:3	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	679	786	668	552	691	674	
Service Time	3.035	2.3	3.402	4.232	2.907	3.354	
HCM/Lane V/C Ratio	0.334	0.309	0.112	0.121	0.006	0,116	
HCM Control Delay	10.7	9.3	9.1	10.1	7.9	9	The state of the s
HCM Lane LOS		. A	<b>A</b> .	<b>B</b> ∵	'A	• A :	Control of the second of the s
HCM 95th-tile Q	1.5	1.3	0.4	0.4	0	0.4	

## 3: West Access Drive & Tower Drive

)v((Giedero)(loivi					6 - 09 - 79 53 - 145 - 1					rojini Popul	16						
Int Delay, s/veh	3.3																
Miowaniani	(E B)  .	HBR/	WHIL.	- VVVIBATE			100	Awa y	vily (byg)		100	wa Wile				(1 e 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 /	
Lane Configurations	<b>ĵ</b> a			4	Ϋ́			A THE STREET STREET		a - minima tr - minima trans		games some conservation	HARE AND TO STATE OF	r nocen i saneza e kesse	CARTINA CONTRACTOR OF THE	e ann a marken a senana senas a	-;
Traffic Vol, yeh/h	11	9	45	85	. 9	22											₩. 100
Future Vol, veh/h	11	9	45	85	9	22		Constant		SWEET TENUNG		87407 TVT8	17744000	777.777.48	DWTTEC		
Conflicting Peds, #/hr	0	0		0	0	AL STATE OF THE PARTY OF THE PA	ووالنف بطافك التكاويوانك	Late Model & Late Land	acelogy and a					en e			3
Sign Control RT Channelized	Free	Free None	Free	Free None	Stop							873/34			Visc. Mod		T
Storage Length		INUITE		INOLIE:	0	110116	ence sale manifes			CPELIA P	1. Form 12	eregnet S					23
Veh in Median Storage	# 0		7 752 7076 201846 <b>-</b> 0	. Ó	. 0		yeza										 25
Grade, %	0	-	-	0	0	بترمت والإشفاء بمالتداء بالمقانق	· 2.25.25.34.		. a.d. A. Velerikatian				agi ladar ,hab k		<u> </u>	naturkani, sebiawai	201
Peak Hour Factor	79	79	79	79	79	<i>.</i> 79			rente Kanadara								
Heavy Vehicles, %	18	0	0	1	0			***************************************	. *************************************			10 - 1 - 1 July 2 - 1 - 1 to min spirit spirit	- sejino-sinnosi, e	er en d'Armedriene		17:-15:12:18:11:	·)
Mvmt Flow	14	11	57	108	711	28											3
Wellow White	Majori	4	ikijoj2	7/4	Migoriji		N. 4. (M.)				va(v. VE.)		i (0,5%) (47)				Ż
Conflicting Flow All	0	0	25	0	242	20											
Stage 1	4.				20	-301 X 1		\$4.54.78	domination		4.60	myy yr				n ayrii	40
Stage 2	-	-	=	= ************************************	222	-	•	TALLERSE NATION		יינור ער נו דיי ייני נוני ני		engradatien	Province Activities to	error conquisio	rearester su	Carthalland (five	721
Critical Hdwy			4.1	8. Jus	6.4	*************		A CONTRACTOR	21a 975 5	45.457				Zigi		4.477	Ä
Critical Hdwy Stg 1	- 5 5 5 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5	- 5057.0546	- Coesses		5.4		Syrenesiska				STON GO		01859 <b>6</b> 5	30.5.35	reen n	5.2. <b>3.</b> 59.9	253
Critical Hdwy Stg 2 Follow-up Hdwy		. A. A.	2.2		5.4 3.5	and the same and a serve	Land rolling will be come	CAPPALL			LIVAP PRICES	Salamata La Maranata	internal state state				21
Pot Cap-1 Maneuver			1603		751				erralt in		Alexandra	a seed.		Jan.		94 Albert	7
Stage 1	-			_	1008	Committee district	- -	Minimidal Minimidal	<u> </u>		iackszc	iden (A.S.) Tells V	and the second s	Principle.	<u>interschiert</u>	9.660 (1976 P. ) . 1	12.1
Stage 2					- 820						1015 T		5 24 A.				33
Platoon blocked, %	-	-		-										etyde at the color was	yaan garan () () () () () ()	ofer Angels (to San	
Mov Cap-1 Maneuver			1603	m j	722	1064			de de la composição de la								
Mov Cap-2 Maneuver	- -	- Walter	- 17 75 (F34)		722		• Negrations		and the state of t		Charles Carl		Tera de la Nor	ygrafes, meg			227
Stage 1					1008								1.22 2.25				A.F.
Stage 2			- ************************************	**************************************	789		(280 - Seri			4.0	(A) (E7)		AV.		96505 V	M. 44.975	<b>251</b>
				Mar Pile Die	Wizne.	and latin		adentaria.			<u> </u>				1) 35555-45434		osi
Alojetroratela			W(B)	edecar care		The implementation				ese Basel							
HCM Control Delay, s	0	Same.	2.5	ewis.	9	************					bie on	100		1,000			
HCM LOS	21 <b>6</b> 0 7 <b>1</b> 0 7				A							TO SERVE					Ş
	ri de la composición		e George	A.A.D			Sarabadi 1	anim'il					ic.Cemia				Æ
Milaton (Carata/Wellon (MV)	()		jelni).		-(vaeil	: WBI									7		/// 
Capacity (veh/h)		935			1603	27.23 <b>.</b>		1427	right Si		orfolesia					skā)	ď
HCM Lane V/C Ratio		0.042	- 407-7-0-250	- European	0.036	- 8155557 <b>%</b>			CASTAMAGE.						SEKCEM	Jarya Jarya	<b>9</b> 3
HCM Control Delay (s) HCM Lane LOS	e Ellen	9 ^	Sair die		7.3 ^	a transfer and services				i Sila		tijā.				elek in a	
HCM 95th %tile Q(veh)		A 0.1	- 1:3452	• \$15.2	A 0.1		And April 1997		April 1		125013		\$45.CD	<b>40.00</b> 00	90.74 <b>3</b> 0	FRAGA.	I.
MOIN SOM JOME CALACITY		Vill		Cardina III	Unit	And the second						er in 1940 to Sont Ch. Haudovan Sela	Lighti	iairiski)			21

lotterstechtein											en en general Sestato de la composição			
int Delay, s/veh	0.8													
Miowenarajai			Wi:N	ikawy.	MINE	more distribution and form		249.579				ð elven	Wall Confe	
Lane Configurations	<b>}</b>			4	¥					rayanggara sas		فالمستكنونان أيتب وإمرين	en an anticologica de la composición d La composición de la	Sagarana and Th
Traffic Vol. veh/h Future Vol, veh/h	39 39	. 0 0	→ 12 12	128 128	0 0	Water Committee of the	Maria de							
Conflicting Peds, #/hr	0	0	៉្	0	0	-								
Sign Control	Free	Free	Free	Free	Stop		S. Stille Street St. St. St.	akatan atah bilah ini	an in il health i pai	amani kalaba ya meraka da pelikili.	Selection assess better about to	anio li dinamanta i di Afric I	artualizatione in temp	Piliti(Astidus)gilar
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Storage Length Veh in Median Storage	.# 0	• • • • • • • • • • • • • • • • • • •	- 	- - 0	0 0									TONDUCTION OF THE PARTY OF THE
Grade, %		inioren •	<u>-</u>	0	0	Marie Marie Caroli de Arte de Carolida (12			Kory sa salah					[C12]
Peak Hour Factor	83	83	83	83	83							0.75 ct 18		
Heavy Vehicles, %	0	2	0	0	2			ese mailteanin	Name of the sec	F 4.212-27713		Programme and the programme	Southern two con-	TOTAL COLORS
Mvmt Flow	<b>47</b>	00°	·/14	154	'w' '0	8								
Reader June n. Danier von St. 2015 in	v (7.33) 552 F	See See See See See		(1958)	ing si Se			V P R SAN MUSE	nte nelli christe, si				Session to the session of the	
Visited/Minor Conflicting Flow All	Viziorii 0	0	47 47	<u> </u>	Minorii 229	and the companion of th								
Stage 1			41 (1) 923		- 47		esta di esta	Park War	79 F. G	D. St. Feet	7. F. 19.	6. J. J.	( A) ( A) ( A) (	NICKS OF
Stage 2	alejinet	1.45 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			182	-	ariones (alle mais	alia da como la Tariba			tandrako iran eta 22 kiloria	balianiinii		
Critical Hdwy	į		4.1		6,42	distanta de la contra dela contra de la contra dela contra de la contra del la contra d	ord Tries					(Martine)		er er er
Critical Hdwy Stg 1 Critical Hdwy/Stg 2	- - 10 10 2	e Poemanj	-	- Magasa	5.42 5.42		STEEL STATE					uiersky:		
Follow-up Hdwy	- X 1 4 4 5	a del malori	2.2	ania Audilia. •	3.518	ومرما وكالإرشاق للمرب كالشفاء متعادمات للد	la Parasana	aria da barah	in at in inimeterny.					
Pot Cap-1 Maneuver			1573		<b>4 759</b>	1028	Kirlini i	<b>发现在</b> 图	(表写)	65.32.50	ASSESSED			(2 Ng (d)
Stage 1	13077.7779 -		Kanadasar	- Totakwan	975						TOPO ANTO CONT		TO THE TOTAL OF THE	240039-3434343434343434343434343434343434343
Stage 2 Platoon blocked, %		i <i>lku</i> r.			849	ndesk to k		11.72.25.4		MANA A		ane etc	THE STATE OF STATE	<b>电话报</b>
Mov Cap-1/Maneuver	erana.	Dan Sig	1573	6 G. S.	751	1028	344-11g		rdive Like	\$11C22785.7d		90 (Zin C.) (d		J. 3. V.
Mov Cap-2 Maneuver	A THE STORY AND A STORY		*		751		identical Automotive Com-			et dek es e eek kit een et ee	Maska beta	e e excesse section		initaliesistas Kari I
Stage 1					975	4632		\$ 19 B						e Guerra
Stage 2	-	<u>-</u>	- (1987)	- 72.25	841									
			uris di di	erosenie IX Vicensos	anta de 1900. Genta									
Apportorial BOMBONICOMDERVASIO	0.	turcina (tora)	0.6		(NB)		an singsa	i i i				2.00.00		
HCM LOS					A					ar on althought a to				
Strand Constitution								4634 (5 17 th)		e with d				Yasaa
Minton Espire/Addajor jykyan	(i j	Matini	ेहिधा		Talwy!	Wei			Sighanolya Asionala					
Capacity (veh/h)	1943. A	1028	197, 120	4.g. 5,	1573					erienie		9.49.48.49		44 TA
HCM Lane V/C Ratio	kelatan	0.008	- -	_ 54978.000	0.009	-		High specimen	ener erentate	Y NAVIONALI V	Transparente			rana ara
HCM Control Delay (s) HCM Lane LOS		- 8:5∂ A			∵ 7.3 A	A MARKET CONTRACTOR CONTRACTOR		-260 kg (5.75	<u> </u>					¥241
HCM 95th %tile Q(veh)	XXX	0			· 0									
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Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

# 1: Oak Street/Salt Creek Lane & Ogden Avenue

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Leine Cholyo		E810	(기업당)	WEL	Well	Web?	NEAL.	NEIT	-   <u>                                   </u>	្រាន	(\$]8][	SHR
Lane Configurations	<b>ት</b>	<b>†</b> }	A	7	朴朴	7	<b>``</b>	1>	<u></u>	<u>ነ</u> ና	1	2023-22-325
Traffic Volume (vph)	33	1720	35	91	1164	71	59	37	70	272	41	106
Future Volume (vph)	33	1720	35	91	1164	71	59	37	70	272	41	106
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		3.45.55.59 3.45.55.59	0%		- 0 c Sa 40	- 0%			0%	STATE OF STATE
Storage Length (ft)	195	Allakolakin hartolali	0	50	A IIII / W ALAL SESSA) L.	90	145		0	0	. CAN LEGA A TATATA AN	0
Storage Lanes	1	9.000000	0	1		1	1		0			0
Taper Length (ft)	25	de bilgerend i 'n Minder Is deze Bez de in die desenen'	Co. In and California and Co.	25	12 II. No. Chia. 10 P. Chia. No. Chi	manufacturan est begang	25	8049 (C. N. C. A. 1977), 1459 (C.	Ciarson, Ne Sou Librardo Albada	25	Past a ska berke Pastalana	. Webbacki, bus
Lane Util/ Factor	1.00	0:95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1:00	1.00	1.00
Ped Bike Factor	OP and a colonia is a period desired a colonia de la c		- American de la June de 19 de la colonida del	ATEC PROGRAMME CONTROL CONTROL	A LEAR MAKE HAR LINE	a V Ivania Politica Pro-	and the second second second second second	ender that Harrisold St. St. st.	elite Mitteet i i Stendie man de	4 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1	and a supplication of the state	en storvištička
Fit.		0.997	13 te 3 k			0.850		0.902	encorto del	4.0.80	0.892	
Flt Protected	0.950	3. Man (2. 10 and 2.		0.950	, et a-17, 2 - 2011 - 2016 - 201	act are an action of	0.950	ave. (2.1.2.1.2.1.2.1.2.1.2.1.2.1.2.1.2.1.2.1	ann banne med 21 belong o <del>nd</del> property. O	0.950	(00_1_16,8,9,000,ap.2).	mana managa da
Satd. Flow (prot)	1805	3562	0	1805	3762	1599	1805	1714	0	1787	1695	0
Flt Permitted	0.175			0.048			0.606	The state of the s	AND THE REAL PROPERTY OF THE PARTY OF THE PA	0.571	No. 2. a.	
Satd: Flow (perm)	332	3562	-	91	3762	1599	1151	1714	0	1074	1695	( i / 0
Right Turn on Red			No			No			No		and the second s	No
Satd. Flow (RTOR)												
Link Speed (mph)	11/19#12001C1210070F-10070F-0070F-0070F-0	35	ENGOLUS NAV SERARE (Autorio de	ar the late has been deeper adjust	35			25			15	
Link Distance (ft)		575			796			548			429	
Travel Time (s)		11.2	~~~		15.5			14.9			19.5	
Confl. Peds. (#/hr)	复工的食业	4.45倍分		17.15.278	is a line	1.012/35/1 <b>5</b> 2		100		, Always	462.67	
Confl. Bikes (#/hr)	a. Thanking one of the comment of	rent kannantankrikensatur	omanes containing one wa	ni i merantana	T NAME OF THE PARTY OF THE PART	e no re i e lucro e rabes i arromagino.	NAMES OF THE PARTY	ET (ASCRETS IN INCOME ASTROPORTO DE	international statements and	o non sea once v. colony c. co.	CONCENSIONESSO PER TOTAL CONSIGNATION	CONTRACTOR STATEMENT
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
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Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Growth Factor Heavy Vehicles (%)	100% 0%	100% :1%	100% 3%	- 0%	100% 1%	100% 1%	100% 0%	100% 0%	100% 0%	100% 1%	100% 0%	100% 0%
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr)	100%	100%	100%		100%	100%	100%	100%	100%	100%	100%	100%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr)	100% 0%	100% 1% 0	100% 3%	- 0%	100% 1% 0	100% 1%	100% 0%	100% 0% 0	100% 0%	100% 1%	100% 0% 0	100% 0%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/nr) Mid-Block Traffic (%)	100% 0%	100% :1%	100% 3%	- 0%	100% 1%	100% 1%	100% 0%	100% 0%	100% 0%	100% 1%	100% 0%	100% 0%
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%)	100% 0% 0	100% 1% 0 0%	100% 3% 0	** 0% 0	100% 1% 0	100% 1% 0	100% 0% 0	100% -0% -0 -0%	100% 0% 0	100% 1% 0	100% 0% 0	100% 0% 0
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane-Traffic (%) Lane Group Flow (vph)	100% 0% 0	100% 1% 0 0%	100% 3%	0% 0	100% 1% 0 0%	100% 1% 0	100% 0% 0	100% 0% 0 0 0%	100% 0%	100% 1% 0	100% 0% 0 0 0%	100% 0%
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn:Type	100% 0% 0	100% 1% 0 0% 1809 NA	100% 3% 0	** 0% 0	100% 1% 0 0% 1200 NA	100% 1% 0 5 73 pm+ov	100% 0% 0	100% 0% 0 0% 0% 110 NA	100% 0% 0	100% 1% 0	100% 0%; 0 0% 151	100% 0% 0
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn: Type Protected Phases	100% 0% 0	100% 1% 0 0%	100% 3% 0	0% 0	100% 1% 0 0%	100% 1% 0	100% 0% 0	100% 0% 0 0 0%	100% 0% 0	100% 1% 0	100% 0% 0 0 0%	100% 0% 0
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn:Type Protected Phases Permitted Phases	100% 0% 0 34 pm+pt 5	100% 1% 0 0% 1809 NA 2	100% 3% 0	94 pm+pt 1	100% 11% 0 0% 1200 NA 6	100% 1% 0 73 pm+ov 3 6	100% 0% 0 61 pm+pt 7	100% 0% 0 0% 110 NA 4	100% 0% 0	100% 0 280 pm+pt 3 8	100% 0%; 0 0% 151 NA 8	100% 0% 0
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase	100% 0% 0	100% 1% 0 0% 1809 NA	100% 3% 0	0% 0	100% 1% 0 0% 1200 NA	100% 1% 0 5 73 pm+ov	100% 0% 0	100% 0% 0 0% 0% 110 NA	100% 0% 0	100% 1% 0	100% 0%; 0 0% 151	100% 0% 0
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase	100% 0% 0 34 pm+pt 5 2 5	100% 1% 0 0% 1809 NA 2	100% 3% 0	94 pm+pt 1 6-	100% 11% 0 0% 1200 NA 6	100% 1% 0 73 pm+ov 3 6 3	100% 0% 0 61 pm+pt 7 4 7	100% 0 0 0 0 0 0 110 NA 4	100% 0% 0	100% 11% 0 280 pm+pt 3 8 3	100% 0% 0 0% 151 NA 8	100% 0% 0
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn-Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s)	100% 0% 0 34 pm+pt 5 2 5	100% 1% 0 0% 1809 NA 2 2	100% 3% 0	94 pm+pt 1 6- 1	100% 11% 0 0% 1200 NA 6 6	100% 1% 0 73 pm+ov 3 65 3	100% 0% 0 61 pm+pt 7 44 7	100% 0% 0 0% 110 NA 4	100% 0% 0	100% 11% 0 280 pm+pt 3 8 3	100% 0% 0 0% 151 NA 8 8	100% 0% 0
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn:Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s)	100% 0% 0 34 pm+pt 5 22 5	100% 1% 0 0% 1809 NA 2 2 2	100% 3% 0	94 pm+pt 1 6 1 3.0 9.5	100% 0 0% 1200 NA 6 6 15.0 32.0	100% 1% 0 73 pm+ov 3 66 3 3.0 9:5	100% 0 0 61 pm+pt 7 4 7	100% 0% 0 0% 110 NA 4 4	100% 0% 0	100% 11% 0 280 pm+pt. 3 8 3 3.0 9/5	100% 0% 0 0% 151 NA 8 8	100% 0% 0
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn:Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s)	34 pm+pt 5 22 5 3.0 9/5 14.0	100% 1% 0 0% 1809 NA 2 2 2 15.0 27.0 84.0	100% 3% 0	94 pm+pt 1 - 6 1 3.0 9.5 14.0	100% 0 0% 1200 NA 6 6 15.0 32/0 84.0	73 pm+ov 3 6 3 3.0 9/5 14.0	100% 0% 0 61 pm+pt 7 44 7 3.0 9.5 27.0	100% 0 0 0% 110 NA 4 4 8.0 24/0 28.0	100% 0% 0	100% 11% 0 280 pm+pt 3 8 3 3.0 9/5 14.0	100% 0% 0 0% 151 NA 8 8 8.0 24.0 15.0	100% 0% 0
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn-Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%)	100% 0% 0 34 pm+pt 5 2 5 3.0 9.5 14.0 10.0%	100% 1% 0 0% 1809 NA 2 2 2 2 27.0 84.0 60.0%	100% 3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0	100% 0 0% 1200 NA 6 6 15.0 32/0 84.0 60.0%	73 pm+ov 3 66 3 3.0 9:5 14.0 10.0%	100% 0% 0 61 pm+pt 7 44 7 3.0 9.5 27.0 19.3%	100% 0% 0% 110 NA 4 4 8.0 24.0 28.0 20.0%	100% 0% 0	280 pm+pt. 3 8 3.0 9:5 14.0	100% 0% 0 0% 151 NA 8 8 8.0 24.0 15.0 10.7%	100% 0% 0
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Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn-Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (m) Yellow Time (s) All-Red Time (s)	100% 0% 0 34 pm+pt 5 2 5 3.0 9/5 14.0 10.0% 3.5 0.0	100% 1% 0 0% 1809 NA 2 2 2 15.0 27.0 84.0 60.0% 4.5 1.5	100% 3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10.0% 3.5 0.0	100% 0 0% 1200 NA 6 6 15.0 32.0 84.0 60.0% 4.5	73 pm+ov 3 3.0 9/5 14.0 10.0% 3.5 0.0	100% 0% 0 61 pm+pt 7 44 7 3.0 9.5 27.0 19.3% 3.5 0.0	100% 0% 0% 110 NA 4 4 8.0 24:0 28.0 20:0% 4.5 1,5	100% 0% 0	100% 11% 0 280 pm+pt 3 8 3 3.0 9/5 14.0 10.0% 3.5 0.0	100% 0% 0 0% 151 NA 8 8 8.0 24.0 15.0 10.7% 4.5	100% 0% 0
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn-Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s)	100% 0% 0 34 pm+pt 5 22 5 3.0 9/5 14.0 10.0% 3.5 0.0 0.0	100% 1% 0 0% 1809 NA 2 2 15.0 27.0 84.0 60,0% 4.5 1.5 0.0	100% 3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10.0% 3.5 0.0	100% 11% 0 0% 1200 NA 6 6 15.0 32/0 84.0 60.0% 4.5 1.5 0.0	73 pm+ov 3 6 3 3.0 9:5 14.0 10.0% 3.5 0:0	100% 0% 0 61 pm+pt 7 4 7 3.0 9.5 27.0 19.3% 3.5 0.00	100% 0% 0% 110 NA 4 4 8.0 24:0 28.0 20:0% 4.5 1:5	100% 0% 0	100% 11% 0 280 pm+pt 3 8 3 3.0 9/5 14.0 10.0% 3.5 0.0	100% 0% 0% 151 NA 8 8 8.0 24.0 15.0 10.7% 4.5 1.5 0.0	100% 0% 0
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn: Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s)	34 pm+pt 5 22 5 3.0 9/5 14.0 10.0% 3.5 0.0 0.0	100% 1% 0 0% 1809 NA 2 2 15.0 27.0 84.0 60,0% 4.5 1.5 0.0 6.0	100% 3% 0	94 pm+pt 1 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5	100% 0 0% 1200 NA 6 15.0 32/0 84.0 60.0% 4.5 1.5 0.0 6.0	73 pm+oV 3 6 3 3.0 9:5 14.0 10.0% 3.5 0.0 0.0 3.5	100% 0% 0 61 pm+pt 7 44 7 3.0 9.5 27.0 19.3% 3.5 0.0 0.0 3.5	100% 0 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1,5 0.0 6.0	100% 0% 0	100% 11% 0 280 pm+pt 3 8 3.0 9/5 14.0 10.0% 3.5 0.0 0.0 3.5	100% 0% 0% 151 NA 8 8 8.0 24:0 15.0 10:7% 4.5 1.5 0.0 6:0	100% 0% 0
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn-Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s) Ifotal:Lost Time (s) Lead/Lag	34 pm+pt 5 22 5 3.0 9,5 14.0 10,0% 3.5 0.0 0.0	100% 11% 0 0% 1809 NA 2 2 15.0 27.0 84.0 60,0% 4.5 1.5 0.0 6.0 Lag	100% 3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10:0% 3.5 0.0 0.0 3.5 Lead	100% 0 0% 1200 NA 6 15.0 32.0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag	73 pm+ov 3 6 3 3.0 9:5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead	100% 0% 0 61 pm+pt 7 44 7 3.0 9.5 27.0 19.3% 3.5 0.0 0.0 3.5 Lead	100% 0 0% 110 NA 4 4 8.0 24:0 28.0 20:0% 4.5 1:5 0.0 6:0 Lag	100% 0% 0	280 pm+pt. 3 8 3.0 9:5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead	100% 0% 0% 0% 151 NA 8 8 8.0 24:0 15.0 10.7% 4.5 1.5 0.0 6:0 Lag	100% 0% 0
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn: Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s)	100% 0% 0 34 pm+pt 5 2 5 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	100% 1% 0 0% 1809 NA 2 15.0 27.0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	100% 3% 0	94 pm+pt 1 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	100% 0 0% 1200 NA 6 15.0 32.0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	100% 1% 0 73 pm+ov 3 66 3 3.0 9.5 14.0 10.0% 3.5 0:0 0.0 3.5 Lead Yes	100% 0% 0 61 pm+pt 7 44 7 3.0 9.5 27.0 19.3% 3.5 0.0 0.0 3.5 Lead Yes	100% 0% 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1.5 0.0 6.0 Lag Yes	100% 0% 0	100% 11% 0 280 pm+pt. 3 8 3.0 9:5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	100% 0% 0% 0% 151 NA 8 8 8.0 24.0 15.0 10.7% 4.5 1.5 0.0 6.0 Lag Yes	100% 0% 0
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s) Fotal Lost Time (s) Lead/Lag Lead-Lag Optimize?	34 pm+pt 5 22 5 3.0 9,5 14.0 10,0% 3.5 0.0 0.0	100% 11% 0 0% 1809 NA 2 15.0 27.0 84.0 60.0% 4.5 1/5 0.0 6.0 Lag Yes C-Min	100% 3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10:0% 3.5 0.0 0.0 3.5 Lead	100% 0% 1200 NA 6 15.0 32.0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag Yess C-Min	100% 1% 0 73 pm+ov 3 66 3 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes None	100% 0% 0 61 pm+pt 7 44 7 3.0 9.5 27.0 19.3% 3.5 0.0 0.0 3.5 Lead Yes None	100% 0% 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1.5 0.0 6.0 Lag Yes Max	100% 0% 0	100%	100% 0% 0% 0% 151 NA 8 8 8.0 24.0 15.0 40.7% 4.5 1.5 0.0 6.0 Lag Yes None	100% 0% 0
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead*Lag Optimize? Recall Mode	100% 0% 0 34 pm+pt 5 22 5 3.0 9,5 14.0 10.0% 3.5 0.0 0.0 3,5 Lead Yes None	100% 1% 0 0% 1809 NA 2 15.0 27.0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	100% 3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes None	100% 0 0% 1200 NA 6 15.0 32.0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	100% 1% 0 73 pm+ov 3 66 3 3.0 9.5 14.0 10.0% 3.5 0:0 0.0 3.5 Lead Yes	100% 0% 0 61 pm+pt 7 44 7 3.0 9.5 27.0 19.3% 3.5 0.0 0.0 3.5 Lead Yes	100% 0% 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1.5 0.0 6.0 Lag Yes	100% 0% 0	100% 11% 0 280 pm+pt. 3 8 3.0 9:5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	100% 0% 0% 0% 151 NA 8 8 8.0 24.0 15.0 10.7% 4.5 1.5 0.0 6.0 Lag Yes	100% 0% 0

