PLANNING & ZONING COMMISSION
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

Special Meeting
Wednesday, May 13, 2026
6:30 PM

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES
   A. Regular Planning & Zoning Commission Meeting Minutes dated March 4, 2026
4. UNFINISHED BUSINESS
5. NEW BUSINESS
   A. Planned Development - GTZ - Amazon Project - Butterfield Road
6. PUBLIC COMMENT
7. ADJOURNMENT

In accord with the provisions of the American with Disabilities Act, any individual who is in need of a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall), at 630-368-5010 as soon as possible before the meeting date.

VILLAGE OF OAK BROOK
Planning & Zoning Commission

STAFF REPORT

DATE: May 8, 2026

CASE FILE NO: 2026-4-ZO-PD

DESCRIPTION: Planned Development proposal for the property consisting of commercial retail building on approximately 27 acres of property.

PETITIONER & PROPERTY OWNER: Oak Brook TH, LLC c/o GTZ Properties
4221 N. Elston, Suite 304
Chicago, IL 60614

ADDRESS: 2901 Butterfield Road, 2905 Butterfield Road, 2907 Butterfield Road, 2805 Butterfield Road, 2803 Butterfield Road, 2707 Butterfield Road, 2809 Butterfield Road

EXISTING ZONING/USE: ORA-1 Office-Research-Assembly District consisting of 7 office buildings with surface parking and above-ground storm water detention facilities.

ZONING/USE OF SURROUNDING PROPERTY:

North: Butterfield Road and unincorporated Oak Brook improved with residential use, Oak Brook Towers

South: **R-2** Single-Family Residence District and improved with single family homes in the Ginger Creek Subdivision. The Reagan Memorial Tollway (I-88) is located immediately south of the subject property.

East: **ORA-1** Office-Research-Assembly District, improved with office building.

West: **B-1** Local Shopping Center District improved with commercial mixed use shopping center (Oak Brook Promenade). Meyers Road is located immediately west of the subject property.

LOCATION:
The subject property is located at the southeast corner of Meyers Road and Butterfield Road. The property is bounded by Butterfield Road to the north, the Reagan Memorial Tollway (I-88) to the south and Meyers Road to the west.

CONTROLLING AGREEMENTS:

Ordinance 1958-S-4 – Annexing Property, 05/13/1958
Ordinance 1959-S-16 – Annexing Property, 07/14/1959
Ordinance 2010-S-1293 – To operate a non-residential school on 2809 Butterfield Road



2901 Butterfield Road

BACKGROUND:

Oak Brook TH, LLC ("GTZ"), has submitted an application requesting approval of a Planned Development ("PD") to construct a 225,000 square foot, single story commercial retail building with 871 surface parking and 9 loading docks on a 27-acre parcel. The proposed development includes a 1.70-acre future out lot to be located northeast of the proposed retail building.

A Preliminary Board Review of the application was conducted by the Village Board on March 10, 2026 as required in the Village's PD regulations. Section 13-15-5 Procedures of the PD regulations provides an applicant the opportunity to submit for Preliminary Board Review. The intent and purpose of this review is to provide the Village Board with an overview of a development project in the initial conceptual phases in order to provide preliminary comments, suggestions and recommendations to the applicant on the development project. The Preliminary Board Review is the first step in the process outlined in the PD regulations and is intended to provide an applicant with early feedback.

The applicant teleconferenced separately with Oak Brook Towers and Ginger Creek. The Village President held a Town Hall meeting with residents to answer questions without the applicant on May 4th. The item was referred to P&Z Commission on April 14th by the Village Board.

Historically, the parcels were annexed into the Village in 1958 and 1959 (S-4, S-16) and were improved with office buildings in the 1970s. Ordinance (S-1293) was approved for a special use to allow and operate a non-residential school at the property 2809 Butterfield Road.

Planned Development. The GTZ project is proposed as a Planned Development. The intent and purpose of the planned development regulations, standards and criteria is to provide an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when sufficiently justified under the provisions of this chapter.

The objective of the planned development is to encourage a higher level of design and amenity than is possible to achieve under standard zoning regulations. The end result is intended to be a product which fulfills the objectives of the Village of Oak Brook and planning policies of the village while allowing flexibility from the standard application of the use and bulk regulations of the zoning regulations. The planned development is intended to permit and encourage flexibility and to accomplish the following:

1. To stimulate creative approaches to commercial, nonsingle-family residential, and commercial/ mixed-use development of land;

2. To provide more efficient use of land;

3. To preserve natural features and provide open space areas and recreation in excess of those required under standard zoning regulations;

4. To develop and implement new approaches to the living environment through variety in type, design and layout of buildings, transportation systems, and public facilities;

5. To unify building and structures through design; and

6. To promote long term planning pursuant to the Village's Comprehensive plan to ensure harmonious and compatible land uses or combination of uses with surrounding areas.

Proposed Departures. Section 13-15-2.E of the PD regulations acknowledges that proposed planned developments need not comply with the density, dimension, area, bulk, use, and other zoning regulations that, but for the provisions of this chapter, would otherwise apply to the property on which the proposed planned development is intended. Modifications and departures from the standard provisions may be provided in accordance with the provisions of this chapter and to the extent that they will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare. The departures from standard being proposed as part of this PD application are identified as follows:

1. *Land Use*. Section 13-10A-1 to permit a retail use in an ORA-1, Office Research and Assembly zoning district. Retail use is not a permitted use nor a special use in this zoning district.

2. *Signage:* Section 13-11-10.C. 8. to permit more than one sign per street frontage.

3. *Signage:* Section 13-11-10.D. 2. c. to permit greater than 100 SF of area per individual wall signage.

4. *Parking: Section 13-12-5 to permit a reduction from the parking requirements of office and allow for a minimum of 871 spaces.*

STAFF ANALYSIS:
As part of this review, the following commentary should be considered as part of the P&Z Commission's analysis and deliberations on the request.

Planned Development Project. The proposed project is intended to redevelop the 27-acre area to construct a commercial retail building. The use is neither a permitted nor a special use in the ORA-1 district and therefore is required to go through a Planned Development process.

> Section 13-15-2A General Provisions of the PD regulations does allow redevelopment within a planned development overlay district. Section 13-15-2B further indicates that each PD shall be presented and reviewed on its own merits. As such, a request for several departures to bulk standards can be introduced into the zoning request through a PD entitlement process if waivers are being requested but the new project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

As such, a PD application has been provided for this commercial project. The petition indicates that the developer expects to construct as one comprehensive project as described and depicted in the application material. Demolition of the existing buildings and site improvements to the majority of the property including the perimeter parking lot areas along Butterfield Road, Meyers Road and Tollway. The improvements will consist of grading, site preparation, utility work, parking, sidewalks, landscaping, and lighting.

Consistency with the Planned Development Regulations. The applicant has provided documentation, plans and other review materials for their PD application.

Planned Development Standards. The applicant has addressed and responded in detail to the Planned Development Standards as required in Section 13-15-3 of the Regulations.

Consistency with the Comprehensive Plan**.** The 1990 Comprehensive Plan does not anticipate this type of development within the Village of Oak Brook. However, Planning District 5 anticipated that this area of the Village would continue to have commercial improvements along Butterfield Road, and that the Village would "maintain the standards in the developed commercial areas to prevent deterioration".

ORA-1 Zoning. The ORA-1 District permits a maximum floor area ratio (FAR) not to exceed .48. The FAR for the proposed 225,000 square foot building on the 27-acre property is 0.19. The structure height in the ORA-1 District permits a maximum building height of 5 stories or 76', whichever is greater. The proposed building will be one-story in height and 43 feet high (to the top of the parapet). Both the FAR and structure height appear code compliant.

Operations. The proposed retail includes several components and is described by the applicant as groceries and general merchandise, with accessory services, dining locations for food prepared and sold on-site and medical services (One Medical). Site circulation will need to accommodate in-store shoppers, delivery-order pickups, and merchandise deliveries, requiring coordinated ingress and egress operations. Staff has the following questions regarding the operations;

1. Will alcohol be sold? If so, which liquor license will be requested?
2. Will grocery carts be utilized, if so where is cart storage and collection onsite?
3. Will plastic bags be provided with purchases?
4. Outdoor dining appears within the renderings, is this proposed?
5. What are the proposed hours of operations?
6. Customer pickup has been assigned a separate parking lot. Does Amazon have previous examples of pickup locations which have been considered in the traffic analysis?

Stormwater and Floodplain. The 27-acre property is located in a regulatory floodplain and any development proposal shall comply with the Village's adopted storm water ordinance requirements. The project proposes two stormwater detention basins to meet detention requirements and compensatory storage requirements. Village Engineer has provided detailed review comments.

1. Staff notes that the engineering review highlights the pond design as vegetated basins. The aesthetic and debris collection of these features may not be suitable to Village standards. Staff requests consideration to make the pond near Meyers a wet-bottom pond.

2. The Department of Police, Public Works and Fire have provided preliminary comments (attached);

    - The Police comments require LPR's at every entrance/exit as well as overview cameras to be tied into their FUSUS platform.

    - Public Works has provided preliminary comments regarding water utility including, replacement of watermain, proximity of watermain to sanitary and storm sewers.

    - Fire comments include truck turning ability, access to the building, adequate water availability, Fire/EMS service etc.

3. The Village encourages the use of best management practices to improve water quality on site.

Water and Sanitary Utilities. The property has an existing 12" diameter cast iron watermain from 1959 along Butterfield Road which will require full replacement.

1. Staff suggests that the watermain on Meyers Road be reviewed for possible replacement.

2. Sanitary service is provided by the Flagg Creek Water Reclamation District (FCWRD). Comments from FCWRD (attached) require additional details for sanitary sewer main extension and sewer services, easement for extended sewer, IEPA permits etc.

Site Lighting. A photometric plan is included in this submittal to show the proposed lighting levels throughout the site. Lighting design must emphasize controlling backlighting, uplighting, glare, aesthetics, and potential nuisance impacts to ensure that skyglow and light trespass are minimized.

Landscaping. The proposed preliminary landscape plan provides landscaping for perimeter/buffer areas, parking lot islands, parkway areas and foundation landscaping for buildings. The landscape plan includes shade trees, evergreen trees, ornamental trees, deciduous shrubs, evergreen shrubs, and perennials. Preliminary review comments have been provided.

Architectural Plans. Exterior building elevations, color renderings and site plan is provided for the commercial retail building. The exterior building elevations include conceptual building material information and some of these materials are as follows: precast concrete panel, masonry, metal panel, metal coping and cantilevered prefinished canopies. The exterior material colors are greens, browns, grays and tans. In accordance with the Village code requirements, a condition is being recommended for the planned development concerning Exterior insulation finish systems ("EIFS"). EIFS, stucco and materials deemed comparable by the Development Services Director, shall not occupy more than 25% of any building elevation and shall comply with all Village Code requirements concerning maintenance and installation. Planned Development requirements encourage overall building to have innovation, imagination, and creative architectural design. It is recommended that the building's exterior design incorporate additional depth and modulation such as articulated window openings or other architectural elements to break up the visual monotony of the long span of walls.

1. Building Setbacks. Staff establishes that applicant must provide setback dimensions on the engineering plan to show compliance with Village code. Setbacks are measured to eaves per Village code.
2. Corner elevation toward Meyers/Butterfield is not a focal point although not an entrance this location's visibility should be considered in final architectural design.

Signage. The project proposes multiple wall signs on north elevation and one wall sign on both south and west elevation. Two monuments signs are proposed along Butterflied Road. The total area of all signs complies with the ORA-1 sign regulations. The applicant is requesting waiver from Village regulations to allow more than one sign per street frontage and to exceed the maximum permitted area for individual wall signs.

Traffic and Access Considerations. A traffic study has been prepared and provided by KLOA. The project proposes adding access to the site via a new signalized intersection on Butterfield Road, relocation of right-in/ right-out access and modifying the existing access to the west on Meyers Road. Customer in-store access is proposed to be from Butterfield Road while customers picking up online orders and third-party delivery drivers will utilize the west entrance from Meyers Road. The Village Engineer has provided a detailed review including the requirement of approval from Illinois Department of Transportation (IDOT) and DuPage County Division of Transportation (DuDOT). Ingress and egress to the proposed use must be in a manner that minimizes traffic congestion in the public streets, provide appropriate cross access to adjacent properties and parking areas, and provide adequate access for emergency vehicles.

1. Median barrier should be extended on Meyers Road to prevent the left turn off of Meyers onto the site.

Pedestrian Access and Circulation. A six (6) feet concrete pedestrian walkway was recently constructed by IDOT along the property line on Butterfield Road. However, the sidewalk is disconnected to the east end to the existing sidewalks. The sidewalks need to be extended to the east to provide continuous pedestrian access along Butterfield Road. All developments should provide pedestrian circulation between buildings on the same site. The commercial areas are generally auto-oriented; but safe and attractive pedestrian circulation should be provided on every site.

Parking. The applicant proposes providing 871 parking spaces per requirement of B-2 zoning district requirement of 2.25 times the floor area of the building. The only existing use in the Village that is comparable to the proposed Amazon retail use is Costco. Costco's current parking ratio is 1 space per 245 square feet. Applying this ratio to a 225,000-square-foot building results in a requirement of 918 parking spaces. Since the applicant is proposing 871 spaces, an additional 47 spaces would be needed to meet the comparable standard. The applicant may either provide the additional parking or request a waiver from the Village's parking requirements. The proposal must comply with Illinois accessible parking spaces requirement.

Preliminary/Final Plat of Subdivision. A plat of subdivision is required that would divide the 27 acre property into two new parcels, the commercial retail building and the 1.7 acre outlot. The subdivision plat will be subject to P&Z Commission review and recommendation and final approval by the Village Board of Trustees.

RESPONSIBILITIES OF HEARING BODY:
As part of the Planned Development Regulations, the P&Z Commission shall review the application, the standards and requirements, the report of the Development Services Director, and any oral and written comments and testimony received by the P&Z Commission before and at the public hearing. The P&Z Commission shall recommend approval, approval with conditions, or denial of the proposed planned development.

Every recommendation of the Commission upon any application filed pursuant to the Planned Development Regulations shall include such findings of fact and conclusions as the Commission shall

deem necessary. The ordinances shall generally refer to the evidence in the record and to the exhibits, plans, or specifications upon which the recommendation is based. The ordinance shall generally specify the reason or reasons for the recommendation and shall contain a conclusion or statement separate from the findings setting forth the recommendation of the commission. Every ordinance shall expressly set forth any limitations or conditions recommended by the commission. In order to make a recommendation to approve (with or without conditions) or a recommendation to deny a proposed planned development or an amendment to an existing planned development, the affirmative vote of a majority of all members of the commission then holding office shall be required.

When appropriate, please include in your consideration, findings with respect to the standards specified in the Planned Development Regulations for approval of the planned development. The materials submitted by the applicant specifically address each of these standards.

CONCLUSION:
Staff would like the P&Z Commission's feedback on the proposed petition and the departures from the standards that are being requested.

Staff is providing the accompanying conditions for the Planning & Zoning Commission's review and discussion. If the Commission is prepared to make a recommendation, I would ask that you consider the conditions, incorporate any new recommendations and include the planned development findings (as identified in the petitioner's application materials) in your motion.

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Architectural Components:
    a. Exterior insulation finish systems ("EIFS"), stucco, and materials deemed comparable by Development Services Director, shall occupy no more than 25% of any building elevation, and shall comply with all Village Code requirements concerning maintenance and installation. The final design elevations shall be consistent with the design prototypes included in the application materials, with improved facade openings to break up the solid wall appearance.
    b. Trash enclosures and dumpsters shall be screened and of a building material to match the proposed building's materials incorporating brick, stone or a similar product for design consistency, aesthetics and long-term durability.
    c. All mechanical equipment ground-based and roof-mounted and dumpsters must be fully screened from view at the property lines per Village code.
    d. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations unless specifically waived.