# Lanes, Volumes, Timings 1: Oak Street/Salt Creek Lane & Ogden Avenue

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Bana Chono		· Esi	EBR WBL	/ Wali	Wer	Nel a	NEN	Nero Salc	ુલા
v/c Ratio	0.12	0.89	0.57	0.52	0.06	0.19	0.41	0.85	0.49
Control Delay	8.7	33.1	33.5	17.0	6.2	39.9	58.4	69.6	59.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	33.1	33.5	17.0	6.2	39.9	58.4	69.6	59.6
LOS	Α	C	C	В	A	D	E	E	E
Approach Delay		32.7		17.5			51.8	poster and the company of the compan	66.1
Approach LOS		C		В			, D		
Queue Length 50th (ft)	10	723	30	333	19	42	91	220	127
Queue Length 95th (ft)	21	880	90	402	36	80	154	#398	209
Internal Link Dist (ft)		495		716			468		349
Turn Bay Length (ft)	195		50		90	145			
Base Capacity (vph)	330	2035	189	2306	1168	426	269	331	306
Starvation Cap Reductn	0	0 -	0	0	0.,	0	.0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.89	0.50	0.52	0.06	0.14	0.41	0.85	0.49
lateracitor Stratocky					N. Santa				
J <sub>1</sub>	Other	en region de management de management de la company de	**************************************			nasioni a stania da			
Cycle Length: 140							44 A A		Security Section
Actuated Cycle Length: 140		of the contract of the second		TO THE PROPERTY OF THE PARTY.	77. T.	- Taran (1971) - 1974 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 1975 - 19			T. W. L. C.
Offset: 112 (80%), Referenc	ed to phase	e 2:EBTL a	nd 6:WBTL, Stai	t of Greei		II.Zak			
Natural Cycle: 100							a New Andrews Leading Left.		
Control Type: Actuated-Coo	rdinated								
Maximum v/c Ratio: 0.89	<u> </u>		for A the distance of the standard and the	2001 T 1200			N) - VIIIXIN TITOLOGI		
Intersection Signal Delay: 31				ntersection	amounts a religion of the section of		ne dan kan kan kan kan kan kan kan kan kan k		
Intersection Capacity Utilizat	tion 92.1%		)] 	CU Level	of Service		n and in high said.		
Analysis Period (min) 15	and the state of t	N. A. January and S. A. S.							
# 95th percentile volume e			ie may be longe	r. Karana				74804 (F. C.) 755 X 45	
Queue shown is maximu	m aner two	cycles.				ng Dyna			
Splits and Phases: 1: Oak	c Street/Sal	t Creek Lar	ne & Ogden Ave	nue					
l å							<b>V</b> <sub>Ø3</sub>	*** <b>+</b>	
<b>√</b> Ø1 <b>√</b> Ø2 (R)							Ø3	<b>†</b> 04	
						į			
Ø5 ₩ Ø6 (R)							<b>↑</b> Ø7		
						1	עון ו		¥ 2/8

22-336 Luxury Car Dealership - Hinsdale Year 2022 Base Weekday Evening Peak Hour

MCISECHON
Intersection Delay, s/veh 10.1
Intersection LOS B

Vioxeanani		ien -	THE RY	WAR	war ·	WER.	Minister (	ineur .	NEEK)	Su :	୍ଷ ଅଟେ 🎺	SS RI
Lane Configurations	<u>turi in alta uterile</u> direi, (1946)	4			4	7	STANDARD STAN	413	200 12 30 10 10 10 10 10 10 10 10 10 10 10 10 10	. C 17.	4	
Traffic Vol, veh/h	11	1	148	123	Ô	ં3 -	47	47	40	7.1	152	1
Future Vol, veh/h	11	1	148	123	0	3	47	47	40	1	152	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	1	1	2	0	0	2	0	0	1	Vi a Sen 1852 Battar
Mvmt/Flow:	12 🦠	( <b>j</b> la :	- 166 ⊹	138	. O	3	53	53:	45	- 1 g	171	31
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	8485 SO424
Mojornoscom	(E B)			- WMB)			[N <b>[</b> 8]			((Vp) (ap)		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2	19 (J. 204		2.314		496.4	497 Ø <b>1</b> 698		50 平台市的	2		355

Moloticiate	[대왕]	- (MIE)	NB.	$\left( \sum_{i=1}^{n} a_i \right)$
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3 a 2 5 3 2 5 1.		2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1.51	2	- 1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	$\mathbb{R}^{n}$	2	1
HCM Control Delay	9.9	10.7	9.1	10.8
HCMLOS	A SA	and the second second second	ting and Alexander	B. C.

Lance	NEIL III	Malue	isisi mil	W/B/L(a/f)	WELLEY.	(Salani) :	
Vol Left, %	67%	0%	7%	100%	0%	1%	
Vol Thru, %	33%	37%	1%	- 0%	0%	93%	
Vol Right, %	0%	63%	93%	0%	100%	7%	kita an arawa ta kanada da aminin a isa an arawa na ana ang ang an ana an
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Space and State of Association Control of Co
Traffic Vol by Lane	71	64	160	123	3	164	The state of the s
LT Vol	47	0	11	123	0.0	1	
Through Vol	24	24	1	0	0	152	V. Prince et a seu arresta reconstituire arrestation de la manufactura (note la fin despetable despetable) (1945) (1955)
RT/Vol	0	. 40	148	0		e 311 a	
Lane Flow Rate	79	71	180	138	3	184	The state of the s
Geometry Grp	7	7	6	. 7	7	6	
Degree of Util (X)	0.13	0.103	0.253	0.235	0.005	0.283	VV PRESENTATION OF A CONTROL OF THE
Departure Headway (Hd)	5:92	5.173	5.074	6.109	4.915	5.537	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	and the second state of th
Cap	600	685	699	.583	719	643	en e
Service Time	3.715	2.966	3.163	3.901	2.705	3.628	The state of the s
HCM Lane V/C Ratio	0.132	0.104	0.258	0:237	0:004	0,286	
HCM Control Delay	9.6	8.6	9.9	10.8	7.7	10.8	The second secon
HCM Lane LOS	- A	A	Α	_	A.	B.	
HCM 95th-tile Q	0.4	0.3	1	0.9	0	1.2	A TOTAL CONTROL OF THE CONTROL OF

(ब्रिट्स स्टब्स्ट) विका			e negalla Luci Zio					7.00 EV 3.25		<u> </u>					
Int Delay, s/veh	3.6				. 63.474.1014.4									A. S. A. S.	
Yleyyclegalald	ी <u> विद्या</u>	(1889)	WEL	SAMENIE	NBI	NBR)		<b>第</b> 四、第二						ewilson.	
Lane Configurations	<b>}</b>		2007A	<b>4</b>	<b>¥</b>	42	78. TXV. 195				er v ga	TERRETTE			
Traffic Vol. veh/h Future Vol. veh/h	116 116	2 2	39 39	13 13		42 42					e e e				44614
Conflicting Peds, #/hr	0		ે . ે .	· 0	0			900.45Kg		7 8 8			O militaliya		
Sign Control	Free	Free	Free	Free	Stop	Stop	دا هاگری میرانگیدیگرا انتیان -	ANILLINAS.	Table Almiel Is dem and A. Des	erision in the state of	e de la production	<u> </u>	ichi walio wakili W	ALIK YAN IAMA MA	Principal Commission
RT Channelized		None		None		None	FOAD.		4.00kg/ ()	W14.18	\$V\$/\$				
Storage Length	-	-	en restriction of	-	0	-	ng managanang pagang pagang	Dalaharan Sanatan		T)	news cown cos		en ween de week week week		PARTONION OF THE
Veh in Median Storage		) ( j. j.		. 0	<b>∮</b> ≥ 0	7						Leave de		¥124X-1	
Grade, %	0	- 	- -	0	0 86	- 86	85.0289 B (C)		W1215287		3545723	99-7-433-35-23		COWNESS.	75.5.T.
Peak Hour Factor Heavy Vehicles, %	86 0	. 86 0	86 0	. 86 0	୍ଟ ଅଟ 0	<b></b> 00					ethely.				
Mymt Flow	135	ે 2	45	15	13	49			SA SAN	S Paging Comp	\$675 V	Esta alas		\$15K0525	Jan II
	ais walka		Firell'Si				فانقضط استنداد	And the second second	Alleria	f.fra:Caria	energen i	الدهناك وطائمه	en de l'envi	elistelli listelli.	A.Z.Z.Ranial
Major Avilsion i	Majorál:	8 % SIT	Vilajioji22	91/28/ZI	Minot il	43. Š × 33.			2000 PATE			974. E 1755			
Conflicting Flow All	0	0	137	0	241	136	2,500,000	المستقدة بسندك		marie de series e	S A Clarates	acide s <mark>iletal</mark>	<u> </u>	21.22.23.33 21.22.23.33	.S. 1890; SAB.
Stage 1			30688	in The Sign	136		Parks Jack	ver Wach			rita (Salaria	der de		ğ. Artisk oy	240
Stage 2	alale Merika •	######################################	e diekerine.	111011011011011011 -	105	National de Bio	Andrew Control (Control	tere. V standil on the or will	لمامين التشيطة بقالم شوا		AMERICA Sectorial	alitir et in libror on alitiro	<u>Balling and the arms</u>	r Diaken, M. Marie	kasa biri 96. ndoni i 1. i
Critical:Hdwy			4.1		6.4	6.2						T. 12. 2. 12.			145,54
Critical Hdwy Stg 1	-	-	-	- -	5.4		ne anno et do dese do	राष्ट्र प्रकार शासका अस	t establish		mayriyatiri	7 % 65° 8, 967°	ensestante		208-207-91
Critical Hdwy Stg 2					5.4	2.0		and the same					ia en de de la		
Follow-up Hdwy Pot Cap-1 Maneuver	- 0847-94	- 20 22 33 35 35 35 35 35 35 35 35 35 35 35 35	2.2 -1459	- V4,850,650	3.5 752	3.3 918	St. Asiri	~ (35 m	SAURIA	Janara Janara					
Stage 1	eteljajit, etelja au. omredansk		" । <del>4</del> ଅଟ -		895	- 310 -			SATARILA						
Stage.2	ESSANTES KUSAKA®				924						Section 1				
Platoon blocked, %	-	- 200 Jan 186 Jan 189 As		-	it alstill die besteckteite 120	Marian Addison and Addison	ar ann de ade little and ofter feet a l	hillion de la company	(Paga) Agailgid to a Na Amagliain	_111007.2.11.1	Nur. 2. 23: 22:2441. vs. fr. V	Sector researches	a y respectively.		MARKET MC 10739-01
Mov Cap-1 Maneuver			1459	eart it	729	918			YZZ						styref.
Mov Cap-2 Maneuver	_ *************		warenamen. -	-	729		YETOTEU ERY	TWYGAUSOW	arrendelmik			operation with the	entratic		
Stage 1					895					let dêta			irika dang 149 Dalamanan	<u> </u>	
Stage 2		Protection		- 	895	re cetyl		3877 SVS	7753 D.S.			Trans.	753 59X		
							mani service i Pari de la cale						THE SECOND		
<b>∆{0</b> [0](0):(c[5)	ER				NB						TO THE STATE OF		- 100 KHZ		
HCM Control Delay; s HCM LOS	0		5.7		9.4 A					1.513.yr			1004/1957		
HOW LOS			((T.1775)	差别的		546 V. 146	F. 1363		7777E77E	14 May 17 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18					
						Maria de la composición del composición de la co						ina ilang banda Ja			
Whater Hamas Assistant Vilvien		(181 m) 		HEBR	-Wall	WEIT						er a sik amerikan			*100
Capacity (veh/h) HCM Lane V/C Ratio		- 871 0.071		alen y	1459 0.031			14.9a+0. §							
HCM Control Delay (s)	TANK TER	9.4			7.5	- 0									
HCM Lane LOS	ungsurfettier	Α	edu Báncia. •	7 <u>8,309,644,947</u> 9 -	Α	A	ribilik de Willia A	ogen en og en 1946 en 12	e seeme Hille	and a second	endi se sakon Ziskla	alesanishedil k	- 17251.WZ-77	wie The A	ne de Geld Nobel S
HCM 95th %tile Q(veh)	Mg g	0.2	Spring.		0.1			Achiel S					374064		S. (2) (4) (4)
HGM 95th %tile Q(veh)		0.2			<b></b>									K-201-275 (1978)	100 1000 100 1000 100 1000