3. Engineering:
    a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development.
    b. A Letter of Map Revision (LOMR) will be required.
    c. Traffic improvements are the responsibility of the applicant. Traffic plans must be approved by Illinois Department of Transportation (IDOT) and DuPage County Department of Transportation (DuDOT).
    d. A median is required to be installed on Meyers Road to limit the driveway to right-in/right-out access only.
    e. Coordination with NICOR and ComEd shall continue.
    f. All future site plans shall reflect total area of proposed improvements, including the intersection of Meyers and Butterfield, the improvements proposed on Butterfield, and the Nicor parcels.

4. Landscaping:
    a. Final landscape plan approval shall be required prior to the issuance of the building permit for the Development. Specific emphasis shall be given to the perimeter landscape screening adjacent to Butterfield Road parking areas whereby a continuous screen in the form of an earth berm and landscaping of at least 4' high shall be provided at the time of installation.
    b. Sidewalk shall be provided along Butterfield Road for the entirety of the site.

5. Deed/Covenants/Easements:
    a. Final Subdivision Plat approval for the development and vacation of easement shall be required prior to the issuance of any permits for the development. Said plat shall include all utility, stormwater detention, cross-access, shared parking and sidewalk easements, and otherwise comply with the Village's Subdivision Regulations. Cross-access and shared parking easements shall be provided within the development's surface parking lots. The cross-access and shared parking easements must be in a form approved by the Village Attorney prior to recordation and must be approved prior to approval of the final plat of subdivision for the property.
    b. Covenants. Covenants must be recorded against the property in connection with the development. The covenants must address the stormwater, property maintenance, cross-access, and other conditions imposed by the Ordinance approving the planned development or any agreement associated with the same. The covenants and/or declarations must be in a form approved by the Village Attorney prior to recordation. The covenants must be approved by the Village Attorney prior to approval of the final plat of subdivision for the property
    c. No deed restrictions shall be placed that prohibit future uses of the property.
    d. Use of the space as a warehouse alone is prohibited. Warehouse operations qualify as a by-right use only when integrated with a retail component.

6. Operational Items:
    a. Delivery drivers will be limited to third-party providers, and Amazon-branded delivery vehicles will not be permitted.
    b. No drones shall be permitted.

7. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.

Please contact me if you have any questions.

Respectfully Submitted,



Rebecca Von Drasek
Development Services Director

Amazon Planned Development-Review comments from Departments

4/23/2026

My only comments are to require LPR's at every entrance/exit as well as overview cameras to be tied into our FUSUS platform.

Thank you,

Brian Strockis

4/30/26

I will not be able to attend the meeting, however Shawn Rice will be in attendance representing Public Works. I would like to note that there are several concerns regarding the water utility. Ultimately, we would like full replacement of the 1959 cast iron watermain from property line to property line with new hydrants and valves . if not, the current locations of the private main connections along 22nd should become new hydrant locations with multiple cut-in valves. Also, the proximity of the watermain must be separated from sanitary sewers, storm sewers, and combined sewers by a minimum of 10 feet horizontally. If this horizontal distance cannot be maintained, the water main must be placed at least 18 inches vertically above (currently below) the sewer crown, with the water main located in a separate trench or on an undisturbed earth shelf.

Jamie, I'm not sure how far in the weeds they intend on getting this first meeting, but please confer with Shawn. We met to discuss prior to the meeting, thanks.

Thanks,

TIM O'MALLEY

Director - Public Works Department

VILLAGE OF OAK BROOK

1200 Oak Brook Road | Oak Brook, IL 60523

Office: (630) 368-5276

www.Oak-brook.org

Rama/Cathy,

Sorry for the delay in providing our initial comments. Conceptually the proposed plan is acceptable, however the comments/requirements will need to be addressed when submitting for a full review:

- Final design must provide additional details for sanitary sewer main extension and sewer services (laterals) for future buildings, such as pipe sizes, slopes, profiles, typical MH detail. etc.
- A sewer line that serves only one building/account is considered a sewer service (or lateral sewer). When it serves two or more buildings/accounts, it is considered sewer main extension.
- The segment from the proposed MH where two future buildings connect (one from the south side and stub from the east side) to the existing MH near Butterfield Rd. will be considered a sewer main extension. That MH and segment will be turned over to FCWRD to own, operate, and maintain. All other segments and MHs will remain private and are to be maintained by the owner.
- FCWRD will require an exclusive easement for the extended sewer main and MH.
- Any sewer main extension will require a permit from IEPA (Illinois Environmental Protection Agency) and from FCWRD.
- Disconnection permit will be required for each existing building. The disconnections must be completed prior to demolition of each building.
- Reconnection permit will be required of each future building.

Added Dan Stevenson of FCWRD to this email.

Thanks,

Vahid Kacila

Engineer

Flagg Creek Water Reclamation District

Office: 630-323-3299, ext. 107

www.flaggcreekwrd.org

For FD, we have a few general comments:

- The fire truck turning radius seems to have little to no forgiveness and requires the driver/operator to either swerve into another lane to complete a turn, hang over curbs, or come very close to curbs to complete turns.
- The FD would like to ensure adequate water availability and hydrants around the property for FD use/access.
- The FD would like to confirm 360-degree access around the building.
- The FD would like to confirm all pavement/underground structures support the weight of a fire truck.
- The FD isn't sure of the comment regarding no undue burden to Fire/EMS services and on what basis that information is provided.
- Further FD/fire protection concerns will be addressed during the plan submittal and review process.

Best regards,

Kevin

Amazon Planned Development-Review comments from Residents

<u>Opposed</u>

Virginia Navarrete – Call Received 4/14/26

Cathy Chiarelli

From: Ken Landego <
Sent: Friday, May 8, 2026 8:41 AM
To: Cathy Chiarelli
Subject: Amazon Superstore

You don't often get email from [redacted] Learn why this is important

CAUTION: This email message originated from outside of the Village's email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Cathy,

Kim and I live in Ginger Creek, and I am writing to you regarding the Amazon Superstore that is proposed for the southeast corner of Meyer and Butterfield. We feel that putting this large retail operation in that location, along with the amount of activity it would generate, would be detrimental to our Ginger Creek community. I would appreciate if you would share with the zoning commissioners that we respectfully ask that this proposed redevelopment in that specific space not move forward.

Thanks for your consideration.

Ken

Record No: PD-26-1

Planned Development

Status: Active

Submitted On: 2/6/2026

Primary Location

2901 BUTTERFIELD RD
OAK BROOK, IL 60523

Owner

INLAND 2901 BUTTERFIELD
P O BOX 3666 OAK BROOK
, IL 60622

Applicant

katie.dale@us.dlapiper.com

Project Information

Type of Property*

Commercial

Development Type*

New Planned Development

Number of Waivers and/or Variations requested*

3

Number of Street Frontages*

2

General Location - Legal Address/s

Zoning District*

ORA-1

Property Interest of the Applicant*

Contract Purchaser

Owner of Record*

Inland 2905 & 2907 Butterfield Road L.L.C. and Inland 2901 Butterfield Road L.L.C.

Phone*

(773) 382-0590

Owner Address*

210 Skokie Valley Rd. Suite A, Highland Park, IL 60035

Owner Email Address*

mitch@gtzproperties.com

Name of Applicant*

Oakbrook TH LLC c/o GTZ Properties

Applicant's Phone*

312-368-2153

Applicant's Address*

444 West Lake Street, Suite 900,
Chicago, IL 60606

Applicant Email Address*

katie.dale@us.dlapiper.com

Acknowledgement

I (we) certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief. I (we) give permission to the Village to install public hearing signs on the lot frontages of the above subject property as described in the Village Code. In addition to the above fees, applicant agrees to reimburse the Village for all recoverable costs within 30 days of billing.

Signature of Applicant*

Mitch Goltz
Feb 6, 2026

Date*

02/06/2026

If the applicant/Agent is not the owner of record, a written statement authorizing approval of the proposed planned development application is required from the property owner in addition to their signature above and supporting documents. * Note: Plus all applicable third party costs and recoverable expenses. ** List each waiver or variation on a separate sheet with applicable fees calculated.

Subject Property Verification

Permanent Index Number*

0

Common Address*

See below

Legal Description-* Contact DuPage County: 630-407-5401 to cross-check and verify the accuracy of the PIN number, legal and common address. (can copy/paste if available)*

Common Addresses
2707 BUTTERFIELD RD., OAK BROOK IL 60523
2803 BUTTERFIELD RD., OAK BROOK IL 60523
2805 BUTTERFIELD RD., OAK BROOK IL 60523
2809 BUTTERFIELD RD., OAK BROOK IL 60523
2901 BUTTERFIELD RD., OAK BROOK IL 60523
2905 BUTTERFIELD RD., OAK BROOK IL 60523
2907 BUTTERFIELD RD., OAK BROOK IL 60523

PINs
06-28-104-009
06-28-202-020
06-28-104-015
06-28-104-011
06-28-104-013
06-28-104-014
06-28-202-010

LEGAL DESCRIPTION
PARCEL 1: LOTS 1 AND 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH
1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER
R76-78775 IN DUPAGE COUNTY, ILLINOIS.
PARCEL 2: PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING EAST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON
THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65
DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE
CENTER SUBDIVISION FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27

Application for Planned Development
Butterfield Road Retail Development
Village of Oak Brook, Illinois
Updated: April 20, 2026

Project Narrative

Oakbrook TH LLC (the "**Applicant**") seeks approval of a planned development to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road (the "**Property**"). The Applicant proposes to construct a one-story, approximately 225,000 square-foot commercial retail building served by 871 accessory parking spaces and 9 loading docks (the "**Amazon Retail Building**"). The 27-acre development includes an area for a future 1.70 acre oultot to be subdivided at a later date (the "Future Outlot"). The Future Outlot will be located north and east of the proposed site of the Amazon Retail Building. The proposed development includes two large stormwater management areas and significant open space, buffering the retail buildings from surrounding roadways.

The proposed Amazon Retail Building will provide a wide selection of products, including groceries and general merchandise, with accessory services and, possibly, dining locations for food prepared and sold on-site. The Amazon Retail Building will offer in-store shopping as well as fulfillment of individual online retail orders for pickup or local delivery, meeting consumer demand for online ordering without compromising an in-store customer experience.

Ingress and egress to the Amazon Retail Building has been carefully planned to enhance safety and coordinate in-store shopping, delivery pickup, and merchandise deliveries. In-store customers will access the Property from Butterfield Road and park on the north side of the building and enter through the north entrance. Customers collecting online orders will use parking spaces dedicated to customer pickup along the building's western façade. The site plan dedicates space along the southern façade of the Amazon Retail Building for third-party delivery drivers, who will enter and leave that parking area via a designated route to and from County Road 25. This separation of uses promotes safe traffic flow and facilitates easy movement of merchandise from the store to waiting flex drivers. Trucks will enter and leave the site via a modified right-in/right-out intersection with Butterfield Road located at the western end of the Property.

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Legal Description

PARCEL 1: LOTS 1 AND 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER R76-78775 IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING EAST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 410.90 FEET; THENCE SOUTH 54 DEGREES 55 MINUTES 07 SECONDS WEST FOR A DISTANCE OF 125.02 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 1 FOR A DISTANCE OF 407.01 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF BUTTERFIELD ROAD, SAID POINT BEING ALSO ON THE NORTH MOST NORTHWESTERLY CORNER OF SAID LOT 2 OF SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR TERMINATION OF SAID LINE, TO ENTER UPON THE FOLLOWING DESCRIBED REAL ESTATE TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSES, AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993,AND ASSIGNMENT RECORDED AS DOCUMENT R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT R73-62108, OVER THE FOLLOWING DESCRIBED REAL ESTATE:

THAT PART OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSESSMENT PLAT NUMBER 1 SHOWING RIGHT OF WAY OF NORTHERN ILLINOIS GAS COMPANY THROUGH PART OF SECTIONS 31, 30, 29, 28, 27, 26 AND 25 IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS,

RECORDED AS DOCUMENT NUMBER R64-28042, IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTHEASTERLY CORNER OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION BEING A SUBDIVISION IN PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R76-78775 IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, SAID POINT BEING ALSO ON THE NORTHWESTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 24 DEGREES 32 MINUTES 23 SECONDS EAST ALONG THE PROLONGATION OF THE NORTHEASTERLY LINE OF LOT 2 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 82.50 FEET TO THE SOUTHEASTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY FOR A DISTANCE OF 457.82 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST ALONG A LINE FOR A DISTANCE OF 82.58 FEET TO A POINT ON SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, SAID POINT BEING ALSO ON THE SOUTHEASTERLY LINE OF SAID LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 65 DEGREES 27 MINUTES 37 SECONDS EAST ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY BEING SAID SOUTHEASTERLY LINE OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 461.47 FEET TO SAID POINT OF BEGINNING.

PARCEL 3: A PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING WEST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 410.90 FEET; THENCE SOUTH 54 DEGREES 55 MINUTES 07 SECONDS WEST FOR A DISTANCE OF 125.02 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 1 FOR A DISTANCE OF 407.00 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF BUTTERFIELD ROAD, SAID POINT BEING ALSO ON THE NORTH MOST NORTHWESTERLY CORNER OF SAID LOT 2 OF SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR THE TERMINATION OF SAID

LINE, TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSES, AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT R73-62108, THE FOLLOWING DESCRIBED REAL ESTATE: THAT PART OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSESSMENT PLAT NUMBER 1 SHOWING RIGHT OF WAY OF NORTHERN ILLINOIS GAS COMPANY THROUGH PART OF SECTIONS 31, 30, 29, 28, 27, 26 AND 25 IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R64-28042 IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTHEASTERLY CORNER OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION BEING A SUBDIVISION IN PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS RECORDED AS DOCUMENT R76-78775 IN THE RECORDER'S OFFICE IN DUPAGE COUNTY, ILLINOIS; SAID POINT BEING ALSO ON THE NORTHWESTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 24 DEGREES 32 MINUTES 23 SECONDS EAST ALONG THE PROLONGTION OF THE NORTHEASTERLY LINE OF LOT 2 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 82.50 FEET TO THE SOUTHEASTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY FOR A DISTANCE OF 457.82 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE LAST DESCRIBED LINE FOR A DISTANCE OF 560.85 FEET; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 82.56 FEET TO A POINT ON SAID NORTHWESTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; SAID POINT BEING ALSO ON THE SOUTHEASTERLY LINE OF SAID LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 65 DEGREES 27 MINUTES 37 SECONDS EAST ALONG SAID NORTHWESTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY BEING SAID SOUTHEASTERLY LINE OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, FOR A DISTANCE OF 560.37 FEET; THENCE SOUTH 27 DEGREES 04 MINUTES 28 SECONDS EAST FOR A DISTANCE OF 82.58 FEET TO SAID POINT OF BEGINNING.

PARCEL 4: EASEMENT FOR THE BENEFIT OF PARCEL 1, AS CREATED BY DECLARATION

AND GRANT OF EASEMENTS MADE BY LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 3, 1971 AND KNOWN AS TRUST NUMBER 43529; LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 4, 1973 AND KNOWN AS TRUST NUMBER 46570; AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 27, 1976 AND KNOWN AS TRUST NUMBER 51894, DATED MAY 27, 1977 AND RECORDED ON NOVEMBER 1, 1977 AS DOCUMENT R77-100235 OVER AND UPON ALL DRIVEWAYS AS IDENTIFIED IN SAID GRANT OF EASEMENTS ON THE LAND DESCRIBED AS FOLLOWS: LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 3, 1972 AS DOCUMENT R72-00004, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 5: LOT 1 IN OAK BROOK INTERNATIONAL SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 14, 1995 AS DOCUMENT NO. R95-072664, IN DUPAGE COUNTY, ILLINOIS. EXCEPTING THEREFROM THAT PART DESCRIBED AS BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID LOT 1 (SAIDPOINT ALSO BEING THE NORTHEAST CORNER OF ILLINOIS STATE TOLL HIGHWAY COMMISSION PERMANENT EASEMENT E-2-63.1); THENCE NORTH 63 DEGREES 11 MINUTES 33 SECONDS EAST ALONG A NORTHERLY LINE OF SAID LOT 1 A DISTANCE OF 14.71 FEET (4.4830M); THENCE SOUTH 00 DEGREES 14 MINUTES 08 SECONDS WEST TO A SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 47.55 FEET (14.4920M); THENCE SOUTH 87 DEGREES 10 MINUTES 30 SECONDS WEST ALONG SAID SOUTHERLY LINE A DISTANCE OF 10.90 FEET (3.3223M) TO THE MOST WESTERLY LINE OF SAID LOT 1 (ALSO BEING THEEAST LINE OF AFORESAID PERMANENT EASEMENT E-2-63.1); THENCE NORTH 02 DEGREES 49 MINUTES 30 SECONDS WEST ALONG THE MOST WESTERLY LINE OF SAID LOT 1 A DISTANCE OF 41.50 FEET (12.6492M) TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 6: LOTS 2 AND 3 IN OAK BROOK INTERNATIONAL SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 14, 1995 AS DOCUMENT NO. R95-072664, (EXCEPTING THEREFROM THAT PART OF LOT 3 DESCRIBED AS BEGINNING AT THE MOST NORTHWEST CORNER OF SAID LOT 3; THENCE NORTH 87 DEGREES 10 MINUTES 30 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 3 A DISTANCE OF 10.90 FEET; THENCE SOUTH 00 DEGREES 14 MINUTES 08 SECONDS WEST A DISTANCE OF 204.16 FEET TO A POINT ON THE WEST LINE OF SAID LOT 3 (ALSO BEING THE EAST LINE

OF ILLINOIS STATE TOLL HIGHWAY COMMISSION PERMANENT EASEMENT E-2-63.1); THENCE NORTH 02 DEGREES 49 MINUTES 30 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 3 A DISTANCE OF 203.87 FEET TO THE POINT OF BEGINNING), IN DUPAGE COUNTY, ILLINOIS.

PARCEL 7: PERPETUAL EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT NO. R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT NO. R74-03288 TO ENTER UPON THE PROPERTY DESCRIBED DESCRIBED THEREIN TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF

SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSE.

PARCEL 8: EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 AS CREATED BY DECLARATION AND GRANT OF EASEMENTS MADE BY LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 3, 1971 AND KNOWN AS TRUST NUMBER 43529, LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 4, 1973 AND KNOWN AS TRUST NUMBER 46570 AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 27, 1976 AND KNOWN AS TRUST NUMBER 51894, DATED MAY 27, 1977 AND RECORDED NOVEMBER 1, 1977 AS DOCUMENT NO. R77-100235, OVER AND UPON ALL DRIVEWAYS AS IDENTIFIED ON EXHIBIT "D" ATTACHED THERETO.

PARCEL 9: NON-EXCLUSIVE, PERPETUAL EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 FOR INGRESS AND EGRESS AND PARKING, UNDER AND BY VIRTUE OF THEEASEMENTS, COVENANTS AND RESTRICTIONS AGREEMENT RECORDED JUNE 20, 1995 AS DOCUMENT NO. R95-075460, ON, OVER AND ACROSS THOSE PORTIONS OF THE PROPERTY DESCRIBED THEREIN.

PINs: 06-28-104-009; 06-28-202-020; 06-28-104-015; 06-28-104-011; 06-28-104-013

Butterfield Road Retail (PD-26-1)
Planned Development Standards

March 4, 2026

A. Planned Developments Are Not Permitted As Of Right: *Planned developments shall be approved by the village only in direct response to the accrual of tangible public benefits from the planned development to the village and its residents, along with the neighborhood and area in which the planned development is proposed. These benefits shall include, without limitation, exceptional amenities, landscape features, architectural or site design, or the conservation of special manmade or natural features of the site, all as more specifically set forth in the standards set forth in subsection B of this section.*

B. General Design Standards: *No application for a planned development shall be approved by the corporate authorities unless the proposed planned development satisfies the standards set forth in this subsection B and subsection C of this section. All of these standards shall not be regarded as inflexible, but shall be used as a framework by the village to test the quality of the amenities, benefits to the community, and design and desirability of the proposal. PLEASE RESPOND TO EACH ITEM BELOW.*

1. Comprehensive Plan: The planned development shall not be inconsistent with the planning policies, goals, objectives, and provisions of the village's comprehensive plan. A planned development must also not be inconsistent with the intent and spirit of the village of Oak Brook comprehensive plan.

The proposed development is located in the ORA1 – Office, Research, Assembly District. While retail is not a permitted use in the ORA1 District, the planned development is consistent with the intent and spirit of the Village's comprehensive plan: the proposed use is consistent with the intensity and scale of uses permitted by the underlying zoning and with nearby commercial and retail uses. The Applicant seeks a waiver to establish a retail use at the site.

2. Public Welfare: The Planned Development shall be designed, located, and proposed to be operated and maintained so that it will not impair an adequate supply of light and air to adjacent property and will not substantially increase the danger of fire or otherwise endanger the public health, safety and welfare.

Oakbrook TH LLC (the "**Applicant**") seeks approval of a planned development to authorize the redevelopment of the approximately 22-acre site generally located at 2901 Butterfield Road (the "**Property**"). The Applicant proposes to construct a one-story, approximately 225,000 square-foot commercial retail building served by 856 accessory parking spaces and 9 loading docks (the "**Amazon Retail Building**"). A second large retail building is proposed to be located on the parcel immediately to the east of the proposed site of the Amazon Retail Building (the "**Furniture Outlet**"). The proposed development includes stormwater management areas and significant open space buffering the site from surrounding roadways.

The proposed Amazon Retail Building will provide a wide selection of products, including groceries and general merchandise, with accessory services and, possibly, dining locations for food prepared and sold on-site. The Amazon Retail Building will offer in-store shopping as well as fulfillment of individual online retail orders for pickup or local delivery, meeting consumer demand for online ordering without compromising an in-store customer experience.

The Amazon Retail Building is expected to generate approximately 500 permanent jobs. The proposed development will also generate considerable new municipal sales tax revenue.

Ingress and egress to the Amazon Retail Building has been carefully planned to enhance safety and coordinate in-store shopping, delivery pickup, and merchandise deliveries. In-store customers will access the Property from Butterfield Road and park on the north side of the building and enter through the north entrance. Customers collecting online orders will use parking spaces dedicated to customer pickup along the building's western façade. The site plan dedicates space along the southern façade of the Amazon Retail Building for third-party delivery drivers, who will enter and leave that parking area via a designated route to and from County Road 25. This separation of uses promotes safe traffic flow and facilitates easy movement of merchandise from the store to waiting flex drivers. Trucks will enter and leave the site via a modified right-in/right-out intersection with Butterfield Road located at the western end of the Property.

The site plan shows the anticipated use of easement areas currently held by NICOR and the Illinois State Toll Highway Authority. The Village and Applicant will cooperate with these third parties to relocate the easements to accommodate the proposed site plan.

3. Impact on Other Property: The Planned Development shall not be unnecessarily injurious to the use or enjoyment of other property in the neighborhood for the purposes permitted pursuant to the applicable zoning district, shall not prevent the normal and orderly development and improvement of surrounding properties for permitted uses, shall not be inconsistent with the community character of the neighborhood, shall not alter the essential character of the neighborhood, and shall not substantially diminish or impair property values within the neighborhood, or be incompatible with other property in the immediate vicinity. The uses permitted in a Planned Development must be of a type and so located so as to exercise no undue detrimental influence upon surrounding properties. The Planned Development must also address compliance with the Village's noise, lighting, and other performance standards.

The proposed development is consistent with surrounding uses and will improve the subject property to its highest and best use. The proposed development will comply with the Village's noise, lighting, and other performance standards.

4. Impact on Public Facilities and Resources: The Planned Development shall be designed so that adequate utilities, road access, drainage, and other necessary facilities will be provided to serve the development. The Planned Development shall include such impact donations as may be reasonably determined by the Corporate Authorities. The required impact donations, including, without limitation, obligations under the Village's subdivision regulations, shall be calculated in reasonable proportion to the impact of the Planned Development on public facilities and infrastructure to the extent permitted by law

It is not anticipated that the proposed development will create a significant marginal burden on Village services over and above the current demand for services by established comparable uses in the vicinity of the Property. The site plan includes adequate stormwater management facilities. The proposal also includes traffic management and mitigation strategies developed in light of a traffic study of the proposed development. The Applicant and retail operators will work closely with the Village before and during development and throughout the life of the retail locations to mitigate the project's burden on Village resources and facilitate Village services as needed.

5. Archaeological, Historical or Cultural Impact: The Planned Development shall not substantially and adversely affect a known archaeological, historical, or cultural resource located on or off of the parcel proposed for development.

There are no archaeological, historical, or cultural resources known to be located on the property.

6. Parking and Traffic: The Planned Development shall have or make adequate provision to provide ingress and egress to the proposed use in a manner that minimizes traffic congestion in the public

streets, provides appropriate cross access to adjacent properties and parking areas, and provides adequate access for emergency vehicles.

The proposal includes traffic management and mitigation strategies developed in light of a traffic study of the proposed development.

7. Adequate Buffering: The Planned Development shall have adequate landscaping, public open space, and other buffering features to protect uses within the development and surrounding properties.

The proposed development includes stormwater management areas and significant open space buffering the site from surrounding roadways.

8. Signage: Signage on the site of the Planned Development shall generally be in conformity with the Village's Sign Regulations (Chapter 11 of the Zoning Regulations), except as may otherwise be specifically provided in the ordinance approving a Planned Development.

Signage will be conform to the Village's Sign Regulations or be approved as a waiver from the requirements of the ORA-1 District, pursuant to the planned development.

9. Ownership/Control Area: The site of the Planned Development must be under ownership and/or unified control of the applicant.

The Applicant is the contract purchaser of the Property. The owner of record has submitted an authorization in connection with this Application.

10. Need: A clear showing of need for the Planned Development must be made by means of an economic feasibility, land utilization and marketing study

The Planned Development is required given the project's scale and in order to coordinate development of the Property. The project has been carefully evaluated and studied by the eventual retail operators operators of the Amazon Retail Building and the Furniture Outlet, which occupants will underwrite development costs. The proposed Amazon Retail Building is a key and highly publicized initiative of the retail division of Amazon.com, Inc. As one of the largest and best capitalized corporations in the world and the owner of several national retail chains, including Whole Foods Markets, Amazon clearly has the financial wherewithal and operational experience to reasonably project the viability of the proposed development. Likewise, the Furniture Outlet has been planned in cooperation with an established national furniture retailer with an extensive record of successfully funding and operating stores similar to the Furniture Outlet throughout the United States.

The Amazon Retail Building is expected to generate approximately 500 permanent jobs. The proposed development will also generate considerable new municipal sales tax revenue.

11. Compliance with Subdivision Regulations and Plat Act: All Planned Developments, whether or not they are by definition subject to the Village's subdivision regulations or the Illinois Plat Act, shall comply with all standards, regulations and procedures of the Village's subdivision regulations and the Plat Act except as is expressly provided otherwise in this Chapter, or as otherwise provided by the Corporate Authorities pursuant to the ordinance approving the Planned Development, or the applicable sections of the Village's subdivision regulations.

Any proposed subdivision of the Property will comply with statutory and local requirements.

12. Covenants and Restrictions to be Enforceable by Village: All covenants, deed restrictions, easements, and similar restrictions to be recorded in connection with the Planned Development shall provide that they may not be modified, removed, or released without the express consent of

the Corporate Authorities and that they may be enforced by the Village as well as by future landowners within the proposed development.

Any covenants and restrictions, reciprocal easement agreement, or other document creating a scheme of common property for the site of the proposed development will be provided for staff and legal review by the Village prior to or at the time of application for building permits. Any covenants and restrictions will comply with Village requirements.

13. Security and Site Control: The Planned Development shall include the plans necessary to describe, establish, and maintain appropriate property and building security and site control measures for the Planned Development and the property on which the Planned Development is located. These plans shall also include measures to prevent adverse impacts on neighboring properties.

A professional developer-manager will manage the site and oversee construction.

***

Additional Standards

C. Additional Standards: In addition to the standards required in Subsection B of this Section, the following standards shall be considered in reviewing all proposed and amended Planned Developments, particularly with regard to elements of Planned Development proposals that do not satisfy the otherwise applicable provisions of the underlying zoning and subdivision regulations

1. Integrated Design: A Planned Development shall be laid out and developed as a unit in accordance with an integrated overall design. This design shall provide for safe, efficient, convenient and harmonious grouping of structures, uses and facilities, and for appropriate relation of space inside and outside buildings to intended uses and structural features.

The design of the Amazon Retail Location and Furniture Outlet will be integrated. Ingress and egress and access between the principal buildings has been carefully planned.

2. Beneficial Common Open Space: Any common open space in the Planned Development shall be integrated into the overall design. These open spaces shall have a direct functional or visual relationship to the main building(s) and shall not be of isolated or leftover character.

The site plan includes significant open space to buffer the site from surrounding property.

The following would not be considered usable common open space: a. Areas reserved for the exclusive use or benefit of an individual tenant or owner. b. Dedicated streets, alleys and other public rights-of-way. c. Vehicular drives, parking, loading and storage areas. d. Irregular or unusable narrow strips of land.

3. Functional and Mechanical Features: Exposed storage areas, trash and garbage retainers, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be accounted for in the design of the Planned Development and made as unobtrusive as possible. These features shall be subject to such setbacks, special planting or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.

Utility installations will be functional and inconspicuous.

4. Visual and Acoustical Privacy: The Planned Development shall provide reasonable visual, and acoustical privacy. Fences, insulations, walks, barriers and landscaping shall be used as appropriate for the protection and aesthetic enhancement of property and the privacy of its occupants, screening of objectionable view or uses, and reduction of noises.

As noted, the site plan includes significant open space to buffer the site from surrounding property. These open spaces buffer the property from neighbors, enhance the appearance of the site, and provide acoustical privacy.

5. Energy Efficient Design: A Planned Development shall be designed with consideration given to various methods of site design and building location, architectural design of individual structures, and landscaping design capable of reducing energy consumption within the Planned Development. The applicant will be encouraged, to the extent feasible, to obtain Leadership in Energy and Environmental Design ("LEED") certification for the project. A Planned Development applicant may also undertake the following: a. Having at least one member of the applicant's project team be a "LEED Accredited Professional" -- a person who has received the LEED Accredited Professional designation from the United States Green Building Council ("USGBC"), the Green Building Certification Institute, or another entity authorized by the USGBC to grant that designation.

The principal buildings will be designed for energy efficiency.

b. Having its application materials include a "LEED Checklist" developed by the U.S. Green Building Council indicating the credits pursued and total points anticipated for a project under the most appropriate LEED rating system, in consultation with the Director of Community Development.

The proposed development may apply the criteria of a LEED Checklist in consultation with the Director of Community Development.

6. Drives, Parking and Circulation: Principal vehicular access shall be from dedicated public streets, and access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points to the public streets, width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, adequate provision for service by emergency vehicles, and arrangement of parking areas that are safe and convenient, and insofar as feasible, do not detract from the design of proposed buildings and structures and the neighboring properties. To the extent practical, Planned Developments shall provide connections to and from existing bike and walking paths so as to ensure a continuous route without gaps or disconnections.

The proposed development reflects traffic management and mitigation strategies developed in light of a traffic study of the proposed development.

7. Surface Water Drainage: Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Surface water in all paved areas shall be collected at intervals so that it will not obstruct the flow of vehicular or pedestrian traffic.

The proposed development includes adequate stormwater management areas and will apply best practices in drainage management.

WAIVERS and VARIATIONS
(Site Development Departures)

Zoning Ordinance Section	Brief description of each waiver or variation sought	Fee Each
13-11-10(C)(8)	Variance to permit more than one wall sign per street frontage.	$ 500.00
13-10A-1	Variance to permit a retail use in a planned development with underlying ORA-1 District zoning.	$500.00
13-11-10(D)(2)(c)	Variance to permit greater than 100 sf of area per individual wall signage element.	$500.00

(To continue copy or retype form and Attach additional sheets if necessary)

Inland 2901 Butterfield Road, L.L.C.
Inland 2905-2907 Butterfield Road, L.L.C.
2901 Butterfield Road
Oak Brook, Illinois 660523

February 4, 2024

Planning & Development Department
Village of Oak Brook
1200 Oak Brook Road,
Oak Brook, IL 60523

RE: Owner Authorization to Submit Development Plans to the Village of Oak Brook for the addresses 2905 and 2907 Butterfield Road, Oak Brook, IL 60523 ("2905-2907 Property") and 2901 Butterfield Road, Oak Brook, IL 60523 ("2901 Property"). The 2905-2907 Property and the 2901 Property are collectively referred to as the "Property".