(ntell/oegsaciin)													
Int Delay, s/veh	0.7		My 1. red Mar	eddill Salterio				ing 7 val indicated the				<u> </u>	SKI POR KRILIS 1938. M
Moweintenit	(EB)	(E. B B)	Well:	: Wahr	e Well	WER.			ad algue at			MARKET.	
Lane Configurations	ß	Machina de la composição	1112-321-3-2-2-2-	स	¥		V/ (2-10)						
Traffic Vol, veh/h	162	0	- 5 -	52	) • <b>0</b>	14		rivati		(4) (4) g (4)			
Future Vol, veh/h	162 0	0	5 0	52 0	0	14 0	TO PER SERVE			WEST CONTRACTOR		TENTANIZI PETI	NASTA ALIANA
Conflicting Peds, #/hr Sign Control	Free	Free	Free	Free	Stop	Stop					Section 1		FJAMASIA.
RT Channelized	71.10C	None	ा । <b>८८</b> े े े	None	Stop 2	None			405472-983	Montesta	CIPE SERVICE	8 199 (ja 60)	190 pt 190 to 190 to 1
Storage Length	ilioni/milim ■	5511 <b>311117.</b> 24		in was	0		i da a da d	213a - Euste Ald	and the second				
Veh in Median Storage	,# 0	(T) (A)		0	erogentosygentoses to	Nava≢i						J. 18 (5.188)	\$850 EVE .5
Grade, %	0	(77.00% 5.00.00% 6.00%)		0	0		2010 dd i'r sanamat mon is pani				- All and American State State		anta (antique es es es es es está (antigado es es
Peak Hour Factor	80	80	80	80	80	80							
Heavy Vehicles, %	0 ംഹം	2 0	0	0 	2	0 	761 745 <del>7</del> 65 766	(457 <del>- S</del> 44542 S	. 15 N. 15 11 15	Tele 181 . Vez .	Control Marines	Darwin Darwen	
Mvmt Flow	203		6	65	0	18	n 1903-00 (67)633 1440-244 (28)	artaryan 1977 Jeografia		en generalisten. Suet austreaussisch	na, organistica je koj Produktiva		
Strate and the second	ris de Carre	oveca		Salt Section 19	visioni bes	01 to 00		of water to	778-135 THE PRODUCTS		Conden anno		Mary Survey on the John State
	Vilajjon4I	المستدين منسكرا	1012		Mineral	200							
Conflicting Flow All Stage 1	0	0	203	0 30 a0.43 a	280 203	203		3468 65° 23	ivis can arwii			Fig. were	
Stage 2					- 205 77	11.44.11			(Albertalisad)	813 J. W. J	a		a ar dan Sal La
Critical Hdwy			4:1		6.42	6.2			Car de la constitución	and old Such		e danya	5. 18. T. F. 18. T. 18. T. 18.
Critical Hdwy Stg 1	-	e estis de l'elected	-	**************************************	5.42	- ASSES		ere ere ere ere			Erus (18 Established)		
Critical Hdwy Stg 2	(1) (4,7)		/ 32		5.42		ende Grane. Ja	4. 3.78 d					
Follow-up Hdwy	-		2.2	•	3.518	3.3	nosta andro e prope	V SECTION SECTION			- myseconnew to the	N-1 reconstruction	AND CONTROL FOR THE PART OF TH
Pot Cap-1 Maneuver	700		1381		7/10	843							
Stage 1 Stage 2	- 		-	entropolita en la companya en la com	831 946	- :							
Platoon blocked, %		Yroyddig: -		- -	3 <del>4</del> 0			Name of the second			<u> </u>		
Mov Cap-1 Maneuver		- 1937 - 1938 - 1938	1381		706	843		noski i filmi		305 CE 10735			
Mov Cap-2 Maneuver	-	in a destruction of the state o	-	-	706	ECOLOR COLORES COLOR	ANN and to Array Little be bellevilled at the best	er ministral de Selate vege Spyrenbyge	to bear one had collect been also divide		ine do Chilly Stille	inden and de de site et de section	.32 MM - 5496-22-23-25-13
Stage 1	\$1. Q(4)				831	2×40 €	1 (4) 50 - Eroles Services					e testesti	
Stage 2			ene presen	_ 	941								
			Maria	Zzale	2 U.K								
Ablanostejji	[E(B)		WAR		[[[2]								
HCM Control Delay, s	+ *0*		0.7		9.4			a liberia					
HCM LOS					Α		ina italihita						
							and the all					03/34/2	
Whiteh Lance/Whallon William		(SH mil	EBI			Weir							
Capacity (veh/h)		843			1381				101175				
HCM Lane V/C Ratio HCM Control Delay (s)		0.021 9.4		- -	0.005 7.6	- 0		76.1307704					
HCM Lane LOS		9,4 A	<u> </u>	32' \$2' \\ -	<i>1</i> .0∞ A	A			biziniZiji			er besteller i San	
HCM 95th %tile Q(veh)		0.1	- 						TO THE PERSON				
Constitution and the second	3252-32-50-34 <sub>4</sub>	najas tati (n		20 12 SM 15 M		Conflike.	.uttino.ct/M/Midel		0.09 <u>4 (903), 1</u> 0239		*.FF045596645	rreinik	21 CSM00037 (142 (142 )

<u>Capacity Analysis Summary Sheets</u> Year 2028 No-Build Weekday Morning Peak Hour

Traffic Volume (vph)         99         1136         32         135         1568         267         52         53         26         88         2           Future Volume (vph)         99         1136         32         135         1568         267         52         53         26         88         2           Ideal Flow (vphpl)         1900	
Lane Configurations         1         1         1         1         5         1	
Traffic Volume (vph)         99         1 36         32         135         1568         267         52         53         26         88         2           Future Volume (vph)         99         1136         32         135         1568         267         52         53         26         88         2           Ideal Flow (vphpl)         1900	<u></u>
Future Volume (vph)         99         1136         32         135         1568         267         52         53         26         88         2           Ideal Flow (vphpl)         1900	8 51
Ideal Flow (vphpl) 1900 1900 1900 1900 2000 1900 1900 1900	28 51
LONG THE CONTROL OF T	
	12 12
Grade (%) 0% 0% 0%	
Storage Length (ft) 195 0 50 90 145 0 0	0
Storage Lanes 1 0 1 1 1 0 1	Ō
Taper Length (ft) 25 25 25 25	indelitikas AdhariTi
Lane Util Factor 1.00 0.95 0.95 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00	0 1:00
Ped Bike Factor	
Frt. 0.996 0:850 0:951 0:90	<b>)2</b>
Flt Protected 0.950 0.950 0.950 0.950	Paris Senior Paris
Satd. Flow (prot) 1787 3455 0 1787 3725 1599 1770 1807 0 1787 166	j9 0
Flt Permitted 0.055 0.146 0.703 0.630	
Satd: Flow (perm) 103 3455 0 275 3725 1599 1310 1807 0 1185 166	i9***********0
Right Turn on Red No No No	No
Said Flow (RTOR)	<b>有的多数</b>
	15
Link:Distance (ft) 575 796 548 42	
Travel Time (s) 11.2 15.5 14.9 19.	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	Wednesday and Michigan Chillies of
Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	95 0.95
Growth Factor 100% 100% 100% 100% 100% 100% 100% 100	% 100%
Heavy Vehicles (%) 1% 4% 6% 1% 2% 1% 2% 0% 0% 1% 4	% 2%
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0	0 0
Parking (#/hr)	
	%
Shared Lane Traffic (%)	
	33 0
	IA.
	8
Protected Phases 5 2 1 6 3 7 4 3	3. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Permitted Phases 2 6 6 4 8	
Permitted Phases         2         6         6         4         8           Detector Phase         5         2         1         6         3         7         4         3	8
Permitted Phases         2         6         4         8           Detector Phase         5         2         1         6         3         7         4         3           Switch Phase	8
Permitted:Phases         2         6         6         4         8           Detector Phase         5         2         1         6         3         7         4         3           Switch:Phase           Minimum Initial (s)         3.0         15.0         3.0         3.0         3.0         8.0         3.0         8	.0
Permitted Phases         2         6         6         4         8           Detector Phase         5         2         1         6         3         7         4         3           Switch Phase           Minimum Initial (s)         3.0         15.0         3.0         3.0         8.0         3.0         8           Minimum Split (s)         9:5         27.0         9:5         32.0         9:5         9:5         24.0         9:5         24	.0
Permitted Phases         2         6         6         4         8           Detector Phase         5         2         1         6         3         7         4         3           Switch Phase         Minimum Initial (s)         3.0         15.0         3.0         3.0         8.0         3.0         8           Minimum Split (s)         9.5         27.0         9.5         32.0         9.5         9.5         24.0         9.5         24           Total Split (s)         14.0         78.0         14.0         14.0         14.0         24.0         14.0         24	.0 .0 .0
Permitted Phases         2         6         6         4         8           Detector Phase         5         2         1         6         3         7         4         3           Switch Phase           Minimum Initial (s)         3.0         15.0         3.0         15.0         3.0         8.0         3.0         8           Minimum Split (s)         9:5         27.0         9:5         32.0         9:5         9:5         24.0         9:5         24           Total Split (s)         14.0         78.0         14.0         78.0         14.0         14.0         24.0         14.0         24           Total Split (%)         10.8% 60.0%         10.8% 60.0%         10.8% 10.8% 10.8% 10.8%         10.8% 18.5%         10.8% 18.5	8 .0 .0 .0 .0
Permitted Phases         2         6         6         4         8           Detector Phase         5         2         1         6         3         7         4         3           Switch Phase           Minimum Initial (s)         3.0         15.0         3.0         15.0         3.0         8.0         3.0         8           Minimum Split (s)         9.5         27.0         9.5         32.0         9.5         9.5         24.0         9.5         24           Total Split (s)         14.0         78.0         14.0         78.0         14.0         14.0         24.0         14.0         24           Total Split (%)         10.8% 60.0%         10.8% 60.0%         10.8% 10.8% 10.8% 18.5%         10.8% 18.5         10.8% 18.5         10.8% 18.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5 <td>8 .0 .0 .0 .0 %</td>	8 .0 .0 .0 .0 %
Permitted:Phases         2         6         6         4         8           Detector Phase         5         2         1         6         3         7         4         3           Switch Phase           Minimum Initial (s)         3.0         15.0         3.0         15.0         3.0         8.0         3.0         8           Minimum Split (s)         9.5         27.0         9.5         32.0         9.5         9.5         24.0         9.5         24           Total Split (s)         14.0         78.0         14.0         14.0         24.0         14.0         24           Total Split (%)         10.8% 60.0%         10.8% 60.0% 10.8% 10.8% 10.8% 18.5%         10.8% 18.5         10.8% 18.5           Yellow Time (s)         3.5         4.5         3.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         0.0         1.5         0.0         1.5         0.0         0.0         1.5         0.0         1.5         0.0         0.0         1.5         0.0         1.5         0.0         0.0         1.5         0.0         1.5         0.0         0.0         1.5         0.0         1.5	8 .0 .0 .0 .0 % .5
Permitted:Phases         2         6         6         4         8           Detector Phase         5         2         1         6         3         7         4         3           Switch Phase           Minimum Initial (s)         3.0         15.0         3.0         15.0         3.0         8.0         3.0         8           Minimum Split (s)         9.5         27.0         9.5         32.0         9.5         9.5         24.0         9.5         24           Total Split (s)         14.0         78.0         14.0         14.0         14.0         24.0         14.0         24           Total Split (%)         10.8% 60.0%         10.8% 60.0% 10.8% 10.8% 10.8% 18.5%         10.8% 18.5         10.8% 18.5           Yellow Time (s)         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         4.5         3.5         0.0         1.5         0.0         1.5         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0	8 .0 .0 .0 .0 % .5 .5
Permitted Phases         2         6         6         4         8           Detector Phase         5         2         1         6         3         7         4         3           Switch Phase           Minimum Initial (s)         3.0         15.0         3.0         15.0         3.0         8.0         3.0         8           Minimum Split (s)         9.5         27.0         9.5         32.0         9.5         9.5         24.0         9.5         24           Total Split (s)         14.0         78.0         14.0         14.0         24.0         14.0         24           Total Split (%)         10.8% 60.0%         10.8% 60.0% 10.8% 10.8% 10.8% 18.5%         10.8% 18.5<	8 .0 .0 .0 .0 % .5 .5
Detector Phase   5   2   1   6   3   7   4   3	8 .0 .0 .0 % .5 .5 .0 .0
Detector Phase   5   2   1   6   3   7   4   3	8 .0 .0 .0 .0 % .5 .5 .5 .0 .0
Detector Phase   5   2   1   6   3   7   4   3	8 .0 .0 .0 .0 % .5 .5 .0 .0 .0
Detector Phase   5   2   1   6   3   7   4   3	8 .0 .0 .0 .96 .5 .5 .0 .0 .0

	۶	<b>→</b>	•	•	<del>*</del>	•	<b>\</b>	<b>†</b>	1	<b>\</b>	ļ	1
Falle (Cloth)		e Enj	EBR	Well	WiBit	- WBR	J NBL	e NBIT	Mer		SBII	(S)B)
v/c Ratio	0.58	0.63		0.50	0.78	0.26	0.17	0.32		0.27	0.29	
Control Delay	32.4	21.0		13.6	25.3	8.4	37.8	54.0		39.5	52.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.4	21.0		13.6	25.3	8.4	37.8	54.0		39.5	52.6	
LOS	C	C		В	C	Α	D	D		D	D	
Approach Delay		21.9			22.2			47.5			45.6	
Approach LOS		C			C			Ď			D	
Queue Length 50th (ft)	31	352		38	541	79	35	64		61	63	
Queue Length 95th (ft)	92	437		62	664	124	71	117		108	118	
Internal Link Dist (ft)		495			716			468			349	
Turn Bay Length (ft)	195			50		90	145					
Base Capacity (vph)	204	1956		305	2118	1112	359	263		348	282	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		.0	0	0	0	0		0	0	
Reduced v/c Ratio	0.51	0.63		0.47	0.78	0.25	0.15	0.32		0.27	0.29	
Mekselion Summay	g Station (fran	2017/05/03			oğ yaşı	1000	4745		) \$475 <u>.</u> 176		ines i	AN ASSA
Area Type:	Other											
Cycle Length: 130		12-18-11-12-12-2 12-18-11-12-12-2					. 1.50	ražvi, jarsty j				
Actuated Cycle Length: 130												
Offset: 22 (17%), Reference	ed to phase	2:EBTL a	ınd 6:WE	TL, Start	of Green	0						7,530 pg. 1. <u>1845 p</u> g. 1.
Natural Cycle: 90												
Control Type: Actuated-Cod	irdinated		<u> Najara</u>									
Maximum v/c Ratio: 0.78												
Intersection Signal Delay: 2					tersection							
Intersection Capacity Utiliza	tion 71.5%			IC	U Level o	of Service	С	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,			
Analysis Period (min) 15		عمد د										
Splits and Phases: 1: Oal	k Street/Sal	t Crook L	ana & ∩⁄	ndan Aven	u Io							
, A	. Gil ecir Jai	CHECKL	ane a O	justi Aveli	iue			7	ø3	<b>№</b> 1ø4		
▼ Ø1							!		<u>د</u> بو	194	•	!" "}

<b>√</b> Ø1	Ø2 (R)	<b>S</b> Ø3	<b>1</b> Ø4
1		f. 1	!" "]
<i>▶</i> Ø5	<b>₹</b> Ø6 (R)	<b>1</b> Ø7	<b>↓</b> ≫ø8
		1 1	. [ " ]

Intersection	
Intersection Delay, s/veh 9.8	_
Intersection LOS A	\$ \$3

Mexament	Hall	EBI	en.	WAR	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Werk	Men		INIMR	SINL		(SEIR
Lane Configurations		4			ર્ન	77		4P			4	
Traffic Vol. veh/h	7	4	56	59	113	4	120	164	134	3	52	14
Future Vol, veh/h	7	4	56	59	1	4	120	164	134	3	52	14
Peak Hour Factor	∞0.89	0.89	ା0.89	0:89	0.89	∛0.89	0.89	0.89	√0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	2	7	0	25	0	0	1	0	0	0
Mvmt Flow	- 8	<b>, 4</b>	63 👵	66	. 1	, <b>A</b> , ,	135 .	184	151	. a <b>3</b> .;.	58	16
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	0

Approxiciti		Web.		
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	- 1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2		2)	er en en en en en Alvir III de service en
HCM Control Delay	9.1	10	10	9
HCMLOS	A	A	Α	A resultance company

Lance	NBHAN	Mathia	EBHAY)	VAMBILIMÍT:	VAMBILIO(2)	(CIB/Light	
Vol Left, %	59%	0%	10%	98%	0%	4%	
Vol Thru; %	41%	38%	6%	2%	- 0%:	75%	
Vol Right, %	0%	62%	84%	0%	100%	20%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	202	216	67	60	4	69	
LT/Vôl	120	* ₁0	7:	59	0/	3	
Through Vol	82	82	4	1	0	52	
RTVol	0	134	56	0	. 4	14	
Lane Flow Rate	227	243	75	67	4	78	
Geometry Grp	7	7	6	* 7	7	6	
Degree of Util (X)	0.334	0.308	0.112	0.121	0.006	0.114	
Departure Headway (Hd)	5.296	4.562	5:344	6.469	5.145	5.8	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	679	786	668	552	691	674	
Service Time	3.035	2.3	3.402	4.232	2.907	3.354	
HCM Lane V/C Ratio	0.334	0.309*	0.112	0.121	0.006	0,416	
HCM Control Delay	10.7	9.3	9.1	10.1	7.9	9	
HCM Lane LOS	В	<b></b>	, A	. Joseph	A	/- / <b>A</b>	
HCM 95th-tile Q	1.5	1.3	0.4	0.4	0	0.4	

intener-contonn	and the Salah			\$ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		We have		755 / at (2.5)		100 av 100 av				
Int Delay, s/veh	3.3													
Movement :	(EB))	S EBIR	WajL.	NAVIE III	NEL.	(NBR		300//50		Vision kara	96/48		a z rojek	
Lane Configurations	ß			4	Ϋ́		Consideration of the State of t	www.www.company.com	*********		an are a transport from the sale of the	N' a grant menga i maga Junah Mira, Na	energy of the supply property and the	Andrew Commission States 19
Traffic Vol, veh/h	11	9	45	85	9	22				N. W.				
Future Vol, veh/h	11	9	45 0	85 0	9 0	22 0				AGETYP HER LT	erikeri rekir	9759,775,775,77		45234475.64
Conflicting Peds, #/hr Sign Control	0 Free	0 Free	Free	Free	Stop	Stop	بساعة شفونشا بالمخطولا الدواء		and a land of the state of the	Mari Maria Land				
RT Channelized		None	1166	None	Jiop	None			e. O his		W. See See			GYAN SI
Storage Length	iiilanaaa -	-	- AMERICAN -	-	0	-			Bagan de Aban Ala	<u></u>			ila energia in interior	SKSE TE LEVILANEN
Veh in Median Storage	# 0	er viscovisti R. Milasijsk		0	0					vernomen Elizabeth	on Burry			
Grade, %	0	-	-	0	0					n er engelemmen er en er e		V2		
Peak Hour Factor	79	. 79	79	79	79	79	Salar and Commerce State of State of the		er ja ja ja karanta ja					na santara
Heavy Vehicles, %	18	0	0	1	0	0			The second secon					
Mvmt Flow	14	11	57	<u>- 108</u>	11	28								
		and the second		a succession is a	vávia ces	ese 10 Jan 20	VA STOREST CONTRACT	e gagaga a ga	in Parks dia	The Maria Care	ori, 61 (31 <u>,11</u>	graphic graphic and the	S. C. C. S. C.	
	(lefjorit		(Is  012)		All rough									
Conflicting Flow All	0	0	25	0	242	20		KULUFA SEV				45-15-1620	generalis grand North Principal Servicion (No. 4)	
Stage/1 Stage 2		0.075 54 6 <b>1</b> 02 4.075 54 64 64	が、温かりを買り		20 222			2.04000.00.000	BENEVIOLET E.S.	Colorate all	969 <b>4</b> 093, 19-55			WWW. 3554
Critical Howy	- -		4.1		6.4	6.2		eryttik et i 1888 i Analogie i 1888 i	STORAGE ACTORNAL	THE STATE OF THE STA			niewy such Talby such	4901 FEFOR
Critical Hdwy Stg 1	-	er (misself) et (j. 1947) Carlo et (et (j. 1947) -	-	<u>-</u>	5.4	-		ere i oarewera.	ALIMERICATION	<u> </u>	######################################	Control of the State of the Sta	ement the second of the constitution of	STATE OF THE STATE
Critical Hdwy Stg 2					5.4				1.045.5				ka Uniterika	44.444
Follow-up Hdwy	-	-	2.2	-	3.5	3.3			want over the contract of the		1 - 100 - 10			Applicate to the last land
Pot Cap-1 Maneuver	74 m.	n	1603		751	1064		, P		24/13/17	den de	ANN A		
Stage 1	_ ************************************	_ 	-		1008		Burgana en arte dar			negestrorer	en indian	K SWEDYNEST I	WW.TOO.FEC.	en Perforstroom
Stage 2		b lents	Care .		820	mende.		en Sero Paricalia.	ian Penna	andre College	Safate Ballaca al acad		ALAL LA	
Platoon blocked, % Mov Cap-1 Maneuver	- (4)	Ingvalle	1603		722	1064	8 15 10 76 12 CV			854.74 (V)	VijeNijasi se	Jasin Garagas		Selline I
Mov Cap-1 Maneuver	mile 1177. -		- 1000	11021/7. -	722	- -			ar ar ar an ar			A ENTERNA		kelmeni d
Stage 1					1008		e a Salid		57 - 77 - 57 <b>- 6</b> 5 84 - 57 - 52 - 58	ere ereze	engres ve	vijeves sees		ADAMS .
Stage 2	Z KOLLA W. OLL 220	maries des les ambles de la	attanen (handari den 184	-	789			CANADA CARACTER STATE	,			1. and		
en in to Ministration of the All			CCLOUGS) LLASSAL											
	E E	778 - 4 5 g t	\\\\(\(\frac{1}{2}\)		信仰台	i je stivet	John W. Karristoff							
HCM Control Delay s	0	G18.532	2.5	10.71.3	. 9		247013		1 V 5 B	10128	18 2	151 A. 10-	6276127.69	111 - 111 - 121 111 - 111 - 121
HCM LOS	VV 20.04.04.04.04.04.04.04.04.04.04.04.04.04	2,000,000			Α							,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		**************************************
	i ya wi													
Milyon Lencelly length was	\(\frac{1}{2}\)	X[8][19][	[[[#]	FER	Well,	AME TH								1447
Capacity (veh/h)		935		4.00	1603	Asi North				Specific St.				60 T Z
HCM Lane V/C Ratio	tel silvi y successor se	0.042	-	-	0.036	-			CENCER, MARINAPPER INCOMES AND A	. A high of a programme and a second manager		eNales Administrative com-	Transfer (1980 - 1980 Avenue, 1) Process	50 TARK 32:: F4 Y : 6Y : 3
HCM Control Delay (s)		9			7.3	Allerandon de la company de la				CH MOSS.				198 17 08 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18
HCM Lane LOS	george or	A		_ 539.357 1657	A	A					1907E3F39738		Verrovatski	SERVICE SELECTION OF THE SERVICE SERVI
HCM 95th %tile Q(veh)		ੈ <b>0.1</b>		STAGE SHIP	0.1							41 7 SEC. 35		