Dear Village of Oak Brook,

Inland 2905-2907 Butterfield Road, L.L.C., a Delaware limited liability company, owner of the 2905-2907 Property and Inland 2901 Butterfield Road, L.L.C., a Delaware limited liability company, owner of the 2901 Property (collectively referred to as the "Owners") hereby grant to GTZ Properties, acting as authorized agent on behalf of Oakbrook TH LLC, an Illinois limited liability company, the contract purchaser of the Properties (the "Contract Purchaser"), the authority to submit any applications to the Village of Oak Brook for approval as needed for the proposed development, provided however, this authorization does not permit nor extend to any application or action taken by or on behalf of Contract Purchaser which may be binding on the Property or the Owners at any time prior to the Contract Purchaser acquiring title and ownership of the Property.

Respectfully Submitted,

Inland 2905 & 2907 Butterfield Road L.L.C, a
Delaware limited liability company

By: Illinois Transactions Group, LLC, a Delaware limited liability company, its sole member

By: [redacted]
Cathleen M. Hrtanek, President

Inland 2901 Butterfield Road L.L.C, a
Delaware limited liability company

By: Illinois Transactions Group, LLC, a Delaware limited liability company, its sole member

By: [redacted]
Cathleen M. Hrtanek, President

Printable page

PARCEL NUMBER: 06-28-104-009
NBHD: 06B22
OAKBROOK TH LLC
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2707 BUTTERFIELD RD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$91,545.76
Total:	$91,545.76

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$3,322.66
COUNTY OF DU PAGE	0.136100	$2,520.72
DU PAGE AIRPORT AUTH	0.012200	$225.96
FOREST PRESERVE DIST	0.131000	$2,426.26
GRADE SCHOOL DIST 58	2.236800	$41,427.84
HIGH SCHOOL DIST 99	1.851600	$34,293.54
OAK BROOK PARK DIST	0.306100	$5,669.30
YORK TOWNSHIP	0.044500	$824.18
YORK TWP ROAD	0.045100	$835.30
Total:	4.942800	$91,545.76

Printable page

PARCEL NUMBER: 06-28-202-010
NBHD: 06NIG
NICOR GAS / SOUTHERN CO
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP

OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$1,102.14
Total:	$1,102.14

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$40.00
COUNTY OF DU PAGE	0.136100	$30.34
DU PAGE AIRPORT AUTH	0.012200	$2.72
FOREST PRESERVE DIST	0.131000	$29.22
GRADE SCHOOL DIST 58	2.236800	$498.76
HIGH SCHOOL DIST 99	1.851600	$412.86
OAK BROOK PARK DIST	0.306100	$68.26
YORK TOWNSHIP	0.044500	$9.92
YORK TWP ROAD	0.045100	$10.06
Total:	4.942800	$1,102.14

Printable page

PARCEL NUMBER: 06-28-202-020
NBHD: 06B22
OAKBROOK TH LLC
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2805 BUTTERFIELD RD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$487,511.34
Total:	$487,511.34

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$17,694.32
COUNTY OF DU PAGE	0.136100	$13,423.62
DU PAGE AIRPORT AUTH	0.012200	$1,203.30
FOREST PRESERVE DIST	0.131000	$12,920.60
GRADE SCHOOL DIST 58	2.236800	$220,616.94
HIGH SCHOOL DIST 99	1.851600	$182,624.42
OAK BROOK PARK DIST	0.306100	$30,190.84
YORK TOWNSHIP	0.044500	$4,389.06
YORK TWP ROAD	0.045100	$4,448.24
Total:	4.942800	$487,511.34

Printable page

PARCEL NUMBER: 06-28-104-013
NBHD: 06B22
INLAND 2905 & 2907 BUTTER
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2905-7 BUTTERFIELD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$50,676.56
Total:	$50,676.56

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$1,839.32
COUNTY OF DU PAGE	0.136100	$1,395.38
DU PAGE AIRPORT AUTH	0.012200	$125.08
FOREST PRESERVE DIST	0.131000	$1,343.10
GRADE SCHOOL DIST 58	2.236800	$22,933.02
HIGH SCHOOL DIST 99	1.851600	$18,983.70
OAK BROOK PARK DIST	0.306100	$3,138.32
YORK TOWNSHIP	0.044500	$456.24
YORK TWP ROAD	0.045100	$462.40
Total:	4.942800	$50,676.56

Printable page

PARCEL NUMBER: 06-28-104-015
NBHD: 06B22
INLAND 2901 BUTTERFIELD
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2901 BUTTERFIELD RD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$99,587.54
Total:	$99,587.54

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$3,614.54
COUNTY OF DU PAGE	0.136100	$2,742.14
DU PAGE AIRPORT AUTH	0.012200	$245.82
FOREST PRESERVE DIST	0.131000	$2,639.38
GRADE SCHOOL DIST 58	2.236800	$45,067.06
HIGH SCHOOL DIST 99	1.851600	$37,306.04
OAK BROOK PARK DIST	0.306100	$6,167.30
YORK TOWNSHIP	0.044500	$896.60
YORK TWP ROAD	0.045100	$908.66
Total:	4.942800	$99,587.54

Printable page

PARCEL NUMBER: 06-28-104-014
NBHD: 06NIG
NICOR GAS / SOUTHERN CO
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
MEYERS RD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$1,175.94
Total:	$1,175.94

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$42.68
COUNTY OF DU PAGE	0.136100	$32.38
DU PAGE AIRPORT AUTH	0.012200	$2.90
FOREST PRESERVE DIST	0.131000	$31.18
GRADE SCHOOL DIST 58	2.236800	$532.16
HIGH SCHOOL DIST 99	1.851600	$440.50
OAK BROOK PARK DIST	0.306100	$72.82
YORK TOWNSHIP	0.044500	$10.60
YORK TWP ROAD	0.045100	$10.72
Total:	4.942800	$1,175.94

Printable page

PARCEL NUMBER: 06-28-104-011
NBHD: 06B22
INLAND 2905 & 2907 BUTTER
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2905-7 BUTTERFIELD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$49,231.78
Total:	$49,231.78

Property Tax by Entity

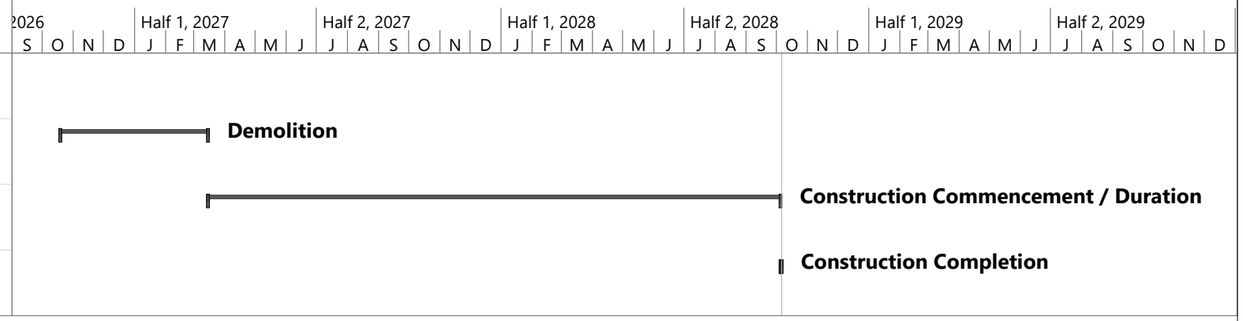
Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$1,786.88
COUNTY OF DU PAGE	0.136100	$1,355.60
DU PAGE AIRPORT AUTH	0.012200	$121.52
FOREST PRESERVE DIST	0.131000	$1,304.80
GRADE SCHOOL DIST 58	2.236800	$22,279.20
HIGH SCHOOL DIST 99	1.851600	$18,442.50
OAK BROOK PARK DIST	0.306100	$3,048.84
YORK TOWNSHIP	0.044500	$443.24
YORK TWP ROAD	0.045100	$449.20
Total:	4.942800	$49,231.78

SEEFRIED INDUSTRIAL PROPERTIES

Butterfield Road Development Project
Oak Brook, IL
Construction Schedule

April 20, 2026

ID	Task Mode	Task Name	Start	Finish
1				
2		**Demolition**	**Mon 10/19/26**	**Mon 3/15/27**
4		**Construction Commencement / Duration**	**Mon 3/15/27**	**Wed 10/4/28**
6		**Construction Completion**	**Thu 10/5/28**	**Thu 10/5/28**



Task	Inactive Task	Manual Summary Rollup	External Milestone	Manual Progress
Split	Inactive Milestone	Manual Summary	Deadline	
Milestone	Inactive Summary	Start-only	Critical	
Summary	Manual Task	Finish-only	Critical Split	
Project Summary	Duration-only	External Tasks	Progress	

April 27, 2026

VILLAGE OF OAK BROOK – PLANNED DEVELOPMENT ENGINEERING REVIEW

PROJECT	PERMIT NO.	REVIEW NO.	STATUS
2901 Butterfield Road – Amazon	PD 26 1	2	Not Approved

EZA Engineering received the following Planned Development submittal documents on February 26, 2026:

DOCUMENT	PREPARED BY	SHEETS	DATE
Preliminary Engineering Plans	Kimley Horn	6	4-20-26
Overall Landscape Plan	Kimley Horn	1	4-20-26
Preliminary Drainage Report	Kimley Horn	3	4-20-26
Final Plat of Consolidation	Kimley Horn	2	4-17-26
Environmental Impact Study	Kimley Horn	38	2-2-26
Demand for Village Services	Kimley Horn	2	4-16-26
Traffic Impact Study	KLOA	220	4-20-26

The above documents have been reviewed for compliance with the Village Code of Oak Brook (Village Code) and the Village of Oak Brook Stormwater and Flood Plain Ordinance (VOBSFPO). Please consider the following comments:

GENERAL COMMENTS

1. Please note the following. A response to these comments is not necessary:
    - Four (4) civil drawings (Aerial Plan, Site Plan, Paving Grading and Drainage Plan, and Utility Plan) were included in the submittal. Collectively, these drawings will comprise the Preliminary Plat, as defined in Title 14-3 of the Village Code. It should be noted that plan sheets must be provided at full size. Three of the plan sheets were provided on 8.5”x11”. The Preliminary Plat shall be signed and sealed by a Professional Engineer licensed in the State of Illinois.
        - The dimensions of the subdivision are not able to be verified. Property lines are not proportional to each other (using the ALTA as reference). The shape of the subdivision does not match the ALTA.
        - Is a portion of the site being subdivided and sold to Nicor?
    - The disturbed area for the proposed development site will be greater than 1 acre. Therefore, an NPDES ILR10 permit will be required from the IEPA. This permit will be required prior to issuance of the subdivision improvements permit (after Planned Development approval by the Village Board).
    - A permit from the Illinois Department of Transportation (IDOT) will be required due to proposed improvements within the Butterfield Road right-of-way. It is noted KLOA emailed files to IDOT for review on April 22, 2026.
    - A permit from the DuPage County Division of Transportation (DuDOT) is required to proposed improvements within the Meyers Road right-of-way. It is noted KLOA emailed files to DuDOT for review on April 22, 2026.

2. Provide a breakdown of different types of impervious areas in the existing and proposed conditions. The breakdown should include the overall area of the development site as well as the net new impervious area.
    - If the net new impervious area since 1992 is 25,000 SF or greater, stormwater detention will be required.
    - If the net new impervious area since 2013 is 2,500 SF or greater, Post Construction Best Management Practices (PCBMP) will be required.
3. Per the 1977 stormwater calculations, it appears detention was provided for the entire site with an exception for 6.93 acres (southwest portion of the development site), which resulted in a flow of 52 CFS (C=0.95; i=7.9 in/hr). This is prior to 1992, so it is not yet known if stormwater detention (by today's standards) is required for the entire site. However, stormwater detention (by today's standards) is required for the 6.93 acres of undetained area.
4. Per the effective Flood Insurance Rate Map (FIRM), the development site is located within a 100-year regulatory floodplain. Provide the following information:
    - The applicable FIRM and Flood Insurance Study (FIS) profile.
    - The limits of the floodplain shall be shown on all applicable plan sheets.
    - Compensatory storage calculations demonstrating compliance with Title 9-10.
    - A full Floodplain Submittal will be required prior to approval of the Final Plat of Subdivision.
    - Please note that the flowline of the Lombard Tributary (as shown on the FIRM) is not consistent with the actual condition. This error extends from the culvert under Meyers Road to the north pond (in the middle of the site). Provide a statement and any necessary calculations to address whether this error impacts the limits of the regulatory floodplain. It would appear the ditch along Butterfield Road may include regulatory floodplain.
5. The 100-year BFE of 707.5 and the 10-year BFE of 706.9 are confirmed. A response to this comment is not necessary.
6. The storm sewer system shall be designed to convey the 10-year rainfall event. Provide preliminary storm sewer calculations. Please note that review of final engineering plans will full calculations of all proposed storm sewers as well as inlet capacity calculations.
7. Provide a stormwater narrative to discuss offsite flows from upstream of the development site and how those flows will be conveyed to ISTHA right-of-way (downstream of the site).
8. As noted in the Environmental Impact Study, a wetland delineation is required. Provide a wetland and buffer impact submittal.
9. Provide water supply demand calculations. It is noted a 10" diameter water service is anticipated. The existing water main on Butterfield Road is 12" diameter and the existing (looped) water connections are 6" diameter. The calculations will be used in the Village's water model to determine if any upgrades to the Village's water distribution system are required in order to adequately service the development.
10. Address all comments on the Civiltech Technical Memorandum dated April 27, 2026 (attached).
11. Address all comments on the RVi Landscape Plan Review dated April 27, 2026 (attached).
12. Provide a Preliminary Engineer's Opinion of Probable Construction Cost for all site work.
13. Please note that deed restrictions will not be approved. If any deed restrictions are desired, please contact Village staff to discuss.
14. Provide an itemized comment response letter in the next submittal.

PRELIMINARY PLAT

15. The Preliminary Plat includes sheets C3.0-C6.0 and L1.0. Please provide the full set of preliminary engineering drawings to be included in and titled as the Preliminary Plat.
16. Title 14-3-3.A.1 – Provide a proposed name for the subdivision.
17. Title 14-3-3.A.2 – Indicate the legal description for the development site on the Preliminary Plat. The legal description on the ALTA/NSPS Land Title Survey will suffice.
18. Title 14-3-3.A.4 – Indicate the name(s) and address(es) of the owner and subdivider having control of the tract and the surveyor who prepared the plat.
19. Title 14-3-3.A.6 – Indicate the date of survey and preparation.
20. Title 14-3-3.B.1 – Add lengths of bearings/angles for all lots and lines of the subdivision.
21. Title 14-3-3.B.2 – Indicate the total acreage of the subdivision.
22. Title 14-3-3.B.3 – Indicate the existing zoning districts in the proposed subdivision as well as adjacent trats.
23. Title 14-3-3.B.4 – Provide a sheet showing only corporate lines of the Village of Oak Brook, public right-of-way, easements, and permanent buildings/structures on or within 200' of the development site.
24. Title 14-3-3.B.5 – Provide a sheet showing only the location and size of existing sewers, water mains, culverts, or other underground facilities within the tract and to a distance of at least 200' beyond the tract; also indicating such data as grades, invert elevations, and locations of catch basins, manholes, vaults, and hydrants.
25. Title 14-3-3.B.6 – Provide a location map, ideally on the cover sheet.
26. Title 14-3-3.B.7 – Provide a sheet showing topographic data including 1' contours.
27. Title 14-3-3.B.8 – Provide locations of or reference to locations of existing monuments or survey markers.
28. Title 14-3-3.C.2 – It does not appear that the southbound left turn in from Meyers Road is feasible. Please extend the median to the south to block traffic from this movement. This comment will defer to any requirement or comment made by DuDOT or IDOT.
29. Title 14-3-3.C.3 – Provide locations of all proposed easements. This may include easements anticipated for stormwater detention, floodplain, public utility and drainage, ISTHA, IDOT, DuDOT, cross-access, etc.
30. Title 14-3-3.C.3 – The Village is requesting an easement at the northwest corner of the development site for an Oak Brook Major Identifier monument. The easement would be 25' offset from the north and west property lines. It is noted that while this area was landscaped on the previous submittal and is now show to have the parking lot moved into this space.
31. Title 14-3-3.C.3 – Indicate all existing easements proposed to be vacated. Of particular note, the existing site plan will require the 114' easement for Stormwater Retention and Drainage to be vacated as well as the IDOT Drainage Easement.
32. Title 14-3-3.C.4 – Indicate the layout, numbers, and typical dimensions of proposed lots to the nearest foot and areas of each lot.
33. Title 14-3-3.C.5 – Indicate proposed building setback lines, including dimensions.
34. Title 14-3-3.C.8 – The development site accepts significant amounts of stormwater runoff from three offsite sources:
    - Butterfield Road right-of-way and storm sewer system;
    - A 72"/78" diameter storm sewer under Meyers Road (from the Promenade). The upstream end (72") of this storm sewer appears to be 708.75 (NAVD 29) and the downstream end (78") appears to be 707.72. The upstream area to this storm sewer is approximately 618 acres.