ได้ใจและเมื่อด								3025			
Int Delay, s/veh	0.8	Contraction of the second	- Tradition of the		F. W. L. V.		Partie Problem		entre de la company		
Movement  Lane Configurations	138 EBIT				ANB BOOK						
Traffic Vol. veh/h	39	0 12	128	0	7.	Varanta võ		Aleks of the	5 \$1 \$ 5 S.		
Future Vol, veh/h	39	0 12	128	0	7	ender e most ' e status (), estatedir o o e e enganagen grans e consequence es		Miles Model (Again Chair)		100 100 100 100 100 100 100 100 100 100	SAILLANDELLA JEUL
Conflicting Peds, #/hr Sign Control	0 Free	earthagastachta bhilligh	0 Free	0 Stop	0	egipting Germania	i en				
RT Channelized	FIEE	ويد وويون منهم درمود و مؤسس و در برد مدر دري مدره و در	None	Siop	Stop None		76750348				7.5%/42.3/I
Storage Length	-	-		0	-		A Section of Assets		lada kir kili kara lada ili da	alistrita, kasterikas	
Veh in Median Storage		Carrie Talay day of	0	, 0	4.5			and the second second			
Grade, % Peak Hour Factor	0 83	 83 83	0 83	0 83	- :83	D.W. (1907) 12		WY SELECTION OF SE			
Heavy Vehicles, %	0	2 0	0	2	0		a laskasa laskat	Sargraisisis.			
Mymt Flow	47	0 14	154	0	8			ti dave gje			
·	Visijorii.	Major2	·	Ingril	47						
Conflicting Flow All Stage 1	0	0 47	0	229 47	47 			56 Sept. 168 1	t was it was		
Stage 2	A section of the sect			182	Augustine Andreich zu zu bei der zu			and a second described by the second		data da a la	
Critical Hdwy		4.1		6.42	6.2	Local	y intuitive tell, the	Salas Paris	enty sent (g)	ylash ataa	operations and
Critical Hdwy Stg 1 Critical Hdwy Stg 2	- 	• • • • • • • • • • • • • • • • • • • •	- 10 140 Maria	5.42 5.42	-						
Follow-up Hdwy	om me i m	- 2.2	_	ਤ:ਜੁਨ 3.518	3.3	in a service	in distributi				
Pot Cap-1 Maneuver	i i i	1573	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	759	1028	1998/953333 1	r Marija (B	organisti.	4. 181 (28.3)		
Stage 1 Stage 2	- 77577870		a	975 849	- -				Samaniki Samaniki		
Platoon blocked, %	-	•	92.56 37.40 -	043							5.79/12/19/2
Mov Cap-1 Maneuver	k je ordey <b>k</b> j	- 1573		75.1	1028						
Mov Cap-2 Maneuver Stage:1	-		<b>-</b>	751 975	<u>-</u>					An Longon	
Stage 2	02.075 -		- -	841	- -				20,101,102,104,102,104,104,104,104,104,104,104,104,104,104		and the state of t
	ine iili				77 E. (1995) 26 - 26 E. (2005)	en desercation de 1469 à 1884 à la R	3715			Section 1	The second second
Apportoistein:	E [6]	\/\/\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		. GINI							
HCM Control Delay, s	0	0.6		8.5			7 6 1 (G. 16)	S. R. Parity	化氯化物	ter St. Jack	
HCM LOS				A		is Canadani are					
VE THE TAXABLE PROPERTY OF THE											
Minor Land/Valor Wwm Capacity (ven/h)		Matan Fair 41028		1573	(W/6)	rw.Suri.					A-1100 (122 (EV)
HCM Lane V/C Ratio		0.008 -		0.009	- -	SP 14 SAFET LEVEL TO SE					
HCM Control Delay (s)		8.5 -		7.3	0 .	antwining.	r Augsta				30,400,00
HCM Lane LOS HCM 95th %tile Q(veh)	na saks	A -	Wyster	A 0	A						
HOWESOUT /ORIGINALIVELL						ing vergeri	e azo este en eso	Endandrik Elizabeth			

<u>Capacity Analysis Summary Sheets</u> Year 2028 No-Build Weekday Evening Peak Hour

	•	<b>→</b>	$\rightarrow$	•	<b>←</b>	•	4	<b>†</b>	-	-	<b>↓</b>	4
Laine (Choyle)		िहि		W.B.L.	WEIN	- Wer	î Nije	o NETro	AN BIRK	SBL.	ે શક્યાં	-{BB}-
Lane Configurations	ħ	<b>4</b> 1		'n	ተተ	7	7	ኁ	and the same	'n,	<b>ĵ</b>	2003 <b>21</b> -944
Traffic Volume (vph)	33	1754	35	91	1187	71	59	37	70	272	41	106
Future Volume (vph)	33	1754	35	91	1187	71	59	37	70	272	41	106
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		- 0%	The Grade	(i 197 (9)	- 0%			- 0%	d Track		- 0%	
Storage Length (ft)	195	t and the Period Committee against	0	50		90	145	recentia descrit	0	0	ing the second	0
Storage Lanes	1		O	1771			1		. 0	1	1727 127 7	. 0
Taper Length (ft)	25	PARTICIONAL CARE. COM	11: Hillian Incidençõe (A. A. A. A.	25	211.0900.0395.272	ري زور معار (۱۳۵۰ - ۱۳۵۰ ماه د د عاد	25	SOUNTED A MEDICAL COMMENTED AND AND AND AND AND AND AND AND AND AN	ى ئىلىنى باردى بىلىنىڭ ئىلىنىڭ بىلىنىڭ	25	547.48.689.62966	Marine Marine State (1997)
Lane Util!/Factor	1.00	0.95	0.95	1.00	0.95	1.00	1,00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	- Charles - Consent Control manual Add	AMERICA STATE OF THE LOCAL DESIGNATION OF THE PERSON OF TH		- Ten Pri di Cale i Arti (1990 i i ili I	eror attender een en bestelle en Catalon	N. F. Walter in Dallace in the Co. of	CONTRACTOR OF THE PARTY OF THE	ni i Tanzin wasani a Kabili i sa	rechange and the DAT DESIGNATION of the	i Na. Linemalaka egyay	reka inin a Million (Sindian	
Frt	offeet disk	0.997				0.850		0.902		95 (4.895)	0.892	
Flt Protected	0.950			0.950			0.950		reference of the control of the cont	0.950		nesses entrant
Satd. Flow (prot)	1805	3562	. 0	1805	3762	1599	1805	1714	0	1787	1695	0
Flt Permitted	0.169			0.048			0.606			0.571	L. M. C. C. A. C. L. C.	MERCAL COMPANIES STOR
Satd: Flow (perm)	321	3562	0.	91	3762	1599	1151	1714	0.5	1074	1695	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)	(1901 to be being a change of the body of the second of th	35			35			25			15	
Link Distance (ft)	Artigo Production	575			796			548	i de la com		429	
Travel Time (s)	The street at the second section of the s	11.2			15.5	provide reported and an arrange and arrange and arrange and arrange and arrange arrange arrange arrange arrang		14.9			19.5	
Confl. Peds. (#/hr)		34.45.55		存供效果	systems		469.S/2	g profesjorisk	Managara			
Confl. Bikes (#/hr)	Nader production and Springer of the principles and	NEW PROPERTY OF THE PARTY OF TH	THE WATER CONTRACTOR SHOWS A STREET		and the second section of the sectio	THE THE PROPERTY OF THE PARTY O	-   10   #23 - 08/00 FI BARRAMAAANA	nd 'si' and a chimmen discourse was		**************************************		
Peak Hour Factor	0.97	0.97	0.97	0.97	<b>-</b> 0.97	0:97	0.97	0.97	0.97	0.97	0.97	0.97
								, , , , , , , , , , , , , , , , , , ,				
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	3%	0%	1%	1%	0%	100% : 0%	100% 0%	100% 1%	100% : 0%	100% 0%
Heavy Vehicles (%) Bus Blockages (#/hr)							×		CTT-84-7500000 TRANSFER CALCADA NA	4-100-1100-110		T THE MOTOR STREET
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr)	0%	1% 0	3%	0%	1 <u>%</u> 0	1%	0%	0% 0	0%	1%	0% 0	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%)	0%	1%	3%	0%	1%	1%	0%	0%	0%	1%	0%	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%)	0% 0	1% 0 0%	3% 0	0% 0	1% 0 0%	1% 0	0% 0	0% 0 0%	0% 0	1% 0	0 <u>%</u> 0 0%	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph)	0% 0	1% 0 0%	3%	0% 0	1% 0 0%	1% 0 73	0% 0 61	0% 0 0% 110	0%	1% 0 280	0% 0 0% 151	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type	0% 0 34 pm+pt	1% 0 0% 1844 NA	3% 0	0% 0	1% 0 0% 1224 NA	1% 0 73 pm+ov	0% 0	0% 0 0% 110 NA	0% 0	280 pm+pt	0% 0 0% 151 NA	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases	34 pm+pt 5	1% 0 0%	3% 0	0% 0 94 pm+pt 1	1% 0 0%	73 pm+ov 3	0% 0 61	0% 0 0% 110	0% 0	280 pm+pt	0% 0 0% 151	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Rhases	34 pm+pt 5	1% 0 0% 1844 NA 2	3% 0	94 pm+pt: 1	1% 0 0% 1224 NA 6	73 pm+ov- 3 6	61 pm+pt 7	0% 0 0% 110 NA 4	0% 0	280 pm+pt 3 8	0% 0 0% 151 NA 8	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase	34 pm+pt 5	1% 0 0% 1844 NA	3% 0	0% 0 94 pm+pt 1	1% 0 0% 1224 NA	73 pm+ov 3	0% 0 61	0% 0 0% 110 NA	0% 0	280 pm+pt	0% 0 0% 151 NA	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phases	0%. 0 34 pm+pt 5 2: 5	1% 0 0% 1844 NA 2	3% 0	94 pm+pt 1 6	1% 0 0% 1224 NA 6	73 pm+ov 3 6 3	0% 0 61 pm+pt 7 4	0% 0 0% 110 NA 4	0% 0	280 pm+pt 3 .8 3	0% 0 0% 151 NA 8	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s)	34 pm+pt 5 2 5	1% 0 0% 1844 NA 2 2	3% 0	94 pm+pt 1 6 1	1% 0 0% 1224 NA 6 6	73 pm+ov 3 6 3	61 pm+pt 7 4	0% 0 0% 110 NA 4 4	0% 0	280 pm+pt 3 .8 3	0% 0 0% 151 NA 8 8	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Rhases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s)	34 pm+pt 5 22 5 3.0 985	1% 0 0% 1844 NA 2 2 2 15.0 27.0	3% 0	94 pm+pt 1 6 1 3.0 9.5	1% 0 0% 1224 NA 6 6 15.0 32.0	73 pm+ov 3 66 3 3.0 9.5	61 pm+pt 7 4 7 3.0 9.5	0% 0 0% 110 NA 4 4 8.0 24:0	0% 0	280 pm+pt 3 .8 3	0% 0 0% 151 NA 8 8	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s)	34 pm+pt 5 2 5 3.0 9\5	1% 0 0% 1844 NA 2 2 2 15.0 27.0 84.0	3% 0	94 pm+pt 1 .66 1 3.0 9.5 14.0	1% 0 0% 1224 NA 6 6 15.0 32/0 84.0	73 pm+ov 3 6 3 3.0 9:5 14.0	61 pm+pt 7 4 7 3.0 9.5 27.0	0% 0 0% 110 NA 4 4 8.0 24.0 28.0	0% 0	280 pm+pt 3 .8 3 .3.0 9/5 14.0	0% 0 0% 151 NA 8 8 8.0 24.0 15.0	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%)	34 pm+pt 5 2 5 3.0 9:5 14.0 10.0%	1% 0 0% 1844 NA 2 2 15.0 27.0 84.0 60.0%	3% 0	94 pm+pt 1 6: 1 3.0 9.5 14.0	1% 0 0% 1224 NA 6 15.0 32/0 84.0 60.0%	73 pm+ov 3 66 3 3.0 9:5 14.0 10:0%	61 pm+pt 7 4 7 3.0 9.5 27.0 19.3%	0% 0 0% 110 NA 4 4 8.0 24.0 28.0 20.0%	0% 0	280 pm+pt 3 8 3 3.0 9:5 14.0 10:0%	0% 0 0% 151 NA 8 8 8.0 24.0 15.0 10.7%	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s)	34 pm+pt 5 2 5 3.0 9:5 14.0 10.0% 3.5	1% 0 0% 1844 NA 2 2 2 15.0 27.0 84.0 60.0% 4.5	3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10.0% 3.5	1% 0 0% 1224 NA 6 15.0 32.0 84.0 60.0% 4.5	73 pm+ov 3 63 3.0 9.5 14.0 10.0% 3.5	61 pm+pt 7 4 7 3.0 9.5 27.0 19.3% 3.5	0% 0 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5	0% 0	280 pm+pt 3 8 3 3.0 9.5 14.0 10.0% 3.5	0% 0 0% 151 NA 8 8 8.0 24.0 15.0 10.7% 4.5	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) All Red Time (s)	34 pm+pt 5 2 5 3.0 9:5 14.0 10.0%, 3.5	1% 0 0% 1844 NA 2 2 2 15.0 27.0 84.0 60.0% 4.5 1,5	3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10.0% 3.5 0,0	1% 0 0% 1224 NA 6 6 15.0 32.0 84.0 60.0% 4.5	73 pm+ov 3 6 3 3.0 9:5 14.0 10:0% 3.5 0:0	0% 0 61 pm+pt 7 4 7 3.0 9.5 27.0 19.3% 3.5 0.0	0% 0 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1.5	0% 0	280 pm+pt 3 .8 3 .9 9.5 14.0 10.0% 3.5 0.0	0% 0 0% 151 NA 8 8 8 8.0 24.0 15.0 10.7% 4.5 1.5	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s)	34 pm+pt 5 2 5 3.0 9:5 14.0 10:0% 3.5 0:0	1% 0 0% 1844 NA 2 2 2 15.0 27.0 84.0 60.0% 4.5 1,5	3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10.0% 3.5 0.0	1% 0 0% 1224 NA 6 6 15.0 32/0 84.0 60.0% 4.5 1.5 0.0	73 pm+ov 3 6 3 3.0 9:5 14.0 10:0% 3.5 0:0	61 pm+pt 7 4 7 3.0 9.5 27.0 19.3% 3.5 0.0	0% 0 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1.5 0.0	0% 0	280 pm+pt 3 8 3 3.0 9/5 14.0 10/0% 3.5 0.0	0% 0 0% 151 NA 8 8 8 8.0 24:0 15.0 10:7% 4.5 1.5	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Rhases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s)	34 pm+pt 5 22 5 3.0 9\5 14.0 10.0% 3.5 0.0 0.0	1% 0 0% 1844 NA 2 2 2 15.0 27.0 84.0 60.0% 4.5 1,5 0.0 6.0	3% 0	94 pm+pt: 1 .6 .1 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5	1% 0 0% 1224 NA 6 6 15.0 32.0 84.0 60.0% 4.5 1.5 0.0 6.0	73 pm+ov 3 6 3 3 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5	61 pm+pt 7 4 7 3.0 9.5 27.0 19.3% 3.5 0.0 0.0	0% 0 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1.5 0.0 6.0	0% 0	280 pm+pt 3 8 3 3.0 9,5 14.0 10,0% 3.5 0.0 0.0 8,5	0% 0 0% 151 NA 8 8 8 8.0 24.0 15.0 10.7% 4.5 1.5 0.0 6.0	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s) Lead/Lag	34 pm+pt 5 22 5 3.0 9:5 14.0 10:0% 3.5 0.0 0.0 3:5 Lead	1% 0 0% 1844 NA 2 2 15.0 27.0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag	3% 0	94 pm+pt 1 66 1 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead	1% 0 0% 1224 NA 6 15.0 32:0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag	73 pm+ov 3 66 3 3.0 9:5 14.0 10:0% 3.5 0.0 0.0 3.5 Lead	61 pm+pt 7 3.0 9.5 27.0 19,3% 3.5 0.0 0.0 3!5 Lead	0% 0 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1.5 0.0 6.0 Lag	0% 0	280 pm+pt 3 8 3 3.0 9:5 14.0 10:0% 3.5 0.0 0.0 9:5 Lead	0% 0 0% 151 NA 8 8 8.0 24.0 15.0 10.7% 4.5 1.5 0.0 6.0 Lag	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	34 pm+pt 5 2 5 3.0 9:5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	1% 0 0% 1844 NA 2 2 15.0 27.0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	1% 0 0% 1224 NA 6 15.0 32:0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	73 pm+ov 3 6 3 3 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	61 pm+pt 7 4 7 3.0 9.5 27.0 19.3% 3.5 0.0 0.0 3.5 Lead Yes	0% 0 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1.5 0.0 6.0 Lag Yes	0% 0	280 pm+pt 3 8 3 3.0 915 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	0% 0 0% 151 NA 8 8 8 8.0 24.0 15.0 10.7% 4.5 1.5 0.0 6.0 Lag Yes	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Recall Mode	34 pm+pt 5 2 5 3.0 9:5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes None	1% 0 0% 1844 NA 2 2 15.0 27.0 84.0 60.0% 4.5 1,5 0.0 6.0 Lag Yes C-Min	3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes None	1% 0 0% 1224 NA 6 15.0 32.0 84.0 60.0% 4.5 1.5 0.0 Lag Yes C-Min	73 pm+ov 3 63 3 63 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes None	61 pm+pt 7 4 7 3.0 9.5 27.0 19.3% 3.5 0.0 0.0 3.5 Lead Yes None	0% 0 0% 110 NA 4 4 8.0 24:0 28.0 20:0% 4.5 1.5 0.0 6:0 Lag Yes Max	0% 0	280 pm+pt 3 8 3 9:5 14.0 10:0% 3.5 0.0 0.0 3:5 Lead Yes None	0% 0 0% 151 NA 8 8 8.0 24.0 15.0 10.7% 4.5 1.5 0.0 6.0 Lag Yes None	0%
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	34 pm+pt 5 2 5 3.0 9:5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	1% 0 0% 1844 NA 2 2 15.0 27.0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	3% 0	94 pm+pt 1 6 1 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	1% 0 0% 1224 NA 6 15.0 32:0 84.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	73 pm+ov 3 6 3 3 3.0 9.5 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	61 pm+pt 7 4 7 3.0 9.5 27.0 19.3% 3.5 0.0 0.0 3.5 Lead Yes	0% 0 0% 110 NA 4 4 8.0 24.0 28.0 20.0% 4.5 1.5 0.0 6.0 Lag Yes	0% 0	280 pm+pt 3 8 3 3.0 915 14.0 10.0% 3.5 0.0 0.0 3.5 Lead Yes	0% 0 0% 151 NA 8 8 8 8.0 24.0 15.0 10.7% 4.5 1.5 0.0 6.0 Lag Yes	0%