- A combination of a 24”x45” HERCP and 24”x38” HERCP from 2625 Butterfield Road (designed to convey approximately 90 CFS (10-year)). The pipes combine into a junction chamber (INV 699.89) with a 53”x83” HERCP (66” diameter equivalent).
    - Please note this system may need to be hydraulically separated from most of the rest of the development site to maintain existing drainage characteristics. ***This is not addressed in the plans*.**

These sources of runoff do not appear to be considered on sheet C5.0. 100-year flows need to be maintained to avoid backups onto upstream properties.

35. Title 14-3-3.C.8 – The Detention section of the Drainage Memo states that the site requires approximately 13.6 ac-ft of storage in order to store the 100-year, 24-hour rainfall event and release it at the allowable rate of 0.1 cfs/acre per the DuPage County Ordinance. Provide calculations to support this statement.
36. Title 14-3-3.C.8 – The two proposed stormwater basins are stated contain a combined volume of 23.51 ac-ft, which is sufficient to meet detention requirements and compensatory storage requirements (7.95 ac-ft compensatory storage, 6.64 ac-ft west pond, 6.94 ac-ft east pond). However, detention basins in the regulatory floodplain shall comply with Title 9-9-4. Additionally, calculations are required to show each basin is sized proportional to the tributary area for each.
37. Title 14-3-3.C.8 – Per the 1977 stormwater calculations, it appears the designed release rate from the development site (at I-88 ROW) was 174 CFS. This is required to be maintained.
38. Title 14-3-3.C.8 – Please note that the Village would prefer open water retention ponds, as opposed to native planted detention basins.
39. Title 14-3-3.C.8 – It is noted the site will require significant amounts of fill. In some areas, there will be 7-8’ of fill. Assuming that existing asphalt material will be recycled, please note that any recycled material will require inspection reports, certifying the gradation is appropriate for the use.
40. Title 14-3-3.C.8 – The existing 12” diameter water mains (on Butterfield Road and on Meyers Road) are approximately 50-60 years old. Please show abandonment and replacement of the water mains with new 12” diameter water mains. If determined to be necessary by the water model, 16” diameter water mains may be required.
41. Title 14-3-3.C.8 – Revise the Amazon water service as follows:
    - Revise the cross into a tee. The water service will be looped around the building, but will be completely separated from the water service for the future outlot.
    - The proposed hydrants will be privately owned. The hydrant leads shall be a maximum of 2’. Revise the water service location accordingly.
    - The (combined) water service shall enter the building and then can be split between fire and domestic.
    - The water meter and backflow preventer shall be located inside the building, not near the main.
    - A 5’ diameter valve vault will be required as close to the water main on Butterfield as possible.
42. Title 14-3-3.C.8 – The future outlot water service can be removed from the Preliminary Plat. If it is desired to be shown, it shall be designed to conform to the requirements shown above for the Amazon water service.
43. Title 14-3-3.C.8 – Similarly to the future outlot water service, the sanitary service does not need to be shown on the Preliminary Plat. Approval for the proposed layout will require approval from the Flagg Creek Water Reclamation District.
44. Title 14-3-3.C.10 – Provide the proposed location and design of any subdivision gateway/sign.

45. The fire truck turning movement from northbound Meyers into the site is not made from the right turn only lane. The right turn movement onto Butterfield Road enters the middle (of 3) lane. Revise accordingly.
46. Remove the speed tables in the drive aisle along the south property line. The speed tables are likely to damage the Village's fire truck.

Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation Design

Traffic Engineering

Civil Engineering

Construction Engineering

Environmental Studies

Water Resources

Structural Design

Right of Way

Urban Design

Transportation Planning

Program Management

Technical Memorandum

Date: April 27, 2026

To: Jamie Patterson, P.E., CFM
EZA Engineering, PLLC

From: Steven A. Pautsch, P.E., PTOE
Civiltech Engineering, Inc.

Re: Proposed Commercial Development
2901 Butterfield Road
Traffic Impact Study Review-2nd Submittal
Oak Brook, IL

Civiltech has reviewed the Traffic Impact Study (TIS) dated April 20, 2026 prepared by KLOA, Inc. and the site plan dated April 20, 2026 2026 prepared by Kimley-Horn for the proposed commercial development located on the southeast corner of Butterfield Road and Meyers Road in Oak Brook, Illinois. This is the second submittal reviewed by Civiltech

We offer the following transportation-related comments on this redevelopment proposal:

Traffic Study

1. Provide a disposition of comments from Civiltech memo dated March 9, 2026

2. Provide permit correspondence with DuPage County Division of Transportation and Illinois Department of Transportation as it becomes available.

3. The direction distribution percentages do not add up to 100%. Is the percentage of traffic assigned to Meyers Road between the site and 31st Street supposed to be 10%?

4. The weekday evening peak hour trip generation projections for the free-standing discount store (898) use do not match the ITE calculations (943 total vehicles).

5. In the trip generation table, provide data for total 24-hour trips projected to be generated on a weekday and Saturday. How many of these trips are anticipated to travel on Meyers Road south of the site?

6. Meyers Road Access

   a. It appears that the proposed southbound left turn volume from Meyers Road to the site driveway is under-projected. This driveway is the most direct access to the flex driver parking and customer pick up parking, which will be high-turnover spaces. The projected outbound right turn volume from this driveway is indicative of the demand for the inbound left turn movement. Finally, the southbound left on Meyers/Butterfield is over capacity which will cause more traffic to use the Meyers Road site driveway to avoid delays.

   b. Regardless of the amount of traffic projected to make southbound left turns in from this driveway, we have concerns regarding the safety of this movement, given there is no southbound left turn lane and given the close proximity to the Butterfield Road traffic signal.

7. Butterfield Road/Meyers Road Intersection
   a. The southbound left turn volume from Meyers Road onto Butterfield Road is very high and the proposed site will contribute to a significant increase in this left turn volume. Analyses indicate deficient capacity in the future condition, with long delays and queues spilling out of the southbound left turn bay, which is a safety concern. Coordinate with IDOT to determine recommended mitigation for this movement. Provide a concept geometric plan for review.
   b. In the weekday evening and Saturday midday peak, the eastbound left turn queues exceed the storage of the left turn lane. Coordinate with IDOT to determine recommended mitigation for this movement.

8. Tower Road
   a. The proposed traffic signal at Butterfield Road/Tower Road causes the north leg (Tower Road) to become right-in/right-out. Has this been coordinated with the residents north of Butterfield? Consider realigning Tower Road west via a new frontage road in the Butterfield Road right-of-way to line up with the proposed traffic signal.
   b. Access modifications will cause Tower Road traffic to be redirected to Meyers Road. Incorporate the intersection of Meyers Road/Tower Road into the traffic study.

9. Butterfield Road/Signalized Site Access
   a. We concur that the main site driveway at Butterfield Road meets *Manual on Uniform Traffic Control Devices (MUTCD)* warrants to install a traffic signal. However, the ultimate decision whether a new traffic signal can be installed on Butterfield Road will be made by the Illinois Department of Transportation. Because Butterfield Road is a Strategic Regional Arterial (SRA), IDOT will consider stricter volume and spacing criteria. It appears that the proposed traffic signal does not meet IDOT's minimum ¼ mile spacing criteria for SRA routes.

10. On page 20 of the TIS, the second bullet indicates that hourly traffic volumes for the development were projected. How was this completed? Provide backup information in the TIS.

11. The TIS must provide 95th percentile queueing tables (similar to Table 14) for all analyzed movements.

12. On page 33 of the TIS, provide a discussion of the shortening of the eastbound left turn lane at Trans Am Plaza Drive to accommodate the new left turn lane serving the site.

13. On page 37 of the TIS, the second sub-bullet states that drivers can use the signalized access drive to travel east on Butterfield Road. Is this by making U-turns? Please clarify.

14. Provide the Synchro files for review.

Site Plan

15. The fire truck turn encroaches over a landscape parking islands in the southwest corner of the site. Eliminate this encroachment.

16. The inbound fire truck right turn encroaches over the northbound left turn lane at the proposed signalized access driveway. This may be able to be corrected by reducing the width of the outbound lanes to 10 feet.

17. Provide provisions for future cross access to the adjacent property to the east to enhance circulation and site access.

18. Long-term plans propose new ramps at I-88/Meyers Road, which could affect geometry and traffic circulation to and from the site.

LANDSCAPE PLAN REVIEW

Date: April 27, 2026
Project Name: Oak Brook Commercial

TO: Jamie Patterson, EZA Engineering

FROM: Monica Goshorn-Maroney, RVi Planning + Landscape Architecture

SUBJECT: Landscape Plan Permit Review Comments #2

We have reviewed the Landscape Plan for the Oak Brook Commercial project prepared by Kimley-Horn and Associates, Inc., dated April 20, 2026. We offer the following comments based on the Village Ordinance:

Sec. 13-18-3 Landscape Requirements

1. **B) Landscape Plan Requirements:** Provide the following additional plans:
    a. Provide existing tree survey, noting trees proposed for removal and planned for preservation.
    b. Provide irrigation plan with system details and sprinkler head locations if applicable.
    c. Provide construction erosion control plan.

2. **B) Landscape Plan Requirements:** Provide schedule of existing trees to be removed and to be preserved (6" caliper or greater), and indicate caliper size, common name, and botanical name.

3. **C) Landscape Requirements:** No more than 25% of one genus shall be specified for each plan group. Indicate percentage of each genus specified on future plan submittals.

4. **D) Installation of Plant Materials:** As required by 425 ILCS 20 No object shall be constructed, maintained or installed within forty-eight inches (48") of a fire hydrant. Ensure there is adequate spacing between the hydrant within the planting beds in the parking lot and the proposed shrubs on future submittals.

5. **G) Interior Landscaping Requirements:** Landscaped dividers or continuous islands with a minimum width of six feet (6') shall be provided between every three (3) parking bays. Provide curbs and low landscaping on either side of pedestrian crosswalks in the center aisles to provide a buffer from parked vehicle overhang.

6. **H) Minimum Landscape Requirements for Foundations Plantings:** A minimum building foundation landscape area of five feet (5') in width shall be located immediately along the front and sides of the building expect at entryways. Several areas along the building edge are less than 3' wide which will not support plant establishment.

7. **I) Miscellaneous Landscape Requirements:** For every 1 square foot of total sign area, one square foot of landscaped area shall extend at least 3' beyond the sign faces in all directions at the monument entry signs. Provide landscaping around both monument signs.

Sec. 13-3-17 Fence Regulations:

1. **H) Commercial Fencing:** Dumpsters shall be screened by a 6' high wall to match the color and material of the principal use building and include metal gates, oriented away from streets and sidewalks. Indicate the proposed location and screening of dumpsters on the plans.

General Comments:

1. Sheet C4.0 notes the area along the Ronald Reagan Memorial Tollway to be planted with native grasses. Show the area to be planted with native grasses on the landscape plan and indicate the proposed planting mix.

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

April 21, 2026

Mr. Jonathan Karabowicz, PE
Traffic Permit Engineer
Region 1/District 1
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

Re: Proposed Retail Development
Oak Brook, Illinois

Dear Jon:

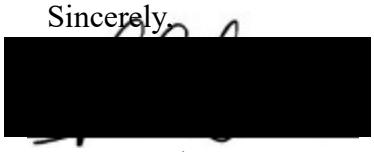
Enclosed please find the following documents regarding the proposed retail development to be located in Oak Brook, Illinois:

- Traffic Impact Study prepared by KLOA, Inc. dated April 20, 2026
- Preliminary Site Plan prepared by Kimley Horn dated April 16, 2026

The site, which is occupied by approximately 600,000 square feet of office space, is located in the southeast quadrant of the intersection of Butterfield Road with Meyers Road. As proposed, the site will contain a 225,000 square-foot commercial building that will contain a discount store and a second, approximately 10,000 square-foot outlot retail building. Primary access is proposed via a proposed signalized access drive and a right-in/right-out access drive off Butterfield Road, with additional access provided via a three-quarter movement access drive off Meyers Road.

Should you have any questions or require additional information, please let me know. I look forward to receiving the review comments at your earliest convenience.

Sincerely,



Luay R. Aboona, PE, PTOE
Principal

C: Mitch Goltz, GTZ Properties
Brain Novak, Seefried Industrial Properties
James Patterson, P.E., Village of Oak Brook

Enc.

Traffic Impact Study
Proposed Retail Development

Oak Brook, Illinois



Prepared For:

GTZ PROPERTIES

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

April 20, 2026

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed retail development to be located in Oak Brook, Illinois. The site, which is occupied by approximately 600,000 square feet of office space, is located in the southeast quadrant of the intersection of Butterfield Road with Meyers Road.

As proposed, the site will contain a 225,000 square-foot commercial building that will contain a discount store and a second, approximately 10,000 square-foot outlot retail building. Primary access is proposed via a proposed signalized access drive and a right-in/right-out access drive off Butterfield Road, with additional access provided via a three-quarter movement access drive off Meyers Road. No cross-access to adjacent parcels will be provided.

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

The sections of this report present the following:

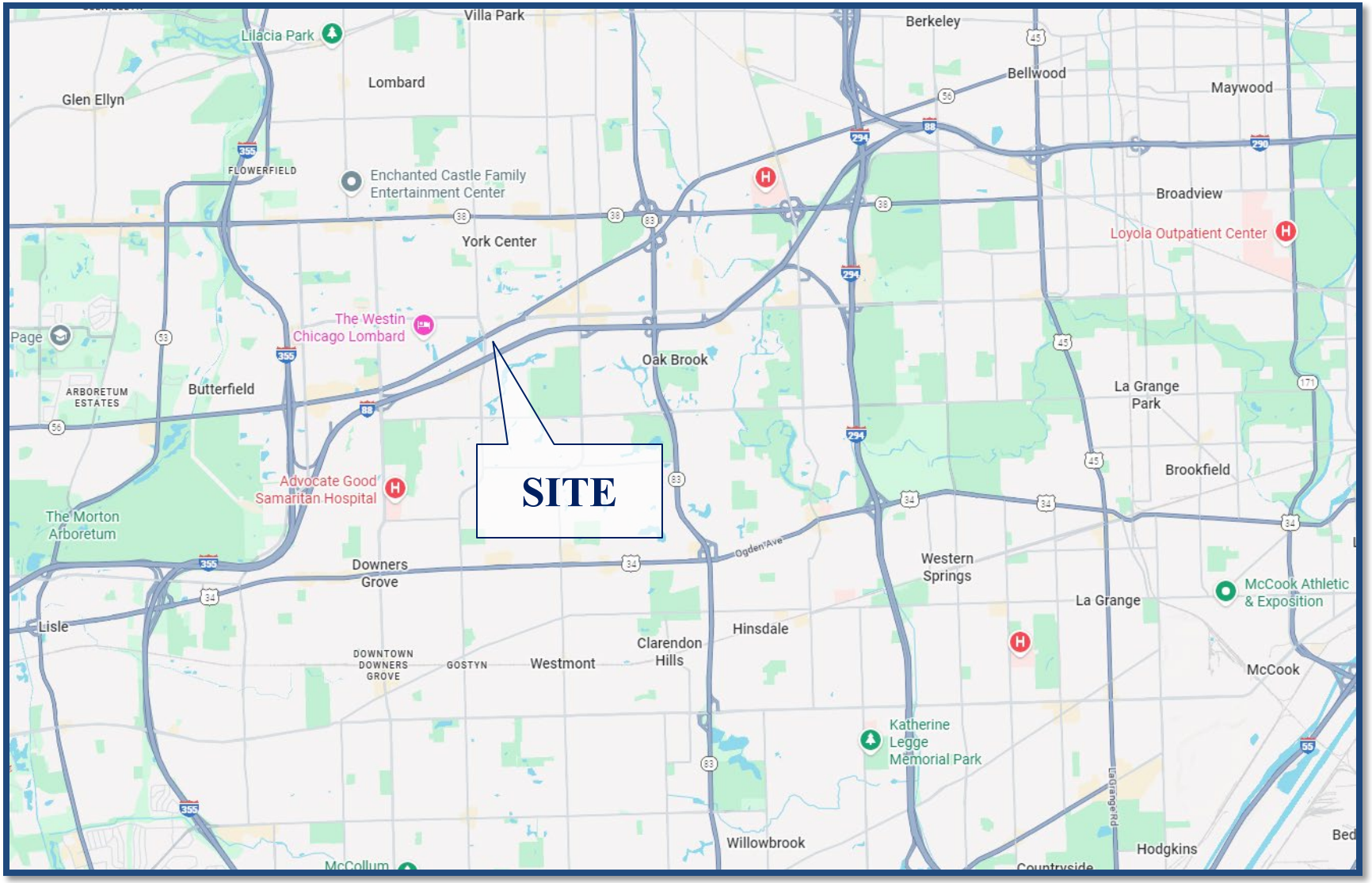
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development-generated traffic
- Vehicle generation for the proposed development
- Future traffic conditions including access to the development
- Traffic analysis for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to the adequacy of the development's access system and adjacent roadway network
- A traffic signal warrant evaluation

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

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

2. No-Build Conditions - The future projected traffic volumes include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development).

3. Total Projected Conditions - The future projected traffic volumes include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development reduced to account for pass-by trips.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

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

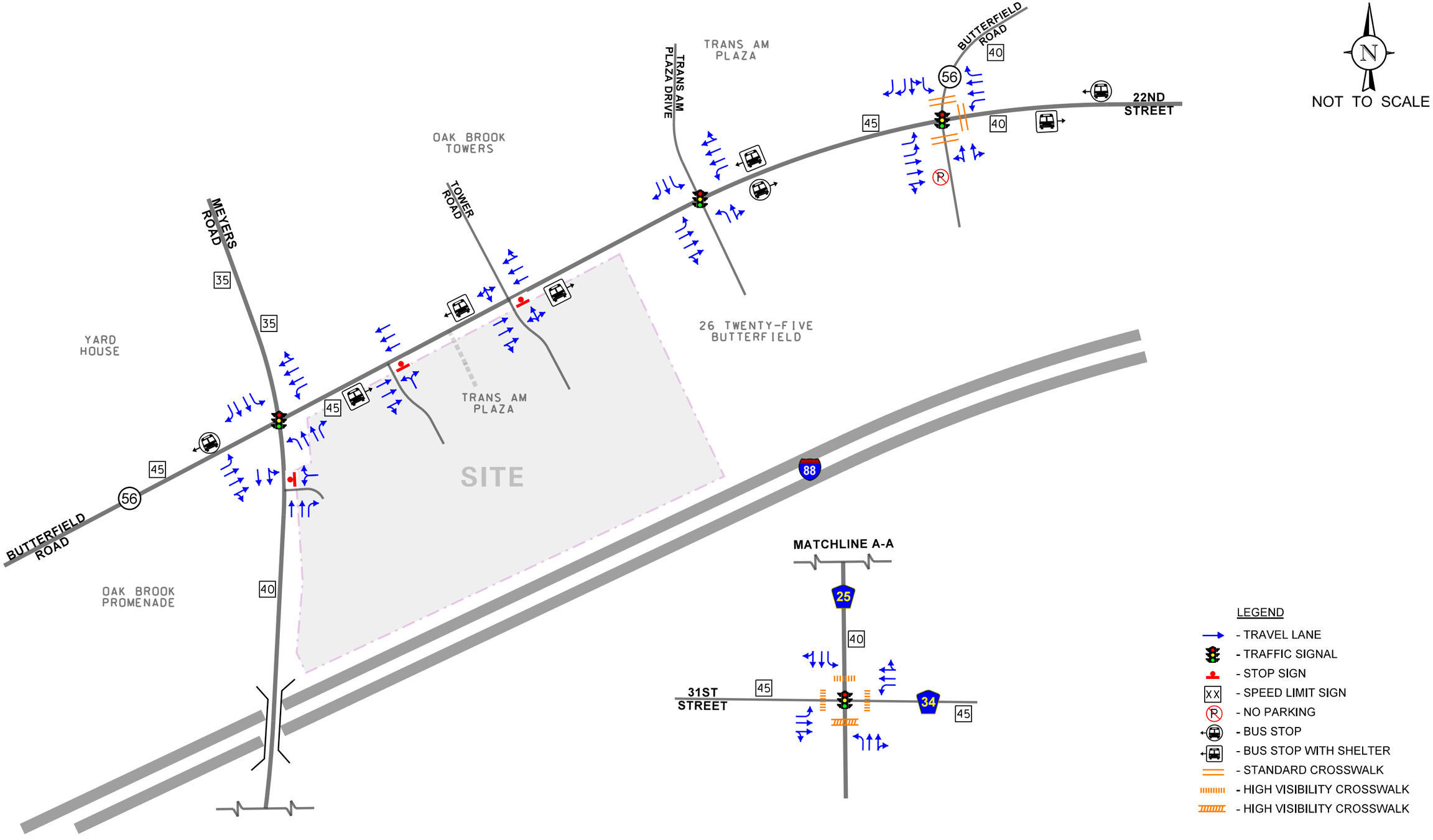
Site Location

The site, which is currently occupied by seven office buildings, totaling approximately 600,000 square feet, is located in the southeast quadrant of the intersection of Butterfield Road with Meyers Road. Land uses in the vicinity of the site are primarily commercial and office uses. Access to the site is currently provided via two full-movement access drives on Butterfield Road and a full-movement access drive on Meyers Road.

Existing Roadway System Characteristics

The characteristics of the existing roadways serving the subject property are described below and illustrated in **Figure 3**.

Butterfield Road is generally an east-west minor arterial roadway that provides three travel lanes in each direction. At its signalized intersection with Meyers Road, Butterfield Road provides an exclusive left-turn lane, three through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. At its signalized intersection with Trans Am Plaza Drive, Butterfield Road provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane on the eastbound and westbound approaches. At its signalized intersection with 22nd Street, Butterfield Road consists of the west and north legs of the intersection while 22nd Street is the east leg of the intersection and an access drive creates the fourth (south) leg of the intersection. The eastbound approach provides two exclusive left-turn lanes, two through lanes, and a shared through/right-turn lane, the westbound approach provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane, the southbound approach provides an exclusive left-turn lane, a shared left-turn/through lane, and dual right-turn lanes, and the northbound approach provides a shared left/through/right-turn lane. A standard crosswalk is provided on the north and south legs of the intersection. At its unsignalized intersections with the two existing site access drive, exclusive left-turn lanes are not provided along Butterfield Road, with left-turn movements occurring within the existing striped median/left-turn lanes serving the adjacent traffic signals. Butterfield Road is designated as a Strategic Regional Arterial (SRA) to the west of its intersection with 22nd Street, is under the jurisdiction of the Illinois Department of Transportation (IDOT), and carries an annual average daily traffic (AADT) of 41,000 vehicles west of 22nd Street (IDOT 2023) and 18,100 vehicles north of 22nd Street (IDOT 2023). Butterfield Road has a posted speed limit of 45 miles per hour.



RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

KLOA
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Job No: 25-280 Figure: 3

DuPage County Road 25 (Meyers Road) is a north-south minor arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with Butterfield Road, Meyers Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the northbound and southbound approaches. At its signalized intersection with 31st Street, Meyers Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound and southbound approaches. A high-visibility crosswalk is provided on both approaches. At its unsignalized intersection with the existing full-movement access drive, Meyers Road provides two through lanes and an exclusive right-turn lane on the northbound approach and a shared left-turn/through lane and an exclusive through lane on the southbound approach. Meyers Road is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), carries an AADT of 14,800 vehicles north of Butterfield Road (IDOT 2024) and 13,000 vehicles south of Butterfield Road (IDOT 2024), and has a posted speed limit of 35 miles per hour north of Butterfield Road and 40 miles per hour south of Butterfield Road. It should be noted that historic AADT information for Meyers Road indicates that in 2019, the roadway south of Butterfield Road had an AADT volume of 18,400 vehicles.

22nd Street is an east-west minor arterial roadway that extends east of Butterfield Road and provides three travel lanes in each direction. As previously indicated, at its signalized intersection with Butterfield Road (in which 22nd Street is the east leg of the intersection), 22nd Street provides an exclusive left-turn lane, two through lanes and a shared through/right-turn lane with right-turn channelization. A standard crosswalk is provided on 22nd Street approach. 22nd Street is under the jurisdiction of IDOT, carries an AADT of 31,500 vehicles (IDOT 2024), and has a posted speed limit of 40 miles per hour.

31st Street is an east-west minor arterial roadway that provides two travel lanes in each direction. At its signalized intersection with Meyers Road, 31st Street provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound and westbound approaches. A high-visibility crosswalk is provided on both approaches. 31st Street is under the jurisdiction of DuDOT, carries an AADT of 17,700 vehicles east of Meyers Road (IDOT 2024) and 11,900 vehicles west of Meyers Road (IDOT 2024). Meyers Road has a posted speed limit of 45 miles per hour.

Tower Road is a local roadway serving Oakbrook Towers that connects Butterfield Road to Meyers Road that provides one travel lane in each direction. At its unsignalized intersection with Butterfield Road, Tower Drive provides a shared left/right-turn lane.

Trans Am Plaza Drive is a local roadway serving various office developments including ComEd, the Chicago Automobile Trade Association, Lincoln Center, 1 Trans Am Plaza, and 2 Trans Am Plaza. At its signalized intersection with Butterfield Road, Trans Am Plaza Drive provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the southbound approach. The south leg of the intersection is the access drive serving 26 Twenty Five Butterfield which provides an exclusive left-turn lane and a shared through/right-turn lane.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Collection Units on Thursday, October 16, 2025, 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 and on Saturday, October 18, 2025, during the Saturday midday (11:30 A.M. to 1:30 P.M.) peak period at the following intersections:

- Butterfield Road with Meyers Road
- Butterfield Road with Tower Road
- Butterfield Road with Trans Am Plaza Drive
- Butterfield Road with 22nd Street
- Meyers Road with 31st Street
- Butterfield Road with the existing west site access drive
- Meyers Road with the existing access drive

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M., the weekday evening peak hour of traffic occurs from 4:15 P.M. to 5:15 P.M., and the Saturday midday peak hour of traffic occurs from 12:45 P.M. to 1:45 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Traffic Signal Interconnect

It should be noted that the intersections of Butterfield Road with Meyers Road, Tower Road, and Trans Am Plaza Drive are part of an eight-signal coordinated system that extends along Butterfield Road between Fairfield Avenue to the west to MacArthur Drive/Myrtle Avenue to the east.

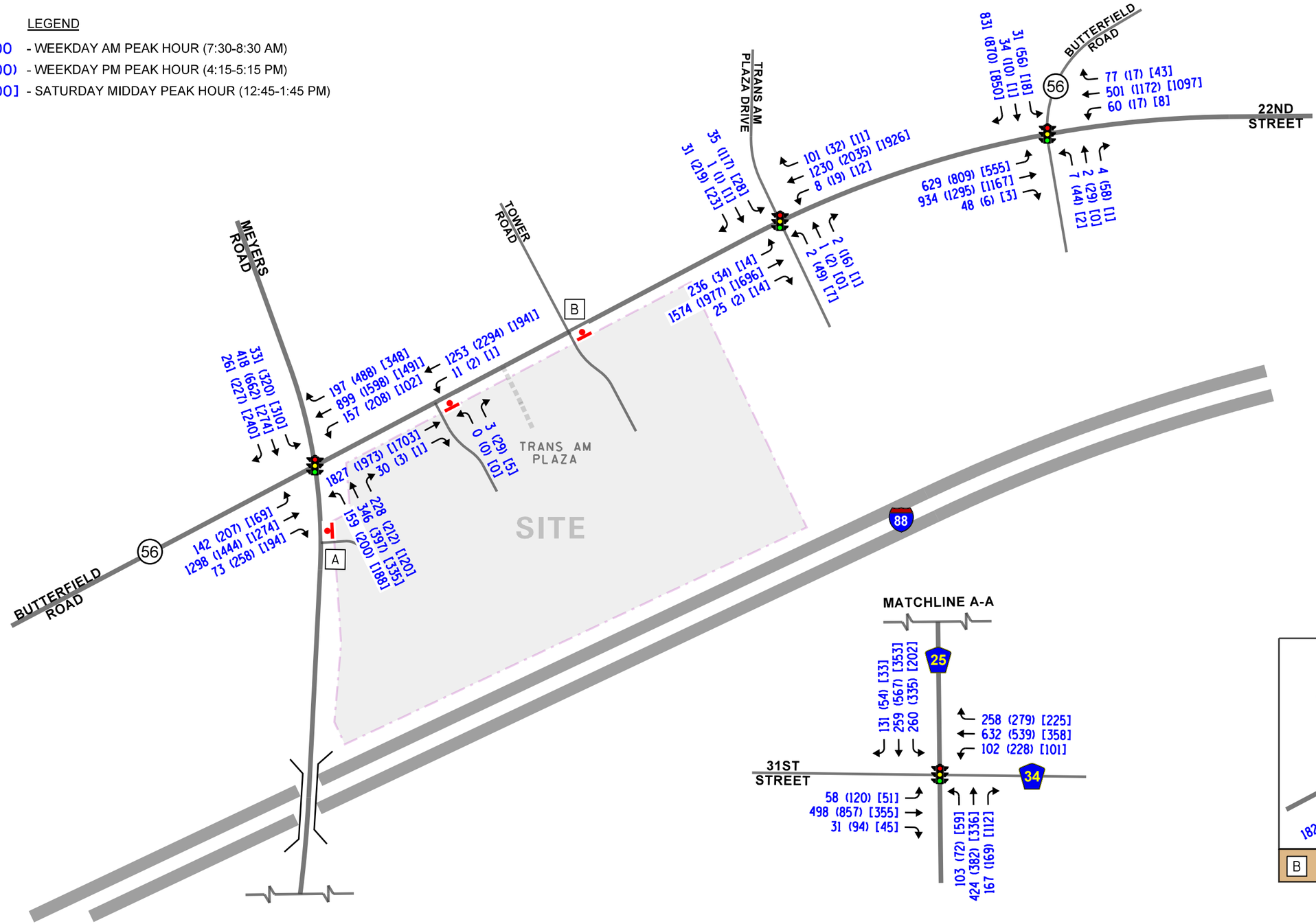
Crash Summary

KLOA, Inc. obtained crash data for the past five years (2020 to 2024)[1] for the intersections of Butterfield Road with Meyers Road, 22nd Street, Trans Am Plaza Drive, Tower Road/Trans Am Plaza Drive, and Meyers Road with 31st Street. It should be noted that the intersection of Butterfield Road with Tower Road/Trans Am Plaza Drive experienced an average of less than one crash per year. A summary of the crashes at the intersections of Butterfield Road with Meyers Road, 22nd Street, and Trans Am Plaza Drive and Meyers Road with 31st Street can be found in **Tables 1** through **4**. No fatalities were reported at the intersections.