# Lanes, Volumes, Timings 1: Oak Street/Salt Creek Lane & Ogden Avenue

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Lane Group	TE BL	(EBI)		WEIL.	(WBIT	WBR	(  X B)E	(NB)	Ner	្ឋទារ	· 831	* SE
v/c Ratio	0.13	0.91		0.57	0.53	0.06	0.19	0.41		0.85	0.49	
Control Delay	8.7	34.6	***************************************	33.5	17.2	6.2	39.9	58.4		69.6	59.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.7	34.6		33.5	17.2	6.2	39.9	58.4		69.6	59.6	
LOS	Α	C		C	В	A	D	. E.		Ε,	E	
Approach Delay		34.2			17.7			51.8			66.1	
Approach LOS		C	2001 G	MINAS.	В			D			vy A <b>E</b> N	
Queue Length 50th (ft)	10	752		30	343	19	42	91		220	127	
Queue Length 95th (ft)	21	914		90	413	36	- 80	154		#398	209	
Internal Link Dist (ft)		495			716			468			349	
Turn Bay Length (ft)	195	Jan Jan		50		90	145					
Base Capacity (vph)	323	2035	E. application of the Control of the	189	2306	1168	426	269		331	306	
Starvation Cap Reductn	0	. 0		. 0	0 "	0	0	0		0	0	
Spillback Cap Reductn	0	0	,17-,/	0	0	0	0	0		0	0	
Storage Cap Reductn	7 0	0		0	0	0	0	0		. 0	0	
Reduced v/c Ratio	0.11	0.91		0.50	0.53	0.06	0.14	0.41		0.85	0.49	
lijersedda Sumusiy		Marie L										
Area Type:	Other											** *** 1.55
Cycle Length: 140		2.79gi 1874	,795) K. J.								baddidd.	
Actuated Cycle Length: 140								Made and 10 to 10				n kayang ang ang apang
Offset: 112 (80%), Referenc	ed to phase	e 2:EBTL	and 6:W	/BTL, Star	t of Greer	1						
Natural Cycle: 100											.,	
Control Type: Actuated-Coo	rdinated										An event many	
Maximum v/c Ratio: 0.91												
Intersection Signal Delay: 32	2.6			. In	tersection	ı LOS: C						
Intersection Capacity Utilizat	tion 93.0%			IC	U Level o	of Service	F					an ang again an ang liyar a
Analysis Period (min) 15												
# 95th percentile volume e	exceeds cap	pacity, qu	eue may	be longer	•			ayking this property the way		,		, as again the property of the Feet Albert
Queue shown is maximu	m after two	cycles.										alla fal
Splits and Phases: 1: Oak	Street/Sal	t Creek L	ane & O	gden Aver	nue							
<b>√</b> Ø1 <b>→</b> Ø2 (R)								1	g   ·	<b>↑</b> ₽4		
+ DI - DZ(R)							_ [					
<u> </u>							•	4			I K.	

interstaction					7-94-71x.22	i mail					
Intersection Delay, s/veh	10.1										
Intersection LOS	- B - ∠										
juemeyolk			\WEII	Weir	Werk	NEIL.			Sign		8
Lane Configurations	4	<b>&gt;</b>		4	7		476			4	
Traffic Vol. veh/h	111	1 148	123	Ö	3	47	47	40	1	152	
Future Vol, veh/h	11	1 148	123	0	3	47	47	40	1	152	1
Peak Hour Factor	0:89 0.8	9 0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	∞0,89	0.8
Heavy Vehicles, %		0 1	1	2	0	0	2	0	0	1	
Mvmt Flow	12	1 166	138	0	3	53	53	45	. 1 -	17.1	1
Number of Lanes	0	1 0	0	1	1	0	2	0	0	1	
Ayopoprojecelah	IEB)		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	\$13.3K.S	Y Wich (A)	}  NB) }	9.444°.		(3 <b>j</b> e)	\$ 5.34	W. S.
Opposing Approach	WB		EB			SB			NB		
Opposing Lanes	2		2 / <b>1</b> .		artus di hali	1.3			2		
Conflicting Approach Left	SB		NB	A	Towards to the constitution of a better	EB	visite( ), as shored by LLD	arm delves sections	WB		er e seniorio di como
Conflicting Lanes Left	1.		2			1			2		
Conflicting Approach Right	NB		SB			WB			EB		
Conflicting Lanes Right	2		1		S ARAGA	2		1,000,00	1.0		
HCM Control Delay	9.9	artistica (free contrata por artista	10.7	m i mor si m ve sec <b>arelem</b> i vice		9.1	200 mar <b>195</b> 0 mag m 200 m mg 1 20,4 10,5		10.8		THE STREET OF THE STREET
HCM LOS	<b>A</b>	gyldy South	В.		(19. de 19.	A	7000		В		
Leinte	NIATIN	i NSLi2	<u> E E L gri </u>	VW/BHEINFILE	W/1811 (n/2)			a in ing was			ŊĂ.
Vol Left, %	679	6 0%	7%	100%	0%	1%					

Lamb	的問題	18]E(Lin/2)	leleltjini .	VAMERELAYIL	VMB11n(2)	SHIM	
Vol Left, %	67%	0%	7%	100%	0%	1%	
Vol Thru, %	33%	37%	1%	0%	0%	93%	
Vol Right, %	0%	63%	93%	0%	100%	7%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	71	64	160	123	3	164	
LT Vôl	47	0	11	123	0.	1	
Through Vol	24	24	1	0	0	152	
RT'Vol	0	.40	148	- 0	.3	. 11	
Lane Flow Rate	79	71	180	138	3	184	
Geometry Grp	7	7	6	7		- 6	
Degree of Util (X)	0.13	0.103	0.253	0.235	0.005	0.283	
Departure Headway (Hd)	5.92	-5.173	5.074	6.109	4.915	5.537	PROBLEM SERVICE COMPLETE SERVICE SERVICES
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Cap://	600	685	699	. 583	719	643	
Service Time	3.715	2.966	3.163	3.901	2.705	3.628	
HCM Lane V/C Ratio	0.132	0:104	0.258	0.237	0:004	0.286	
HCM Control Delay	9.6	8.6	9.9	10.8	7.7	10.8	
HCM Lane LOS	<b>A</b>	A.	A.	<i>∞</i> - B	- ( <b>A</b> )	<b>B</b>	
HCM 95th-tile Q	0.4	0.3	1	0.9	0	1.2	

# 3: West Access Drive & Tower Drive

Intersection			17.78			
Int Delay, s/veh	3.6	and the state of t	rese ( tyrodd gladdd)			
			avviso.	VVID.	Man	MNEG
Movement			Wall	WBT	NEL	AND R
Lane Configurations	<b>}</b>			4	<b>iyi</b> Tukan	TO MAG
Traffic Vol, veh/h	116	2	39	. 13	11	42
Future Vol, veh/h	116	2	39	13	11 0	42
Conflicting Peds, #/hr	. 0	0	. 0 	0	Acheron Section	
Sign Control	Free	Free None	Free	Free	Stop	Stop None
RT Channelized		None		None	े <u>।</u> 0	NUII 🖰 🖰
Storage Length Veh in Median Storage	.# O	- (VERMEN)		- . 0		
Grade, %	,#.U. 0		<u> </u>	U. O	0 0	
Peak Hour Factor	86	- 86	- 86	86	86	- 86
Heavy Vehicles, %	0	00	O	0	00	0
Mymt Flow	135	2	45		13	· 49
TVLY III OF THE TYPE		and and the second	W.PTY			ಾಗ್
and a second		***				water street
The state of the s	Visjorii		Mejjoji?	/	Minoriff	
Conflicting Flow All	0	0	137	0	241	136
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Stage 2	-	-	mg stygenstater i	ing hiskon kasa. •	105	en e
Critical Hdwy			4.1		6.4	6.2
Critical Hdwy Stg 1	-	- -	<b>≖</b> geng <del>tet tietst</del> en	- -	5.4	_ 
Critical Hdwy Stg 2					5.4	
Follow-up Hdwy	• ভাৰত চৰ	_ 	2.2	- - -	3.5	3.3
Pot Cap-1 Maneuver			1459		752	918
Stage 1		_ 75 75 77 77 77 77 77 77 77 77 77 77 77 7	- 71,1373143221		895	energy verse.
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Mov Cap-1 Maneuver			1459	15/36/2000 2010/2010	729 729	918
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Capacity (veh/h) HCM Lane V/C Ratio		0.071			0.031	
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HCM 95th %tile Q(veh)		0.2			0.1	
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Traffic Vol. veh/h	162	. 0	. 5 -	52	0	14	KO (N. 1.)									
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Pot Cap-1 Maneuver		. 400.08.46	1381	5.457.45s	7/10	∞ 843°		5 V 10 A	Milais W	AN COLUM	5 664	variation.	Van San	6 JE65	an denig	. Par
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Mov Cap-1:Maneuver			1381		706	843										(2 <u>)</u> ) kist
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HCM Control Delay, s	0		0.7		9.4	ner of the teat.	no Palago						(6) (9)			
HCM LOS		05. Y2/EI			Α						775-1776		5722XC			THE
		Ministra	Sizsie.M.i				SAGE ET A		ris diği	Arriva:			er desi			
Ministri Leiste/Maijor Man	(in the	MBLBI	目別		Wall,	WEII										
Capacity (veh/h)		843			1381	r (E) Majorija	<u> </u>				977	34,96,03				
HCM Lane V/C Ratio	ijaggjenyasaa	0.021	_ !!!!!!!!!!!!!!!!	THE RESERVE OF THE PARTY OF THE	0.005		Ng Carrieran	en e	17 January 6 alignetic 200	OM Memoria	Magorius was	(ब्राह्मका) चार्यस्था	Kalen Roselino	en eksternen er e	zzionzenten	Cereory
HCM Control Delay (s)		9,4		70-54.V <b>.</b>	7.6					A Parket						
HCM Lane LOS HCM 95th %tile Q(veh)		A - 0.1	- 2024/9/1	- 3083/426	A 0	A ⊘SS				(%) X <b>S</b> (%) (%)	Z.1.20.			54 <b>5</b> 4154		<i>79</i> 71
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<u>Capacity Analysis Summary Sheets</u> Year 2028 Total Projected Weekday Morning Peak Hour

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Lane Configurations	ሻ	<b>ሳ</b> ጐ	. 12.00 1.01 9 2.00 941 2.00	7	朴朴	7	ነ	<b>1</b> >		<b>P</b>	ĵ»	
Traffic Volume (vph)	99	1136	40	141	1568	267	52	53	26	91	28	55
Future Volume (vph)	99	1136	40	141	1568	267	52	53	26	91	28	55
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-0%	11.24 E. S.		0%			.0%			0%	g variation
Storage Length (ft)	195		0	50		90	145		0	0		0
Storage Lanes	.1	45 7 2 3 E	0	. 1		1	1		0	1		0
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Lane Util: Factor	1.00	÷ 0.95	0.95	1.00	0.95	1.00	1.00	1:00	1:00	1.00	1.00	1.00
Ped Bike Factor	er i Nationale della seria seriamente	erreterreterreterreterreterreterreter		errore necessor and necessor septem	Managama Nama e Ha		00-14/149-14-V 2020-656 ***	or and training below in section of sect	STRANGE OF SECURITY SECURITY			CONTRACTOR
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Satd. Flow (prot)	1787	3452	. 0′	1787	3725	1599	1770	1807	0	1787	1666	. 0
Flt Permitted	0.055			0.143		and and the same of the same o	0.701	matametra en en en		0.626		Wasan are
Satd/Flow (perm)	103	3452	0.	269	3725	1599	1306	1807	0	1178	1666	0
Right Turn on Red			No		Merikaankooner	No			No		enenenenenen	No
Satd Flow (RTOR)	1267	VI MARIA	(1945-161)							9. 18. 14. 15		20,2
Link Speed (mph)		35		(wateroaso ved	35			25			15	A-15-20-20-17-3-1
Link Distance (ft)		575			796			548			429	
Travel Time (s)		11.2			15.5		and the second	14.9			19.5	
Gonfl. Peds. (#/hr) Confl. Bikes (#/hr)			Line and the same of									
Peak:Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0:95	0.95	0,95	0.95	0.95
CONTRACTOR	The state of the s	FROM HOME CONTRACTOR	A traditional days to the same of	in the late that the bearing	ACCRECATION AND ACCRECATE	وريا المنافعة المنافعة الكامات فالمناف فالمناف	- 500 1500 2000 1500 2000 2000 2000 2000	Compression Commences	The same of the sa	A 84 LO CO TO A 8 SEC. SALVE STATE	- It strong to the strong of the strong of the strong of	Santi
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Growth Factor Heavy Vehicles (%)	100% 1%	100% - 4%	100% 6%	100% 1%	100% 2%	100% 1%	100% 2%	100% 0%	100% - 0%	100% 1%	100% _4%	100% 2%
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr)	100% 1%	100% 4% 0	100% 6%	100% 1%	100% 2% 0	100% 1%	100% 2%	100% 0% 0	100% - 0%	100% 1%	100% -4% 0	100% 2%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%)	100% 1%	100% - 4%	100% 6%	100% 1%	100% 2%	100% 1%	100% 2%	100% 0%	100% - 0%	100% 1%	100% _4%	100% 2%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%)	100% 1%	100% 4% 0	100% 6%	100% 1%	100% 2% 0	100% 1%	100% 2% 0	100% 0% 0 0	100% - 0%	100% 1% 0	100% /4% 0 0%	100% 2%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%)	100% 1% 0	100% 4% 0	100% -6% 0	100% 1% 0	100% 2% 0	100% 1% 0	100% 2%	100% 0% 0	100% 0% 0	100% 1% 0	100% 4% 0 0%	100% 2%
Growth Factor Heavy-Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph)	100% 1% 0	100% 4% 0 0%	100% -6% 0	100% 1% 0	100% 2% 0 0%	100% 1% 0	100% 2% 0	100% 0% 0 0 0%	100% 0% 0	100% 1% 0	100% /4% 0 0%	100% 2%
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Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag	100% 1% 0 104 pm+pt 5 22 5 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead	100% 4% 0 0% 1238 NA 2 2 15.0 27.0 78.0 60.0% 4.5 1.5 0.0 630 Lag	100% -6% 0	100%  148 pm+pt 1 6 1 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead	100% 2% 0 0% 1651 NA 6 15.0 32.0 78.0 60.0% 4.5 1.5 0.0 6:0 Lag	100% 1% 0 281 pm+ov 3 6 3 3.0 9:5 14.0 10.8% 3.5 0.0 0.0 3:5 Lead	100% 2% 0 55 pm+pt 7 4 7 3.0 9:5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead	100% 0% 0% 0% 83 NA 4 4 8.0 24.0 24.0 18.5% 4.5 1.5 0.0 6.0 Lag	100% 0% 0	100% 1% 0 96 pm+pt 3 8 3 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead	100% 4% 0 0% 87 NA 8 8 8 8.0 24:0 24.0 18.5% 4.5 1.5 0.0 6:0 Lag	100% 2%
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Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (yph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Recall Mode	100% 1% 0 104 pm+pt 5 12 5 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes None	100% 4% 0 0% 1238 NA 2 2 15.0 27:0 78.0 60.0% 4.5 1.5 0.0 6:0 Lag Yes C-Min	100% -6% 0	100% 11% 0 148 pm+pt 1 6 1 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes None	100% 2% 0 0% 1651 NA 6 15.0 32.0 78.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes C-Min	100% 1% 0 281 pm+ov 3 6 3 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes None	100% 2% 0 55 pm+pt 7 4 7 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes None	100% 0% 0% 83 NA 4 4 8.0 24.0 24.0 18.5% 4.5 1,5 0.0 6.0 Lag Yes Max	100% 0% 0	100% 1% 0 96 pm+pt 3 8 3 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes None	100% 4% 0 0% 87 NA 8 8 8.0 24.0 24.0 18.5% 4.5 1.5 0.0 6.0 Lag Yes None	100% 2%
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (yph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	100% 1% 0 104 pm+pt 5 22 55 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes	100% 4% 0 0% 1238 NA: 2 2 15.0 27.0 78.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	100% -6% 0	100% 1% 0 148 pm+pt 1 6 1 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes	100% 2% 0 0% 1651 NA 6 15.0 32/0 78.0 60.0% 4.5 1.5 0.0 6.0 Lag Yes	100% 1% 0 281 pm+ov 3 6 3 3.0 9:5 14.0 10.8% 3.5 0.0 0.0 3:5 Lead Yes	100% 2% 0 55 pm+pt 7 4 7 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes	100% 0% 0% 83 NA 4 4 8.0 24.0 24.0 18.5% 4.5 1,5 0.0 6.0 Lag	100% 0% 0	100% 1% 0 96 pm+pt 3 8 3 3.0 9.5 14.0 10.8% 3.5 0.0 0.0 3.5 Lead Yes	100% 4% 0 0% 87 NA 8 8 8.0 24.0 24.0 18.5% 4.5 1.5 0.0 6.0 Lag Yes	100% 2%

# Lanes, Volumes, Timings 1: Oak Street/Salt Creek Lane & Ogden Avenue

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Laige Cioup		EBI)	EBR WEL	AMBIT	Welk	) NEIL	i Neti	NBR	i e Siele	(SBI)	ু প্রধান
v/c Ratio	0.58	0.63	0.52	0.78	0.26	0.17	0.32		0.28	0.31	
Control Delay	32.5	21.2	14.3	25.3	8.4	37.8	54.0		39.6	52.9	and the page of the second
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	Najajej ili
Total Delay	32.5	21.2	14.3	25.3	8.4	37.8	54.0		39.6	52.9	
LOS	C	C.	В	С	Α	D	D		D	D	
Approach Delay		22.1		22.3			47.6			45.9	
Approach LOS		C		C			D			D	
Queue Length 50th (ft)	31	357	40	541	79	35	64		63	66	
Queue Length 95th (ft)	92	442	64	664	124	71	117		111	122	
Internal Link Dist (ft)		495		716			468			349	
Turn Bay Length (ft)	195		50		90	145					
Base Capacity (vph)	204	1950	302	2118	1112	357	263		347	281	
Starvation Cap Reductn	0	0		0	0	0	∴0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	.0	0	0	0	0	0		0	. 0	
Reduced v/c Ratio	0.51	0.63	0.49	0.78	0.25	0.15	0.32		0.28	0.31	
Intersection Summery	it Grady	(9) N/6				4-70.37		Marshin		(1. jan.) (1.	
· · · - · · / F - ·	ther										
Cycle Length: 130					ĠŲŴĹ		en en jak		449, 243, <u>2</u> 4		
Actuated Cycle Length: 130									mandalah dan dan kanan dan dan dan dan dan dan dan dan dan	CONTRACT BY LICIT CONTRACTOR	v 2008 - 201 Japanese I epoca
Offset: 22 (17%), Referenced	to phase	2:EBTL a	and 6:WBTL, Start	of Green			in calls to a constant on the				
Natural Cycle: 90		,		a in the same of a second	,			,,,		en nyaganan 1909a	arsagery server egyere
Control Type: Actuated-Coord	dinated			3 1 (							
Maximum v/c Ratio: 0.78										ne nemocratica	eraga eranomy en eranom ne ere
Intersection Signal Delay: 24				itersectio							
Intersection Capacity Utilizati	on 71.7%		I(	CU Level	of Service	C		e an at a many any three in a second		erctronistry er company	
Analysis Period (min) 15					المتالية المتالية المتالية	ورواني السيطينية					
Outlie and Discours 4 O. I.	Of an a 1/O -1	L Oua -l. I	ane & Ogden Ave								
		TI.TOOK I	ane & Cooen Avel	nue							
Splits and Phases: 1: Oak	ou eevoai	COTOON	and a ogudini wo				- L		1 4		
Splits and Phases: 1: Oak	ou eevoai	COTOON E	and a again, we				1/2	Ø3	*\ <sup>†</sup> ø₄		
L A	StreevSar	COTOON				£.	*	Ø3	↑ Ø4		!

INTHISTECTION					ray ya ya ya			2000				
Intersection Delay, s/veh	10							_				
Intersection LOS	Α											Gleat Heli
Mexication	[EB]L		[E 8 k)	Will	William.	Weir?	(NE)L	1838	Mark	(SH)	(SB)((-)	SBR
Lane Configurations		43-			ની	7		413			43-	
Traffic Vol. veh/h	7	4	63	59	1	4	134	164	134	3 (	52	14
Future Vol, veh/h	7	4	63	59	1	4	134	164	134	3	52	14
Peak Hour Factor	0.89 (	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	2	7	0	25	0	0	1	0	0	0
Mymt Flow	8	. 4	71	⊵ 66 ⊹	1.3	- 44 N	151	184	, 151	√3 ≉	- 58⊱⊹	16
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	0
Approxica	[ [ [ 0 ] ]			\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			NE)	17.5%		$\langle \hat{S}   \hat{p} \rangle$		ii î Viçol

Appikorich	[ D]	(VV)B)	NB)	$\begin{pmatrix} C & D \\ D & \end{pmatrix}$
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	4		2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	17	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.2	10.1	10.3	9.1
HCMILOS	1 4 5 <b>A</b> 1 1 1 1 1	been the accordance of Booking Control (Section 1999).	ye in ee⇔B≕	A section of the sect

Hara		MELLINE.	4 8 6	Well mile	William (2)	EBLAN	
Vol Left, %	62%	0%	9%	98%	0%	4%	
Vol Thru, %	38%	38%	5%	2%	0%	75%	
Vol Right, %	0%	62%	85%	0%	100%	20%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	216	216	74	60	4	69	
LT Võl	134	0	7	59	0	3	
Through Vol	82	82	4	1	0	52	₹₹₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩
RT Vol	0	134	e da 63∗	0.55	4	. 14	
Lane Flow Rate	243	243	83	67	4	78	e Prince de Brown (18 grann) skrift och flam bli de Market med som under 18 m. om bekannen grann med se sen med med
Geometry Grp		<b>.7</b> .	' ^ <b>6</b>	$\sim 7$		. 6	
Degree of Util (X)	0.36	0.309	0.124	0.122	0.006	0.115	
Departure Headway (Hd)	5.334	4.586	5.37	6.521	5.197	5.343	And the second s
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	675	781	664	. 547	-684	668	
Service Time	3.074	2.326	3.429	4.288	2.962	3.401	איי איז או או או או איז
HCM Lane V/C Ratio	0.36	0.311	0.125	0.122	0.006	0.117	
HCM Control Delay	11.1	9.4	9.2	10.2	8	9.1	
HCM Lane LOS	B	, A	A	В	_ ∩_A	* A	
HCM 95th-tile Q	1.6	1.3	0.4	0.4	0	0.4	

โกโเลโระเลเตเนื่อโก)		3.7									
Int Delay, s/veh	3.6										
Movement		R WBL	Property of the control of the second of the		MBK	a compa					
Lane Configurations	þ	6	4	<b>*</b> #*	or and a	generalism page a tradeo (* 1. Chile Maria		Contra zanta			
Traffic Vol, veh/h Future Vol, veh/h	. 145-5.1 11 1	a kiring a marang dalam da	85 85	10 10	25 25						
Conflicting Peds, #/hr		0 0	0.0	0.	0		(3.07 E JES7139)				
Sign Control	Free Fre	and the second second	and the model of the state of the state of	Committee of the Section of the Co.	Stop	lagilaridi.	AN AN ESTABLICATION PROPERTY.	<u>Calina Malauria basasa</u>	anulia banangalah	alita sabati sabata a sab	A. 1411. A. A. P. A.
RT Channelized	∕-"Non		None	<u>`</u> -	Vone						V. 15.4 45.00 V
Storage Length				0		rogensya manesas	Kirija varija zerijega			rationer <b>s</b> services	Marka de Campar de C Campar de Campar de Campa
Veh in Median Storage Grade, %	,# 0 - 0		0 0	0 0				1.0.24			ai znisa.
Peak Hour Factor	79 7	- 9 79	79	79	- 79						
Heavy Vehicles, %	A data transfer and the data from the control of a data	0 0	1	0	0	. in kisu iti u bas	Germaner var der 1	Maria de Carta de Car	<u>Bibliologi</u>	Kerita da Karamatan K Karamatan Karamatan K	
Mvmt Flow	14 1	3 66	108	13	32						
Wellow/Wistor	/Jejjorál	We  01622	Mile	(M)			0 <b>1</b>			84-72-74 A	<u> </u>
Conflicting Flow All	0	0 27	0	261	21			- Lamento capacida en galeta como	en er verreinen der verse men er		
Stage 1	5980 <b>5</b> 87575		14 P	21							
Stage 2	- 	- - 41		240 6.4	- 6.2			viiwetwe			
Gritical Howy Critical Howy Stg 1	<u>.</u>			5.4	- U.Z			NEW YORK			
Critical Hdwy Stg 2		Sectional Property		5.4							315, 775, (2011, 75, 754, 28
Follow-up Hdwy	-	- 2.2		3.5	3.3		n doctor seine in Ladde, nit sinch		and the second second second	reside (Accessor as indice) of	Tell State and S
Pot Cap-1 Maneuver	r sa <mark>s</mark> an Pa	- 1600	die. Allana Mean a contest	A second officer of the	1062	1 4 de la 16 a	grove w		K. YALK	64.50	
Stage 1 Stage 2				007 805	- ************************************				a <del>grande a grand</del> a		
Platoon blocked, %			**************************************	0UJ						i ali is	<i>[136]</i>
Mov Cap-1 Maneuver	25.5 <b>.</b> 5.5.56.	- 1600	regovija ag	700	1062	S 92 ( ) E			tij, it Bugs	¥7.10.000	JANGAR SHEET
Mov Cap-2 Maneuver				700	-	AND LEAN THE PROPERTY AND	THE RESERVE THE PARTY OF THE PA	A SURE SEEDS (DO "US A DEED	Miles Charles Nellon Co.	i nico i tracito di materiale	glandy Produced State In 1995 and State
Stage 1	<b>,</b>	• \$5,75,40• },		007				es at least			
Stage 2				770	• ECO (CATERIA)		25 3 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7				
	was san Waar says.			-0-4.5, s-	7.44 A. (A. (A. (A. (A. (A. (A. (A. (A. (A.			54 . E. 196. 66	14 14 19		
(\pip(re):\cl2)	(E6)	W/B)		NB E						and the second	
HCM:Control Delay, sa HCM LOS	0	2.8		9.1 A							
HOW LOG	1.777.0748.71.71			<b>^</b>		2171278				6:74/T#76	
			gasares se i Salid	VBIII LA	o voje romenskog ur VVIII i samenskog s	religion de la Colonia de l Colonia de la Colonia de l			materia del Caronina. Persona del Caronina.		
Vilinar Lane/Wajlor Wivin Capacity (veh/h)	NBLin 92			(VBL)	WiBir						
HCM Lane V/C Ratio	0.04		- 0.			THE RESERVE			250 A 250 A 3 A 3 A 3 A 3 A 3 A 3 A 3 A 3 A 3 A		
HCM Control Delay (s)	9.			7.3	0	, you good your		CONTRACTOR	erang ayaran Sangaran		100 S 100 S 100 S
HCM Lane LOS		<b>A</b> -		Α	Α						
HCM 95th %tile Q(veh)	0.	2	(A) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	0.1	igog <u>, pe</u> ri P.V. 1960. Bod and Benedalist.						et en Soudie de la S La companyation de la Companyation de la Soudie de la Soudi

# 4: East Access Drive & Tower Drive

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Int Delay, s/veh	1.1										- Marie - Mari
Mioxycinatolald		∍ WWB]L ÷W	Medic sinent	MBR		ag : 1/2	的使为物		n ik sta te ir		
Lane Configurations	ß		4 4								
Traffic Vol, veh/h	42 0	والموافقة للوادون الكرابو لسنوا ليشاه	135 0	المستخصفات المتال المتال المتال							
Future Vol, veh/h	42 0		135 0	11			NICO CENCONO CONT				7553501
Conflicting Peds, #/hr Sign Control F	0 0 ree Free		0 0 Free Stop	O .			viča Pliatavilii.				
RT Channelized	- None		one sup	Stop None		nice wassayda	1857-90 GUZĞU		14.55-X54(****		2003 2003
Storage Length			- 0	-	14294 al 11110			en de la companya de La companya de la co		telescolonica, esta facilitati de la constanti	209.CH
Veh in Median Storage, #	Ö , -		0 . 0	13 A & 3	S. Grade		4.500,65				
Grade, %	0 -	-	0 0	-	hako daga og killad Nasha, det kom.	i wa isio waka ilio ilika waka	in stillein timbe it lædt spryk	14-100 NATE CALVANIA	Si te Mini. Albain de.	uri da iu Britanius (Ruju).	المحادثون
Peak Hour Factor	83 83		83 83	83							
Heavy Vehicles, %	0 2		0 2	0		era da karangaran ker					s maren
Mvmt Flow	51 0	23	163 0	્ 13 ે						. 1963 / 766 19.50 	
	71-11111 4.4.17.14111 1V.	Majjor2	Militeral								
Conflicting Flow All	0 0	STATE OF THE STATE OF THE STATE OF THE STATE OF	0 260	51							etroritania
Stage 1			- 51	( 14 m) ( 14 m)			richtig ob. (645) Littingen	Strikenijas prij Augustas			
Stage 2 Critical Hdwy	TO SECURE THE SEC	4.1	- 209 - 6.42	6.2						erani von i viene eximite Si varionale i viene	3354
Critical Hdwy Stg 1			- 5.42	<b>0%</b> -	(Linguistania)				781.77645		
Critical Howy Stg 2			- 5.42								
Follow-up Hdwy		2.2	- 3.518	3.3	en Lacada especiales	ENT-MUNICIPALITATION	ar an ann an Aireann a Tagairtí	this world to the	hi kahawa Bankabayan	216 (15.6.1.2 <i>5.1.</i> 5.6 <del>9</del> 8 (18	S. Rétaudi
Pot Cap-1/Maneuver		1568	- 729	1023	72 - Maria (19	National Contracts	<b>"我没有这</b> "		wind programme	8 10 A B 1	
Stage 1		-	- 971		the considerate state of the	· gragoropecka karakakaca	erioter superior en receite de company		on the processor of the second state of the se	na nagan nagar na pamera na naga agan nagannag agan na	EWitte comical
Stage 2	/* 7.015/0#		- 826	5 7 5 2			2.00.202				
Platoon blocked, % Mov.Cap-1 Maneuver		1568	- - 717	1023				VERSIANI (SALVI			हा दुस्य
Mov Cap-2 Maneuver			- 717	1023			and the second second second	er en lâter sê	endan Territori	ilaiair iisilati	Elais)
Stage 1		(15) <b>(</b> 16)	971	6,505.200	1844 A-1	S. C. S.		Estados tido		71.1-20.4 A. 6	Sal F Robert
Stage 2		enero a mandre de la como	- 813	-			e dian'i Ny diam-da	and the second		is the College College College	a.aX.s.c.
					e e e e e e e e e e e e e e e e e e e			12000			
(#o e)(0):[c t]	EB .	(WE)	(個)								
HCM Control Delay, s	40多量的	.0!9	8:6	A STATE		Andrew Commen		ny Casant Bush	r Jrsjekt i	46.94	
HCM LOS	A Strategic Control of the Control of	i (15) fan Meisse (152 in 156 in	Α		artines (1.1 Line Alberta	ada Bota Kin Bansa ya	is plotage and the consense		Madada Salah	addin Trajesaj	LASSES.
	5 . C. (2) (3)		ng dia jeun da				risaranai am				
Milatol: Listais/Milisjon (Minail)	) - Metral			VVIEII							
Capacity (veh/h)	1023		- 1568	and 180	rojaki t	i kana (a)	机分类物		1.4.450 N. S		A.A.
HCM Lane V/C Ratio	0.013	factors of or war have a manufactor of	- 0.015			and the order of the control of the	artikan (1869-1968)	en endoel filtini	n missi samé ist Zé	omene produce i se produce i se	Tour And
HCM Control Delay (s)	8.6		7.3	0					Topovic Agric	\$1.5 (A) \$2	
HCM Lane LOS	A		- A	Α			Section Control of the Section of th	2874° 4876.1891.000	E7*95 #1 107104		(Minimum A
HCM 95th %tile Q(veh)	. 0		- 0				ay to all a Sidebye eti				

<u>Capacity Analysis Summary Sheets</u> Year 2028 Total Projected Weekday Evening Peak Hour

# Lanes, Volumes, Timings 1: Oak Street/Salt Creek Lane & Ogden Avenue

	۶	<b>→</b>	•	1	•	4	1	<b>†</b>	<b>/</b>	<b>\</b>	<b>↓</b>	1
keinis Groups	A EBL	A JEBN	EBR	W.BIL	VWB1T	WER	NBIL	NBT	A NBR	્રક્ષા	(188 c	Ser
Lane Configurations	<b>`</b>	<b>ተ</b> ጉ		*	<b>ተ</b> ተ	7	7	4		<b>`</b>	<b>^</b>	
Traffic Volume (vph)	33	1754	40	95	1187	71	59	37	70	278	41	114
Future Volume (vph)	33	1754	40	95	1187	71	59	37	70	278	41	114
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		J. 7. 7. 7. 8	0%	
Storage Length (ft)	195		0	50	Janairy.	90	145		0	0	and 2. Million.	0
Storage Lanes	11.0		Ö		NAT TAN				o o			Š
Taper Length (ft)	25	Color Stranger	Andrew Salar	25	a Alas Dervelu		25	ana makabu		25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				Armin de la lace de la constante	endekeeld hime	inai mara mata da sa	460		a a marina da a manana da a marina da a	A. S. S. M. H. H. M.		Lisan, ali ( ali, 111
Fit		0.997		K. A. SA/A		0.850		0.902	(62 64 5 5)	1275220	0.889	2 7 2 2 1
Flt Protected	0.950		sellin siin seleleniin	0.950	de la		0.950	3. <b>3.19.7</b> =	asinaka di Nigel	0.950		koa Kot al
Satd. Flow (prot)	1805	3562	0	1805	3762	1599	1805	1714	0	1787	1689	~~~ <b>~</b>
Flt Permitted	0.169	adalah dari		0.048	. Maria M.T.		0.581			0.571		
Satd. Flow (perm)	321	3562	+ 0	91	3762	1599	1104	1714	3 5 O.	1074	1689	0.0
Right Turn on Red			No		A STATE OF THE STA	No	<u> </u>		No	i dimensida	1.000	No
Satd: Flow (RTOR)								V45.570				
Link Speed (mph)		35	to carrotte and		35		i aliz siavi. Isabi. Er	25		4 1 4 5 4 1 5 5 7 1	15	E Listassici
Link Distance (ft)		575	* \$450 ES		796		2773 <b>75</b> 778	548	<b>WALLEL</b>		429	TYPE - 12-13
Travel Time (s)		11.2	Control of the Contro	e i sirendilbadh	15.5	in di kata da	ATTLEBETT SLAPK	14.9	on No al Vall (ER)	PARE MAR	19.5	inancani.
Confl. Peds. (#/hr)		Andrika Andrika						3734	200 - G. W.S.			
Confl. Bikes (#/hr)				16 (A. 1 <u>8</u> 82).	<u> </u>				<u> </u>		The second secon	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	3%	0%	1%	1%	0%	0%	0%	10070	0%	0%
Bus Blockages (#/hr)	0	0	0.0	0,0	0	0	0	0	0	0	0	
Parking (#/hr)							71-2421/4630	Janes Vac	5 95 AV 3			
Mid-Block Traffic (%)	J. J. St. Children	0%	ملكي عديدانا التألية		0%	erine er		0%			0%	Eksteksi
Shared Lane Traffic (%)						STOMOTORY						
Lane Group Flow (vph)	34	1849	0	98	1224	73	61	110	0	287	160	DESCRIPTION OF THE PROPERTY OF
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA NA	
Protected Phases	5	2	1	1	6	3	7	4	Statistica (m.) 1	3 arang arang	8	
Permitted Phases	2			6		6	4		3 4 3 5	8	SUEPRIA SA	
Detector Phase	5	2	didikan di k	1	6	3	7	4	Charles Albana	3	8	MANDARE.I
Switch Phase		13 (7876 <u>7</u> 75										
Minimum Initial (s)	3.0	15.0	<u>stran i na nosierie.</u>	3.0	15.0	3.0	3.0	8.0	Circles, Lack Fig.	3.0	8.0	19779721194
Minimum Split (s)	9.5	27.0	NW. PA	9.5	32.0	9.5	9.5	24.0		9.5	24.0	34.91.1
Total Split (s)	14.0	84.0	20.00 A. P. P. P. H. P. P. P.	14.0	84.0	14.0	27.0	28.0	lee it Mallion en Art Sind	14.0	15.0	in Milan Calla
Total Split (%)	10.0%	60.0%		10.0%	60.0%	10.0%	19.3%	20.0%	RESERVITAS	10.0%	10.7%	TARAFO
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5	and Stanfolds	3.5	4.5	
All-Red Time (s)	0.0	1.5	Well-Zie	0.0	1.5	0.0	0.0	1.5	7.74.77.35	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	A CONTRACTOR OF THE STATE OF TH	0.0	0.0	0.0	0.0	0.0		0.0	0.0	N. Flatifid
Total Lost Time (s)	3.5	6.0	A - Avid Maria	3.5	6.0	3.5	3.5	6.0	W 4 8 75	3.5	6.0	
Lead/Lag	Lead	Lag	rakan da Man	Lead	Lag	Lead	Lead	Lag	editor Miller	Lead	Lag	200 S. Can
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	en e	Yes	Yes	77. T
Recall Mode	None	C-Min	<u>Lastata biladir</u>	None	C-Min	None	None	Max	Andrick Mil	None	None	
Act Effct Green (s)	88.7	79.9	(-4.7%) :	94.2	85.8	102.3	33.6	22.0		36.2	25.3	PEU.
Actuated g/C Ratio	0.63	0.57		0.67	0.61	0.73	0.24	0.16		0.26	23.3 0.18	
, ioladioa g/o Italio	0.00	0.01		0.01	0.01	0.70	U. <b>4</b> 7	0.10		0.20	0.10	