[1] DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)
(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)
[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)



RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

EXISTING TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 25-280 Figure: 4

Table 1
BUTTERFIELD ROAD WITH MEYERS ROAD - CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	1	0	1	0	2	1	1	0
2021	0	0	0	0	0	2	0	2	1	1	0
2022	0	0	1	0	0	2	0	3	3	0	0
2023	0	0	1	0	0	0	0	1	1	0	0
2024	0	0	0	0	0	1	0	1	1	0	0
Total	**0**	**0**	**2**	**1**	**0**	**6**	**0**	**9**	**7**	**2**	**0**
Avg	**--**	**--**	**<1.0**	**<1.0**	**--**	**1.2**	**--**	**1.8**	**1.4**	**<1.0**	**--**

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

Table 2
BUTTERFIELD ROAD WITH 22ND STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	2	16	1	9	0	28	23	5	0
2021	0	0	1	26	1	7	0	35	25	10	0
2022	0	0	0	13	2	5	0	20	16	4	0
2023	0	0	1	17	1	13	1	33	31	2	0
2024	0	0	2	13	2	9	1	27	23	4	0
Total	**0**	**0**	**6**	**85**	**7**	**43**	**2**	**143**	**118**	**25**	**0**
Avg	**--**	**--**	**1.2**	**17.0**	**1.4**	**8.6**	**<1.0**	**28.6**	**23.6**	**5.0**	**--**

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

Table 3
MEYERS ROAD WITH 31ST STREET - CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	1	0	1	0	2	1	1	0
2021	0	0	1	0	0	4	0	5	4	1	0
2022	1	0	0	1	1	4	0	7	4	3	0
2023	1	0	0	2	0	1	0	4	3	1	0
2024	2	0	0	1	0	1	0	4	4	0	0
Total	**4**	**0**	**1**	**5**	**1**	**11**	**0**	**22**	**16**	**5**	**0**
Avg	**<1.0**	**--**	**<1.0**	**1.0**	**<1.0**	**2.2**	**<1.0**	**4.4**	**3.2**	**1.0**	**--**

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

Table 4
BUTTERFIELD ROAD WITH TRANS AM PLAZA DRIVE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	1	0	0	1	0	2	1	1	0
2021	1	0	0	0	1	2	0	4	4	0	0
2022	0	0	0	2	0	0	0	2	0	2	0
2023	0	0	0	5	0	0	1	6	5	1	0
2024	1	0	0	2	0	2	0	5	3	2	0
Total	**2**	**0**	**1**	**9**	**1**	**5**	**1**	**19**	**13**	**6**	**0**
Avg	**<1.0**	**--**	**<1.0**	**1.8**	**<1.0**	**1.0**	**<1.0**	**3.8**	**2.6**	**1.2**	**--**

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

Butterfield Road (IL 56) SMART Corridor

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

- Signal Modernization, Traffic Signal Interconnect, Travel Time Monitoring, Closed-circuit television cameras, and Dynamic message signs which will be used to coordinate flow along the corridor and provide IDOT and drivers with real time information. This coordination and monitoring will allow for optimization of travel flow along the corridor.

- Transit signal priority and transit vehicle pre-emption which will allow for more efficient operations for transit vehicles along the corridor.

- Emergency vehicle preemption, which is already provided along a majority of the corridor, will be expanded to further improve travel times for emergency vehicles. This will include ambulance traffic destined for the proposed hospital.

- Pedestrian countdown signals to improve pedestrian safety at corridor intersections.

Some additional improvements will be provided with this project including ADA improvements and bus pad improvements.

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the site will be redeveloped to contain an approximately 225,000 square-foot retail building to be occupied by a discount superstore and an approximately 10,000 square foot outlot retail building. Access to the site will be provided via the following:

- A proposed full-movement signalized access drive located approximately 750 feet east of Meyers Road and 750 feet west of Trans Am Plaza Drive. This access drive will provide one inbound lane and three outbound lanes striped to provide dual left-turn lanes and an exclusive right-turn lane. Furthermore, Butterfield Road's median will be restriped to provide an exclusive left-turn lane and the road will be widened to provide an exclusive eastbound right-turn lane. The cycle lengths and phasings utilized will be discussed in subsequent sections of this traffic impact study.

- The east access drive will remain but will be converted to a right-in/right-out access drive via a raised median that will be incorporated as part of the proposed signalized access drive. It should be noted that the provision of a raised median at this location will also result in the conversion of Tower Drive to a right-in/right-out intersection. However, vehicles accessing Tower Drive also have direct access to Meyers Road and can utilize the signalized access drive to travel east on Butterfield Road.

- The existing full-movement access drive on Meyers Road will be converted to a three-quarter movement (left-in/right-in/right-out) access drive via the provision of a half-raised channelizing island restricting outbound movements to right-turns only.

Overall, the proposed access system will improve the operations of the site by eliminating unsignalized left-turn movements to/from the site via either (1) providing a signalized location for left-turn movements to occur or (2) converting an access point from full access to right-in/right-out movements on Butterfield Road and three-quarter access on Meyers Road. A thorough traffic signal warrant evaluation is included later in the report. A copy of the site plan is located in the Appendix.

Directional Distribution

The directions from which vehicles 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 development-generated traffic.

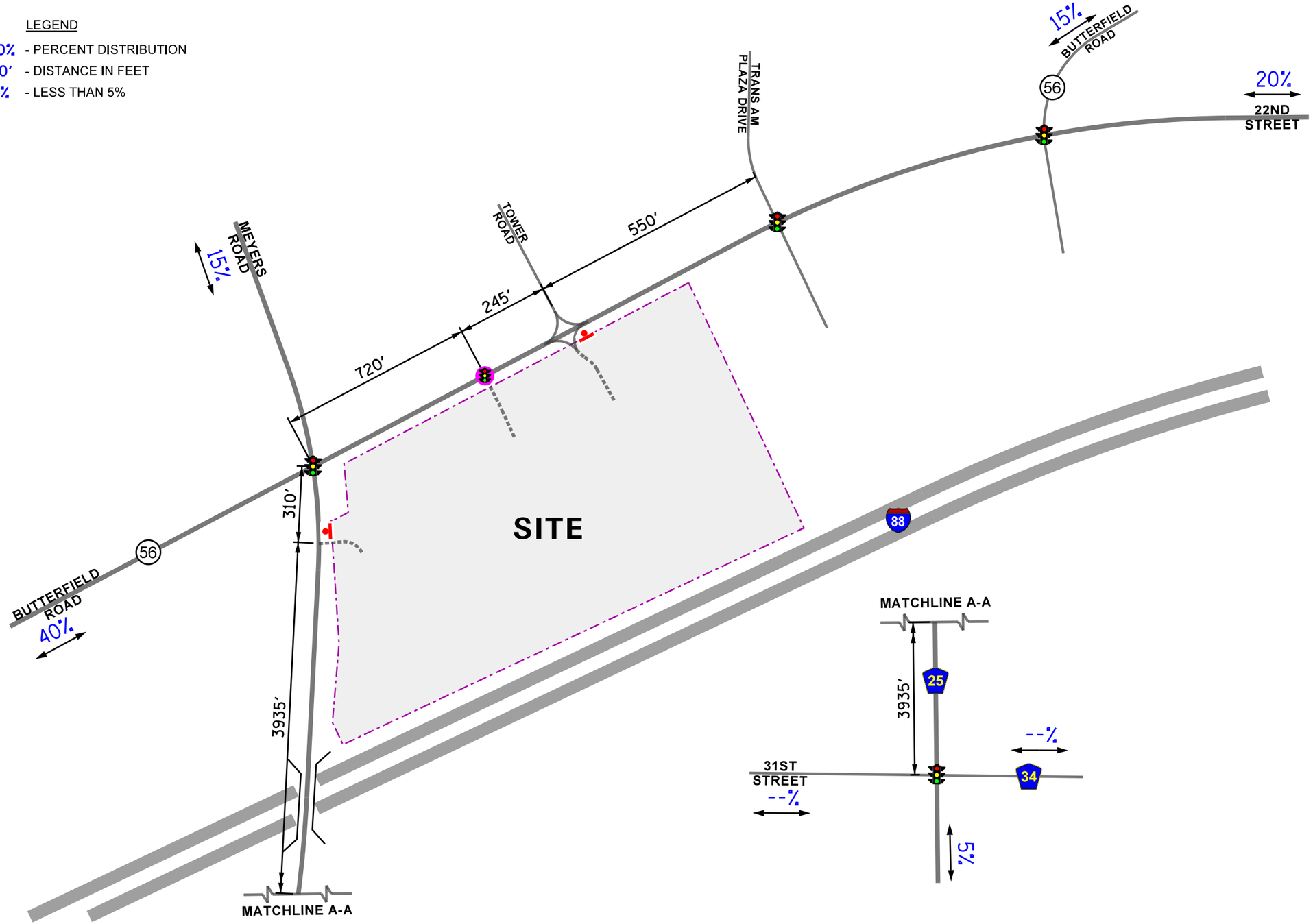
LEGEND

00% - PERCENT DISTRIBUTION

00′ - DISTANCE IN FEET

--% - LESS THAN 5%

NOT TO SCALE



RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

DIRECTIONAL DISTRIBUTION

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

Job No: 25-280 Figure: 5

Estimated Site Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition. The "Free-Standing Discount Superstore" (Land-Use Code 813) and "Strip Retail Plaza (<40k)" (Land-Use Code 822) rates were utilized.

It should be noted that based on information published by ITE, up to 30 percent of trips made to Discount Superstores and approximately 20 percent of trips made to retail developments are diverted from the existing traffic on the area roadway system. This is particularly true during the weekday morning and weekday evening peak hours when traffic is diverted from home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. Therefore, a 20 percent pass by reduction was applied to the trips generated by both land-uses during all three peak hours.

Table 5 tabulates the weekday morning, weekday evening, and Saturday midday vehicle trips anticipated to be generated by this development.

Table 5
ESTIMATED SITE-GENERATED PEAK HOUR TRIPS

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
815	Free-Standing Discount Store (225,000 s.f.)	186	80	266	427	471	898	808	776	1,584
822	Strip Retail Center (<40k) (10,000 s.f.)	22	17	39	38	38	76	34	32	66
	Subtotal	***208***	***97***	***305***	***465***	***509***	***974***	***842***	***808***	***1650***
	Pass-By Reduction (20%)	*-31*	*-31*	*-62*	*-97*	*-97*	*-194*	*-165*	*-165*	*-330*
	Total New Trips	**177**	**66**	**243**	**368**	**412**	**780**	**677**	**643**	**1320**

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the new vehicle trips generated by the development is illustrated in **Figure 6**. The traffic assignment of pass-by trips generated by the development is illustrated in **Figure 7**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) along the adjacent roadways 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 ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by approximately 0.55 percent per year. Traffic volumes adjacent to the site were increased by a total of four percent (two-year buildout plus five years) to represent Year 2032 conditions. A copy of the CMAP projections letter is included in the Appendix. The no-build Year 2032 traffic volumes are illustrated in **Figure 8**.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2032 total projected traffic volumes, as illustrated in **Figure 9**.

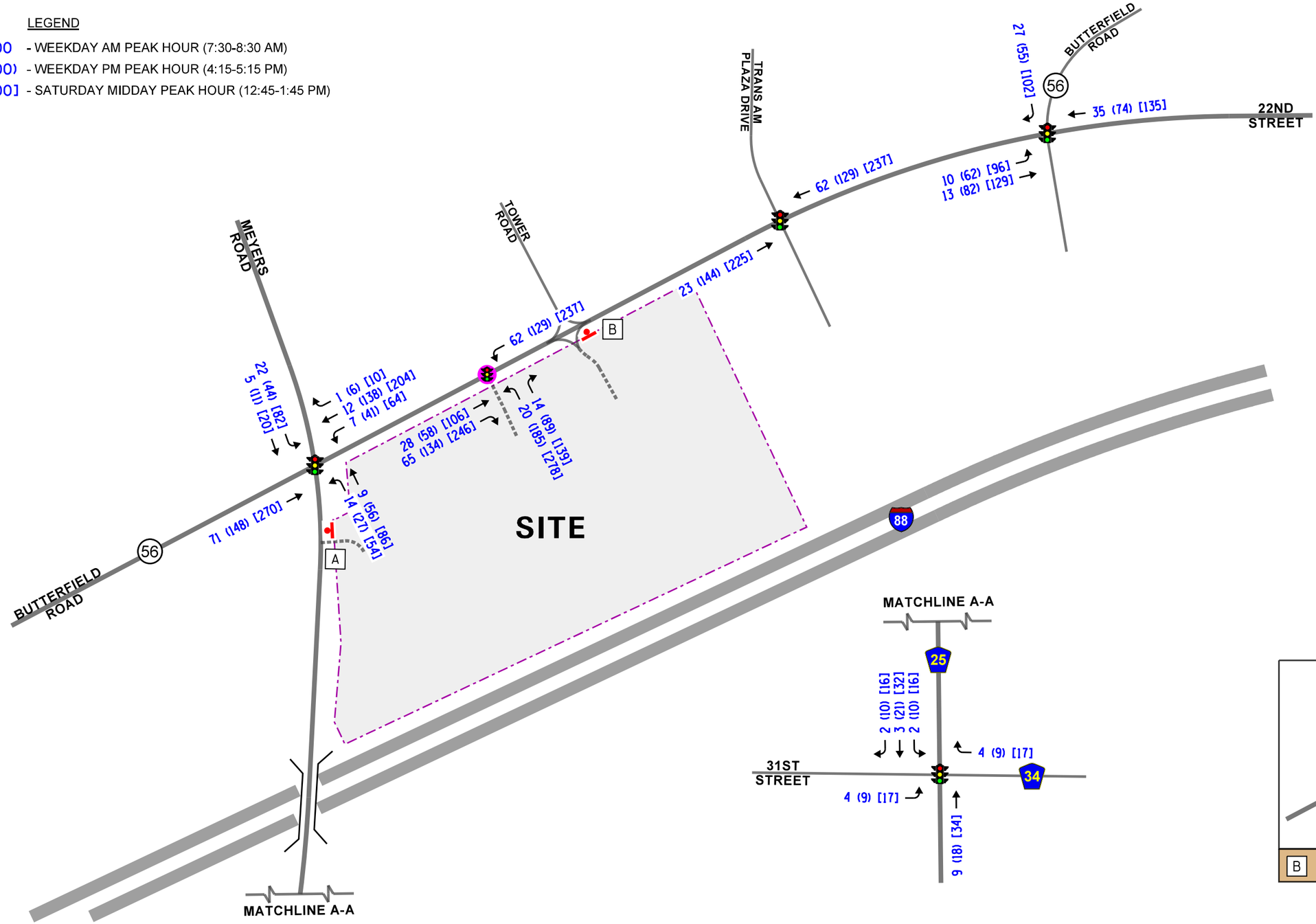
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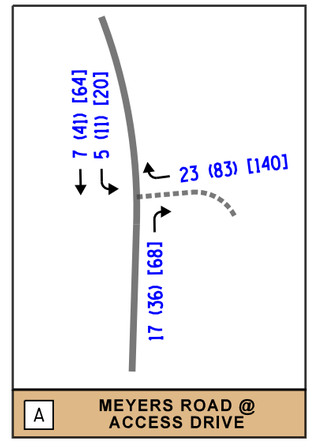
00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

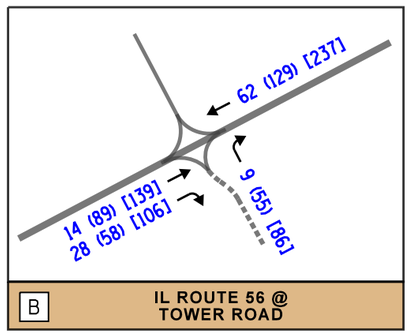
(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