	٦	<b>→</b>	<b>\</b>	-	1	1	†	~	<b>/</b>	ļ	1
bane Group	ma neelig	i en	EBR. WEL	(VWB)	wer.	S MBL	ANBIN -	NDR.	ં ઊલાં	831	* 93K
v/c Ratio	0.13	0.91	0.59	0.53	0.06	0.20	0.41		0.87	0.52	
Control Delay	8.8	35.2	35.3	17.2	6.2	40.0	58.4		72.3	60.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.8	35.2	35.3	17.2	6.2	40.0	58.4		72.3	60.7	
LOS	Α	, D	D.	В	Α	D	, E		E	E	en en en en En en en en en
Approach Delay		34.7		17.9			51.8			68.1	
Approach LOS		∕ C ∘		В	r dilik		. D∵			iki s <b>E</b> `	
Queue Length 50th (ft)	10	760	34	343	19	42	91		227	136	
Queue Length 95th (ft)	21	#923	96	413	36	80	154		#414	220	
Internal Link Dist (ft)		495		716		and the same of th	468			349	
Turn Bay Length (ft)	195		50		90	145					
Base Capacity (vph)	323	2031	189	2306	1168	421	269	a tale a mana da kada da mana da malikan san	331	305	
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	Navy Alge	0	0	
Reduced v/c Ratio	0.11	0.91	0.52	0.53	0.06	0.14	0.41		0.87	0.52	
lifesaadiom Sunduality		ije igalijen		10/2012/01		Mary Shirt on					
Area Type:	Other										
Cycle Length: 140		Q.M.(2)		Constant							
Actuated Cycle Length: 140											
Offset: 112 (80%), Reference	ed to phas	e 2:EBTL	and 6:WBTL, Sta	art of Gree	n						
Natural Cycle: 100											
Control Type: Actuated-Coo	ordinated										
Maximum v/c Ratio: 0.91											
Intersection Signal Delay: 33	3.3		an included a significati	Intersectio	n LOS: C						14.5 x 25.5
Intersection Capacity Utiliza	tion 93.8%			ICU Level	of Service	F					
Analysis Period (min) 15											
# 95th percentile volume 6	exceeds ca	oacity, qu	eue may be longe	er.							
Queue shown is maximu	ım after two	cycles.			5. 200. 4		A Section				
Culity and Dhages 4: O-1	l. 041/0-1	4 One ale l	0 Onder A								
Splits and Phases: 1: Oal	k otreevoal	Creek L	ane & Ogden Ave	enue		•	1 (4	Т			
√ø1 → 102 (R)							12	<sub>33</sub>	<b>1</b> 04		
						i					Ì
<i>)</i> +							14			N <sub>m</sub>	
Ø5 ♥ ♥ Ø6 (R)							170	<b>37</b>		<b>∳</b> %	<b>78</b>

			Militar American Commence	Millionio Verkinaliska lis	No. 1 Art of the same A balance A business	Silvada e likazokilkerili	(Alicenture of the State of State of	Miller Viscolie How all Amile	The State Control of the State Control		PRODUCTION OF
Jijerseoijon 🚈 📜 👢	i istratīja asvārai	an Turk			40.15	a galak Bira					
Intersection Delay, s/veh	10.4						garan mangga ang ay garang sa	nangan kepada dan pelangan dan pengaba		. 500 /500 4 10 12 10 12 12 12 12 12 12 12 12 12 12 12 12 12	
Intersection LOS	В					ela mistra de la Colonia					
Movement		EBR	S WELL	w.WBT6	. WER	NBL	ž INBJŪ	NBR	SBL	SBT	(SB)
Lane Configurations	4			ર્ન	7		413			4	
Traffic Vol, veh/h	11 1		123	Ō	3	56	47	40	1.1	152	1
Future Vol, veh/h	11 1	162	123	0	3	56	47	40	1	152	1
Peak Hour Factor	0.89 0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.8
Heavy Vehicles, %	0 0	1	1	2	0	0	2	0	0	1	
Mvmt Flow	12 1	182	138	0	3	63	53	45	110	171	1:
Number of Lanes	0 1	0	0	1	1	0	2	0	0	1	(
Mejoriosida (			(W/B) /	7572472 1		(A[E)	ar film a		(6)8)		
Opposing Approach	WB	and the state of t	EB			SB			NB		
Opposing Lanes	2		4			1994 <b>1</b>		v Magleti	2		
Conflicting Approach Left	SB		NB	20 D. C.	nen argenarraneanarranggerar	EB	O TENNESSE MINOS , I TROSES MANAGOS	gad oo wash ka nga hilipa king didagaakaa a dijira	WB	ry ar ogerophicological minimum	anga mar kar angangan ya sa anga
Conflicting Lanes Left	1		2						2		
Conflicting Approach Right	NB		SB	w	T-00-1	WB	***********		EB		
Conflicting Lanes Right	2			Angles Algeri Alaman kalan		2			1.	C S C	
HCM Control Delay	10.3		10.9			9.4			11.1		
HCM LOS	8	031.34251	В			Α			В	harbriy Rail	eriegen a ger a
Petate	· Niblani			Wellinfi		7/11/20					
Vol Left, %	70%		6%	100%	0%	1%	nanggangganggan	on garages, and gases of	an and a second	kan galagkik kiran garak ya silagan, ng	- 250
Vol Thru, %	30%		1%	0%	0%	93%					yey.
Vol Right, %	0%	Committee to Committee the state of the second	93%	0%	100%	7%				,	
Sign Control	Stop		Stop	Stop	Stop	Stop				(Eleane)	i nivî
Traffic Vol by Lane	80		174	123	3	164	Transfer of the Artist of State of Stat	neg promotes and a second	ereri erek rigi kisarisak	congress, against	en wegengelige opken som
LT Vol	56	the first and the state of the		123	0	1				a Say ta da d Hanefa Ala	
Through Vol	24		1	0	0	152					mennika i mejernika si prosi-
RT Vol	0	di wining na man andar	162	0	3	111.					
Lane Flow Rate	89		196	138	3	184	· · · · · · · · · · · · · · · · · · ·	an consist process	- 18-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2	araan ja moo eye	بالموافقة وموادرات
Geometry Grp		التوادك بتكنيه عاديات بمتنيك	6	7	-2.7	6					
Degree of Util (X)	0.151		0.283	0.241	0.005	0.292			T-0-0-150-150		1277 C. 2 A 2 C.
Departure Headway (Hd)	6.089		5.218	6.283	5.087	5.696		omiti			Y.F.
Convergence, Y/N	Yes		Yes	Yes	Yes	Yes	derat listationes de nomes	naski kiminal sin ca	i niimin na mani	idai mekadi sameh s	*****
Cap	590			575	707	632					
Service Time	3.815		3.222	3.989	2.793	3.721		W	oli en Sil keiser liitaan		SCARRAGE
HCM Lane V/C Ratio	0.151		0.283	0.24	0.004	0.291					
HCM Control Delay	9.9		10.3	11	7.8	11,1		samenja pri mem		. Notacionel di Legione	na en
HCM Lane LOS		e la comercia de como de la propia de la prop	В	В	Ą	B					
HCM 95th-tile Q	0.5	0.4	1.2	0.9	0	1.2					

# 3: West Access Drive & Tower Drive

तिस्तिहर्स्स्योगितः				71 (TO 10) (S. 16) (S. 12)			i de de la composición dela composición de la composición dela composición de la composición de la composición de la com								
Int Delay, s/veh	3.8														
Moximization	(E B)	FBR4	W/EII)	(VA)SIII	]VIBIL						(B) (55)		1000		X 12/18/11 X 12/18/11
Lane Configurations	þ			4	¥										
Traffic Vol, veh/h	116	⊕ <b>3</b>	43	13	12	49								494	
Future Vol, veh/h	116	3	43	13	12	49	Statistante internetti	Material Section (Section)	10 12 12 12 12 12 12 12 12 12 12 12 12 12	ander papare duellane.	8,4 800 000 000 000	targeran un . sie	1151,550,85	grigger (1977) (1988).	TELEFOR THE STREET
Conflicting Peds, #/hr		0	_ 0	0	0	Accessed a server of come	Call States	ALALEX.	NS-illings.				i. Grai		Parks 1
Sign Control	Free	Free	Free	Free None	Stop	Stop None		Kara Alba	8585 PF 755		Tanggar	Cara Tyroni		WEELSTOWN	ARRESTA
RT Channelized Storage Length		None		none	0	none			erakebil (30) Lemen Amerika						
Veh in Median Storage	. # · ^			- 0	. 0							78 N.Y			
Grade, %	0	<u>.</u>	-	0	0	-	ederik oddi	Welling III N	da Afiria	U. P. P. KARKAT É		KIN KIZZIAN	Actor (SIA) (SIA)	184 \$6,677,1984	1334468-534
Peak Hour Factor	86	86	86	86	86	86									
Heavy Vehicles, %	0	0	0	0	0	0	at on testing and only a death to a	ta not y planyy (dir 1914)	-Family in white did it finds to	The fact is action to the fact	arei-Chie e finearine en a	h an t-1994 a beind der verkand	Table of Alexander (1922)	mineralis Pared Addition Commercial	and graphs I degrand grants have 1
Mvmt/Flow	135	'ું 3	50	15	14	57			3/4/27	45,49 v. Q			5.30	MARKE	p. 75
									r						
Major/Minor	Mejori	) I	VII:101/2		Minorit					200					
Conflicting Flow All	0	0	138	0	252	137			Carabia da cada 19, 128-an		THE RESERVE AND ADDRESS OF THE PERSON			The second of the second	,
Stage 1					137		gwy ia tially	\$44 KX	3.540				4.4.9		17 16 K.
Stage 2		er comment angent a		ear yang mizzira sa espana	115	enconstructive constr	ess, was such that the second	maka na mangga kapin	namen consequentes	re conservantes provinces as the say	and revenue or the second	er central et communication	en andere maren a respons	er er ortuger	politican di un tono e stra e mon P
Critical Hdwy			4.1	ing the	6.4	6.2	var-strop		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		. CV Care		40/24	rice (sp)	J-14003
Critical Hdwy Stg 1					5.4			(23/45/7/25)	(39-80) 71(-73)	CONTRACTOR			WITH WELVE	Jacobsko	
Critical Hdwy Stg 2	- 1000		2.2		<b>5.4</b> 3.5	3.3	neloskársk	de la companya		AMALL.	AB STAR				
Follow-up Hdwy Pot Cap-1 Maneuver	• Voets22		1458	enive.	- 741	ა.ა 917∖		Marin Silv		KAZALA.		VSLEVA	254 V C 55.	The course	1000
Stage 1	<u> </u>	<u> </u>	1700	<u>0.605407</u> 1	895			Carlo Page - Track			i de la companya de l			Court Colombia	
Stage 2			54764355 44.2443 <b>5</b>		915					478364			CETTERATUR. Tër paleka k		
Platoon blocked, %	<u></u>	Alia Mandan Little and an	15-11-0-15-6-1-15		ina <u>t talonida di S</u>	ice station construction	dalah dan meranakan sebagai	atales , and Palestal elizade	residenti della coloria	a cashina cada sa sa	an the de stabilities	bendalai vistai keiskoa	den desertation	di a dibi, a Brita Million (Medidi) w	Carlo and Stock Stock of
Mov Cap-1 Maneuver			1458		715	917		Jegovija. Sastanija							
Mov Cap-2 Maneuver		· parent carried		-	715		entra attende attack	enegree en energe	hidelija ir ilganis ir istorija	Antonia de Contra de Maria	energia (non est en est en est	i kilonistani melika imilar	endistration of the second	academical de la loi britania e	Compagnition and
Stage 1					895					<b>发现的</b>					
Stage 2	- Funckask		- 2003/2004		883		439884F3 <i>8</i> 0							0505244	
						<u> </u>		San Article	arantara.	ranica	Man Celi	190 490 450			
Aplatkostelai	12.5		\\\\(\[\]\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		1/18									A Victor Laboratoria	
HCM Control Delay, s	. 0	4.64	5.8	穿珠净	9.5	e de agent	的人类。在	12000						明显表	100
HCM LOS			(#ZZZZZZYYY)	477.49Z	A			#57#575#F							
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		GAGALIANA.	ilinin.				<u> </u>					i zakaneka ke			
Whitely learney learney learney learney learney	il [	The same of the sa	ED)	FIR	WEL	WEIT									
Capacity (veh/h)		869			1458	•			ografija (V			dayga N	rii, easti		
HCM Lane V/C Ratio	orayenraens	0.082	- -	_ @*\$Y\$#\$#\$##	0.034	_ 		NAKAMAN DE	gaggaet kerese	40. <b>0.1</b> 0. 5. 15.0.00		waren aleman,		Security of the second	wastronan
HCM Control Delay (s)		9.5			7.6	<b>40</b>		W. P.	7344 Kr				rie object		
HCM Lane LOS		A 0.3	-	- 32577527	A 0.1	A			170,24833,23	E MOUSE	( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )				
HCM 95th %tile Q(veh	Laid	ບ.ວ			U.I	in the second							<u>kanadi</u>		

# 4: East Access Drive & Tower Drive

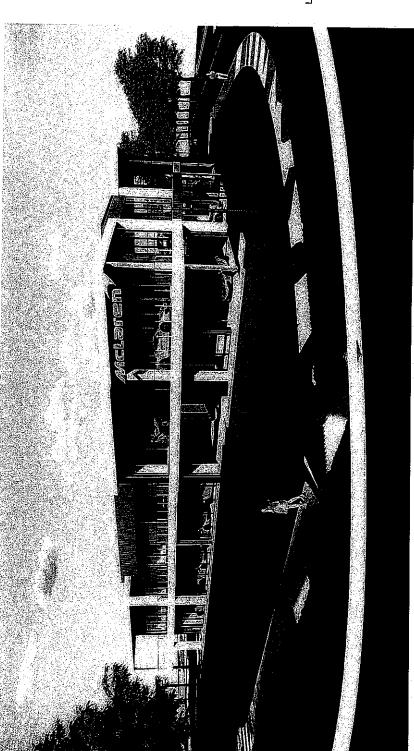
lalcusticition —			la di kacamatan di k Pada kacamatan di k			
Int Delay, s/veh	1.1					
VIo.vc=intelniv			WEL	AVVIETE:	i Na La	AND RO
Lane Configurations	þ			4	<b>Y</b>	
Traffic Vol. veh/h	169	0	10	- 56	. 0	21
Future Vol, veh/h	169	0	10	56	0	21
Conflicting Peds, #/nr	0	0	. 0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length		Contrage Construction and		-	0	-
Veh in Median Storage	National Security of the second	រ និងស្វើ <b>គ</b> ំន	(0.35 <b>5</b>	. 0	0	\$40.6. <b>.</b>
Grade, %	0	e e e e e e e e e e e e e e e e e e e	errenggreaews	0	0	r proportion
Peak Hour Factor	80	80	80	80	80	. 80
Heavy Vehicles, %	0	2	0	0	2	0
Mvmt Flow	211	0	. 13	70	0	26
Mellor/Malmor 1	Yelfoli'il	1	/  a  01/22		Misterial	
Conflicting Flow All	0	0	211	0	307	211
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Follow-up Hdwy	-	•	2.2	- -	3.518	3.3
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HCM Control Delay (s)	B.C.A	9.5	erativa 🕶		7.6	0
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HCM 95th %tile Q(veh)		0:1			. 0	

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# R REDMOND

3D VIEWS

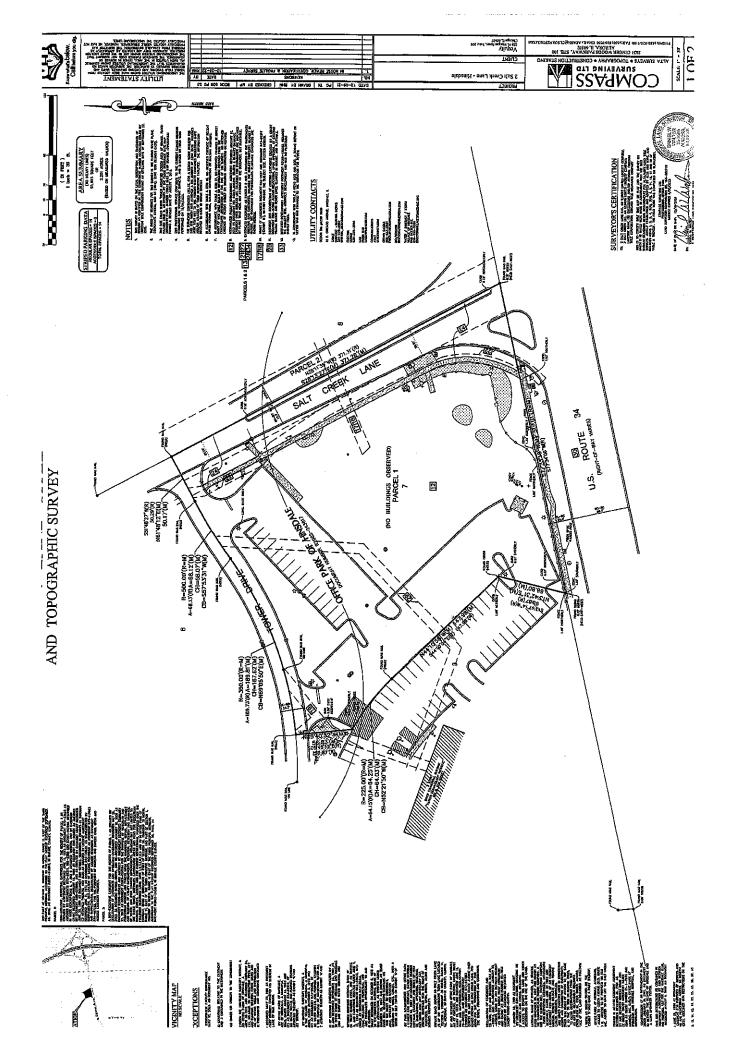
# Mouse Motors PRELIMINARY DESIGN



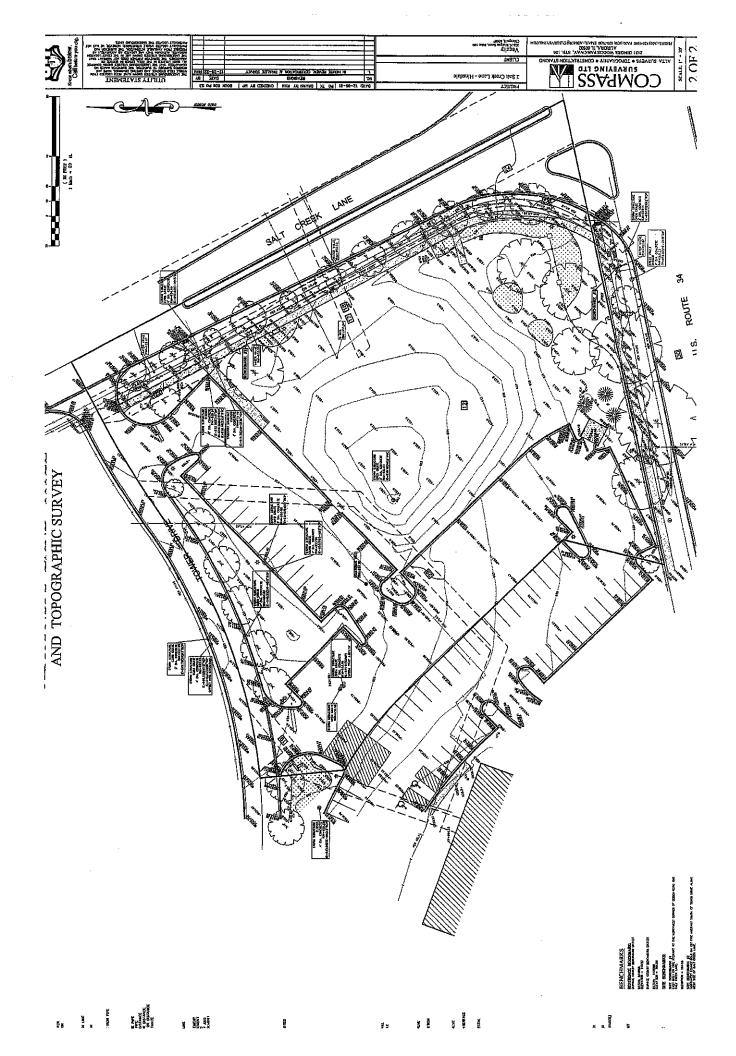
SHEET INDEX

SITE PLAN

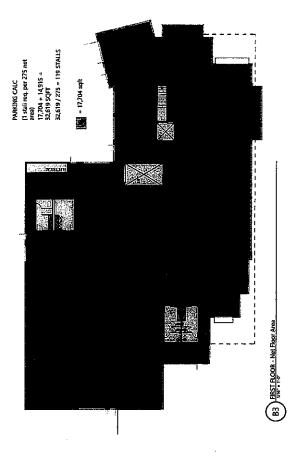
CIVIL ENGINEERING SECOND FLOOR SITE LIGHTING PLAN LANDSCAPE DRAWINGS **EXTERIOR ELEVATIONS** EXTERIOR ELEMENTS AREA DIAGRAMS FIRST FLOOR



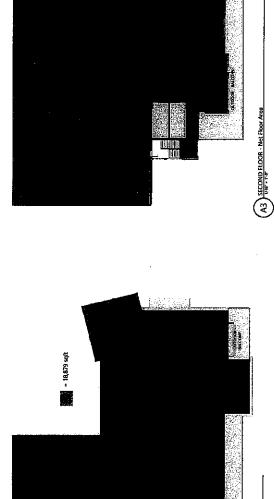
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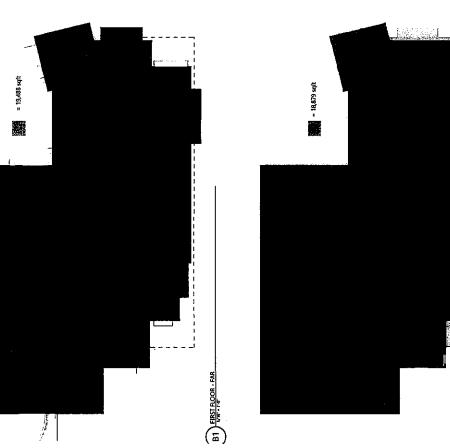
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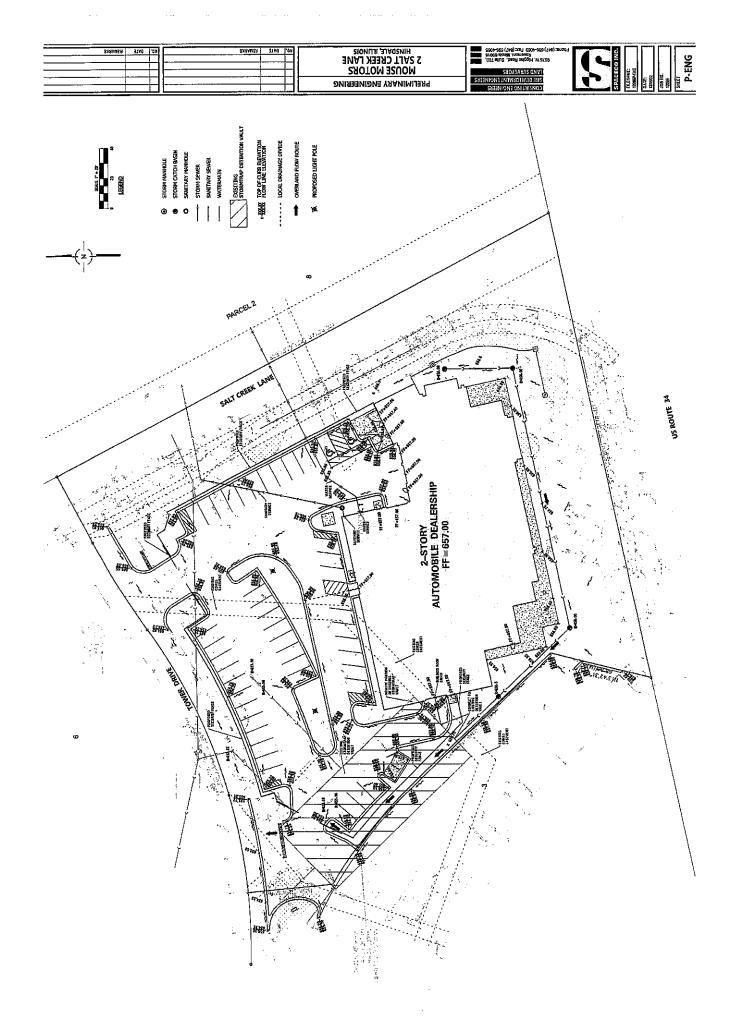
FAR CALC 19,488 + 18,879 = 38,367 SQFT 38,369 SQFT / 95,893 SQFT =40%



= 14,915 sqft



A1) SECOND FLOOR - FAR



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McLAREN MOTORS

OVERALL
CANDSCAPE
PLAN

12.5.22

HELLER &

East Ogden Ave. Hinsdale, IL

PARCEL 2

OVERALL LANDSCAPE PLAN

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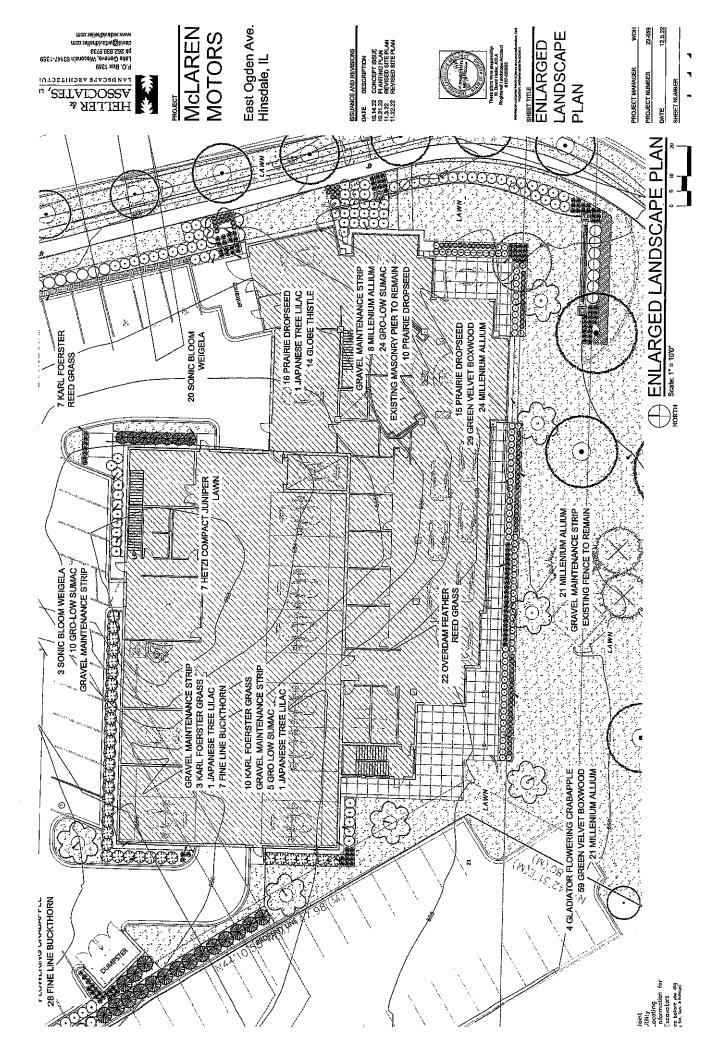
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WDH	22-059	12,5,22	
PROJECT MANAGER	PROJECT NUMBER	DATE	SHEET NUMBER

OVERALL LANDSCAPE PL

dend@wdendpeller.com Proc. Box 1999	McLAREI MOTORS	East Ogden Av Hinsdale, IL	ISSUANCE AND REVISIONS OATE DESCRIPTION 10.14.22 CONTENT ISSUE 10.21.22 PLANTING PLAN 11.22.22 REVISED SITE PLAN 11.22.22 REVISED SITE PLAN	



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## LANDSCAPE GENERAL NOTES



















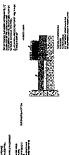












PLANTING & HARDSCAPE DETAILS STONE MANTENANCE DRIP EDGE DETAIL 9 DEFAIL

## Ps 262.639.9733 ellerlbivsbw@bivsb PEPLER & HELLES, LI ### PA## | PA##

for James Seathershifted (at Lineate Seathershifted (at Seathership) bronze (shape)

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## McLAREN MOTORS

East Ogden Ave. Hinsdale, IL

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Michael Completed Communication (Author) Communication (Author)

10.11.22 CONCEPT ISSUE 10.21.22 PLANTING PLAN 11.3.22 REVISED SITE PLAN 11.22.22 REVISED SITE PLAN

PLANT & MATERIAL SCHEDULE

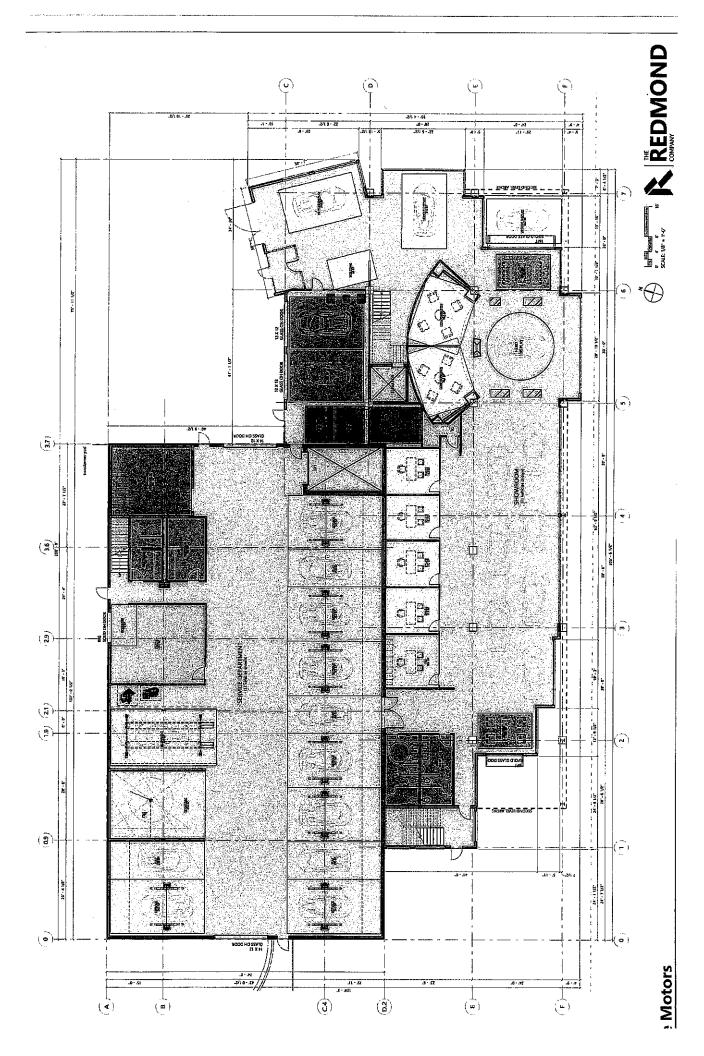
LANDSCAPE DETAILS,

NOTES, & SCHEDULE

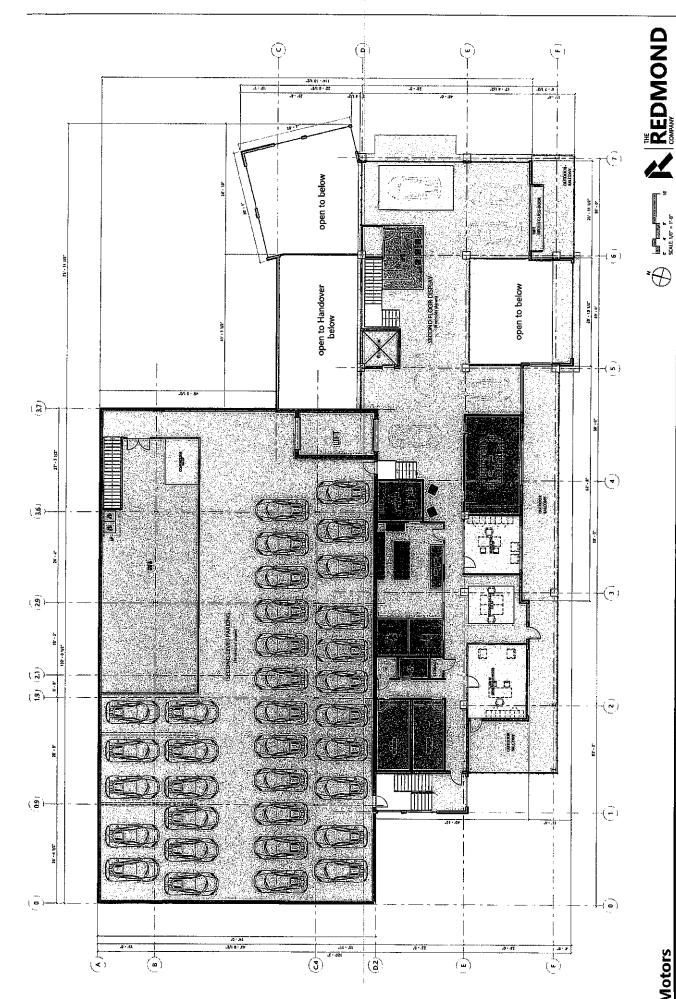
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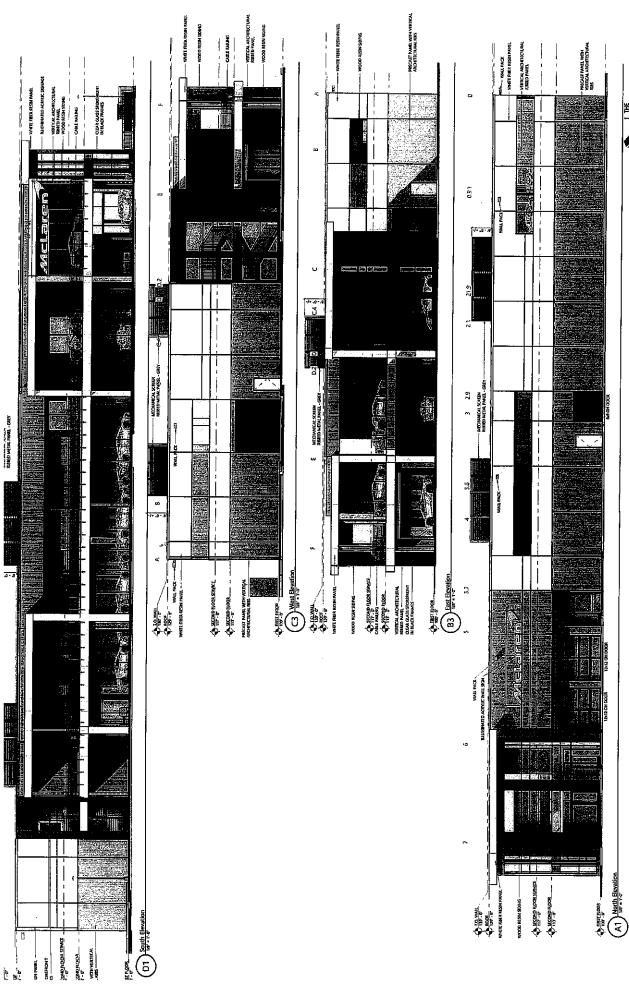


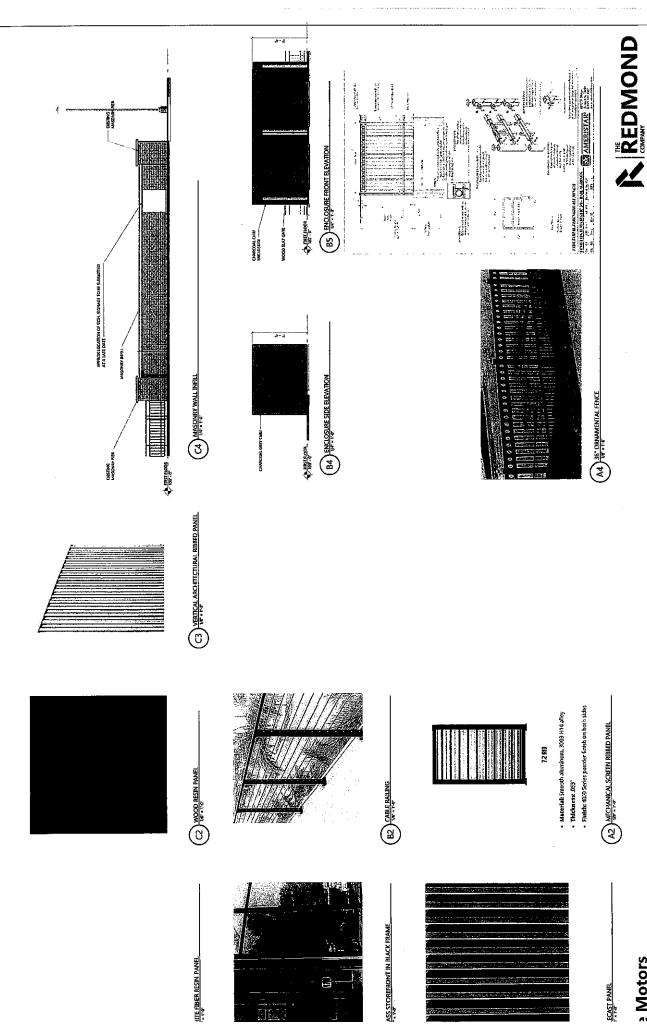
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Motors

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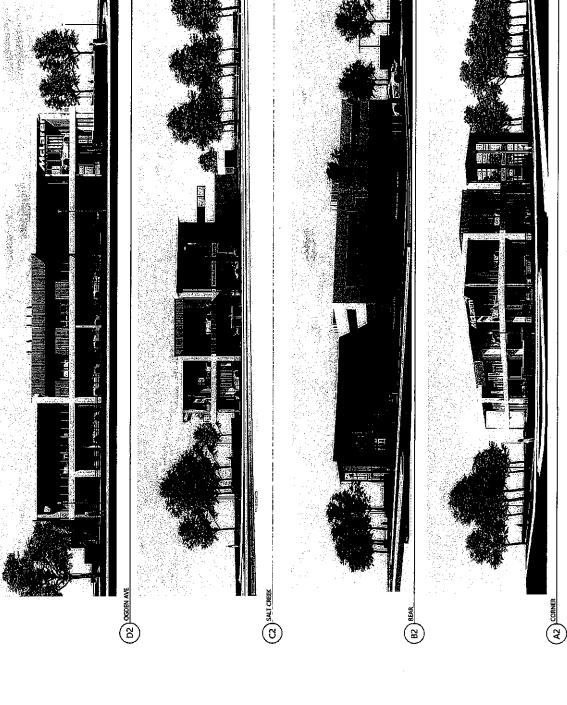




HITE FIBER RESIN PANEL

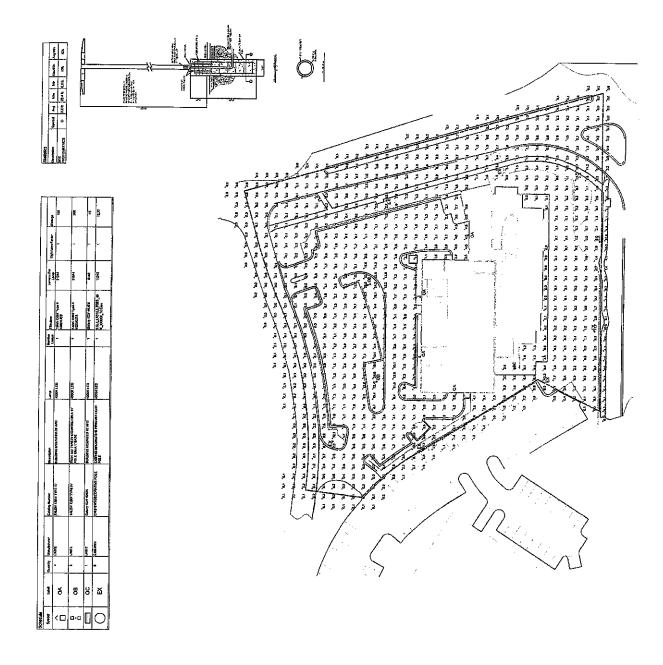
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Performance Dala CR 70+ Dr CCT JOOK, SXXX OP Urtime 150 100,003+ 191

Description

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Description

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Features

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