NOT TO SCALE







RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

NEW SITE TRAFFIC VOLUMES

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

Job No: 25-280 Figure: 6

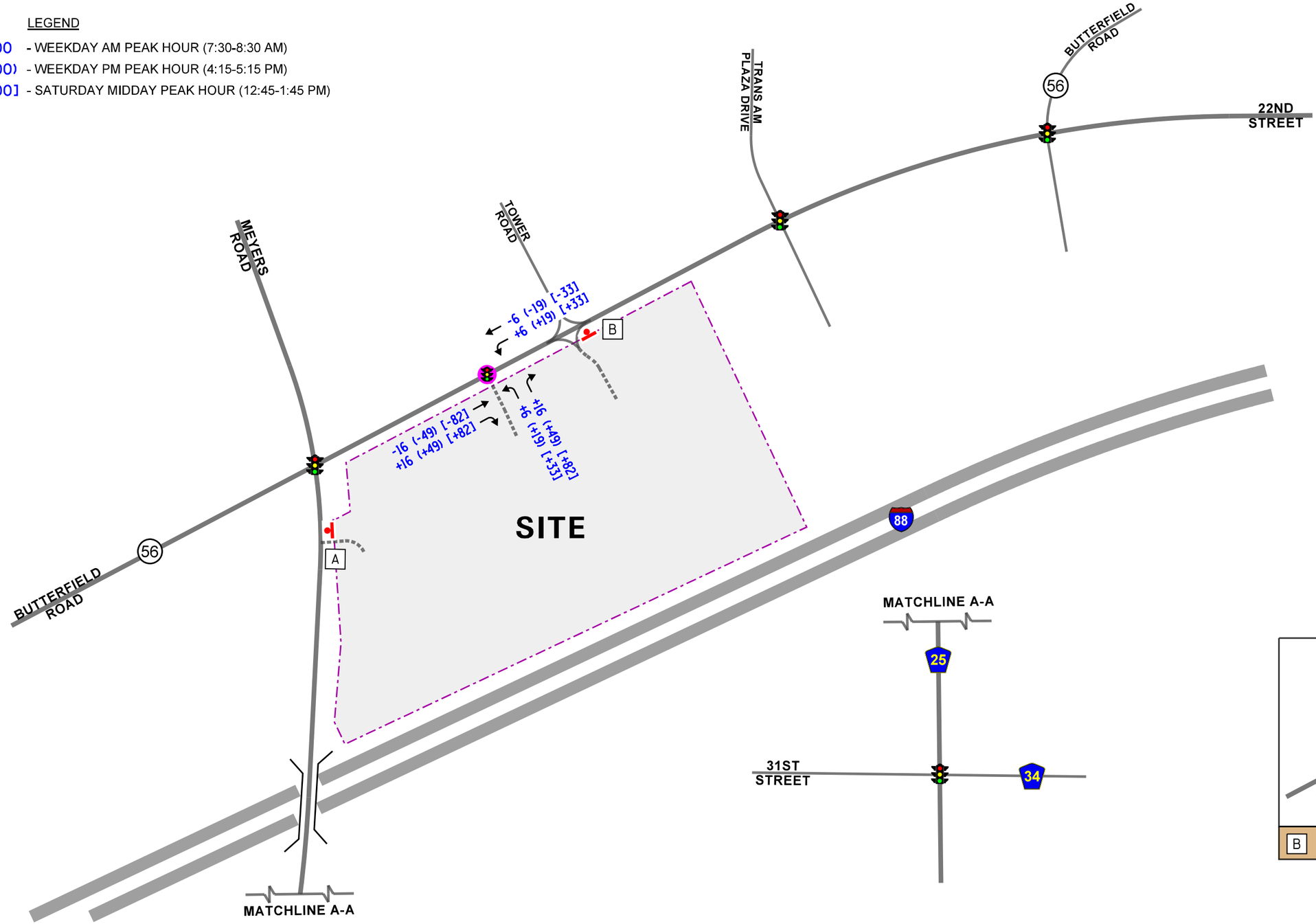
LEGEND

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

(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

NOT TO SCALE



RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

PASS-BY TRAFFIC VOLUMES

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

Job No: 25-280 Figure: 7

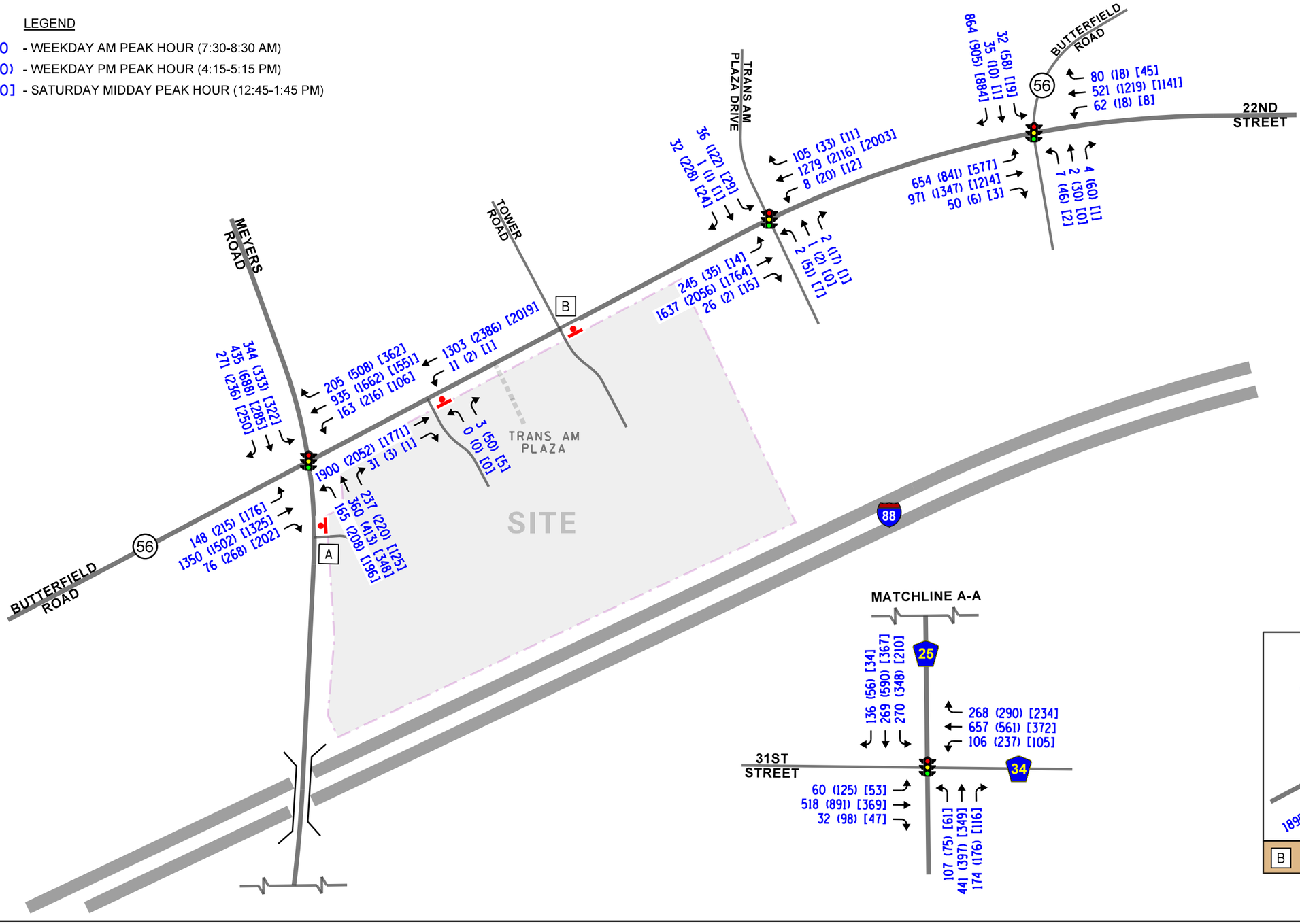
LEGEND

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

(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

NOT TO SCALE



A MEYERS ROAD @ ACCESS DRIVE

B IL ROUTE 56 @ TOWER ROAD

RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

YEAR 2032 NO-BUILD TRAFFIC VOLUMES

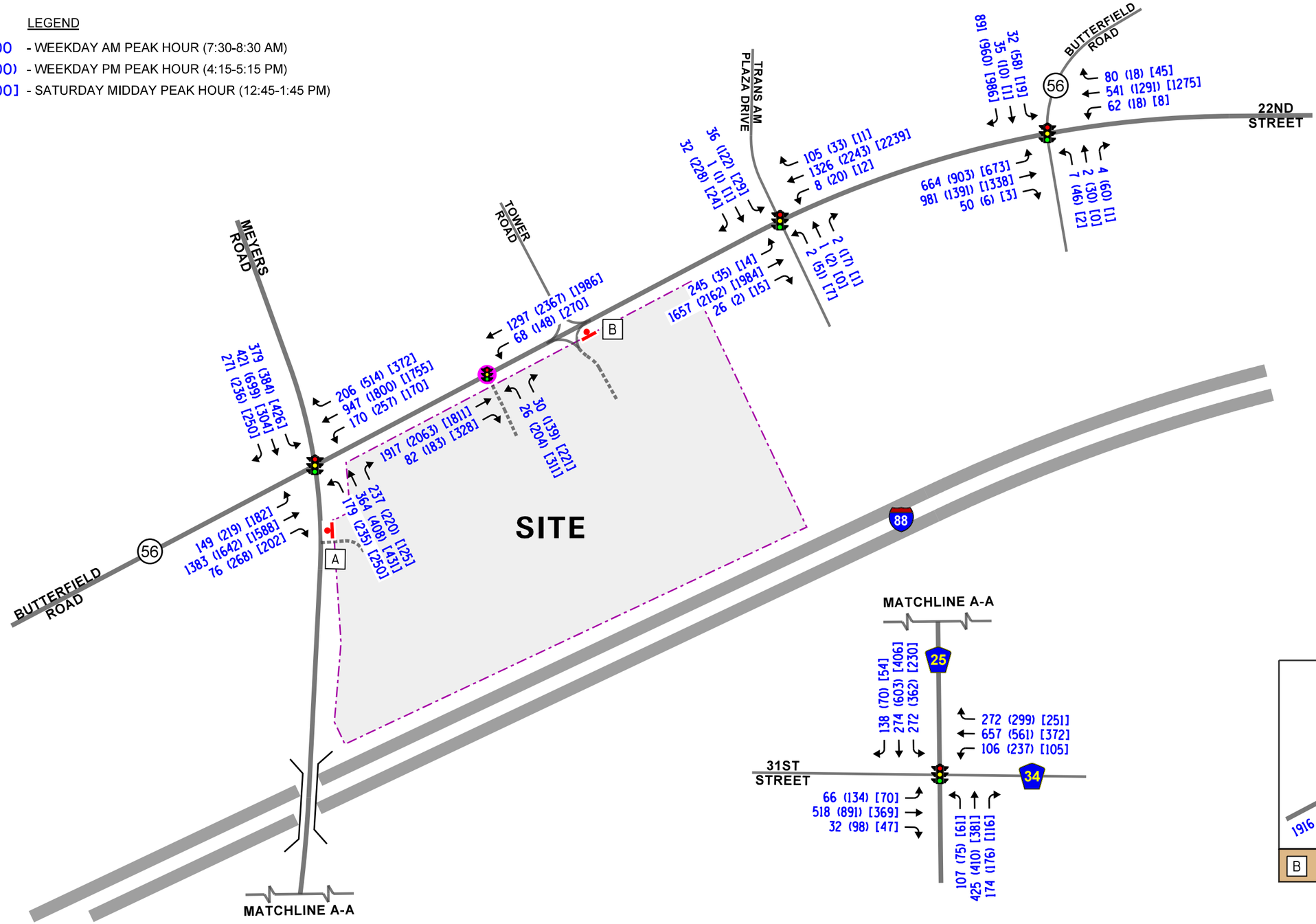
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-280 Figure: 8

LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)
(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)
[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

NOT TO SCALE



RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

YEAR 2032 TOTAL TRAFFIC VOLUMES

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

Job No: 25-280 Figure: 9

5. Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed for the intersection of Butterfield Road with the proposed signalized access drive based on the Federal Highway Administration's *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), 2009. The traffic signal requires that one or more of the nine signal warrants outlined in the *Manual on Uniform Traffic Control Devices* (MUTCD 2009) are met. However, as shown in **Figure 11**, Butterfield Road is classified as an SRA route and as such, SRA traffic signal warrant requirements established by the Illinois Department of Transportation (IDOT) were utilized. This criterion only takes into consideration traffic volume Warrant 1 (Eight-Hour Vehicular Volume).

Warrant 1, Eight-Hour Vehicular Volume states that the Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volumes on a major street are so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Given that Butterfield Road provides three lane approaches at this intersection, the required vehicles per hour on the major street is 600 (total of both approaches) and the required vehicles per hour on the minor street (one direction only) is 200 for Condition A. For Condition B, the required number of vehicles per hour on the major street is 900 (total of both approaches) and the required number of vehicles per hour on the minor street (one direction only) is 100.

However, for SRA routes, the requirements on the minor street for Condition B shall be increased from 100 vehicles per hour to 150 for a two-lane minor approach. Furthermore, based on IDOT's guidelines, the right-turn volume from the minor approach will be reduced by 75 percent. It should be noted that the 75 percent reduction does not take into consideration the mainline congestion factor that would reduce the right-turn on red reduction percentage, thus providing a conservatively low minor approach volume.

To determine if a traffic signal will be warranted under Year 2032 total projected conditions at the proposed access drive, the following was taken into consideration:

- 13-hour traffic counts conducted at the intersection of Butterfield Road with Meyers Road to determine the hourly traffic volumes along Butterfield Road.
- Hourly traffic volumes projected to be generated by the subject development.
- Regional background growth along Butterfield Road

Table 6 summarizes the 13-hour traffic counts for the intersection of Weber Road with Ryan Drive to reflect IDOT's required right-turn reduction for total projected traffic conditions.



Strategic Regional Arterial Map **Figure 11**

Table 6
BUTTERFIELD ROAD PROPOSED ACCESS DRIVE – PROJECTED 13-HOUR TRAFFIC VOLUMES – IDOT SRA CRITERIA

Time	Butterfield Road		Proposed Access Drive (Northbound)			Major Approach Total	Minor Approach Volume	Minimums Met?	
	EB Total	WB Total	L	R	Adj. Right			Condition A	Condition B
7:00 AM	1366	1185	13	14	4	2551	17	No	No
8:00 AM	1600	1328	28	30	8	2928	36	No	No
9:00 AM	1268	1235	91	97	24	2503	115	No	No
10:00 AM	1255	1446	120	128	32	2701	152	No	**Yes**
11:00 AM	1507	1780	147	157	39	3287	186	No	**Yes**
12:00 PM	1789	2124	214	146	37	3913	251	**Yes**	**Yes**
1:00 PM	1606	1982	224	153	38	3588	262	**Yes**	**Yes**
2:00 PM	1721	1942	218	149	37	3663	255	**Yes**	**Yes**
3:00 PM	1768	2254	196	134	34	4022	230	**Yes**	**Yes**
4:00 PM	2111	2490	204	139	35	4601	239	**Yes**	**Yes**
5:00 PM	1893	2311	171	117	29	4204	200	**Yes**	**Yes**

Warrant 1A requires a major approach volume of 600 vehicles and a minor approach volume of 200 vehicles.
Warrant 1B requires a major approach volume of 900 vehicles and a minor approach volume of 150 vehicles (increased per IDOT requirements for SRA Routes).
L – Left, T – Through, R – Right, NB – Northbound, SB – Southbound

As can be seen from Table 6, when the IDOT SRA traffic signal warrant criteria is applied to the traffic volumes projected at the proposed full-movement access drive on Butterfield Road, a traffic signal will be warranted at the intersection utilizing Condition B. Overall, a total of eight hours are met under total projected conditions and eight hours are required to meet the warrant. Therefore, a traffic signal should be installed at this intersection due to the following:

- The projected traffic volumes utilizing a full-movement access drive on Butterfield Road would require dual outbound left-turn lanes.

- It will provide protected access for vehicles turning to/from the proposed development via Butterfield Road.

- No cross access is provided to the adjacent parcels.

- Based on KLOA, Inc's experience with the Butterfield Road corridor when the existing office buildings were occupied, police officers would be stationed at the existing access drives to facilitate traffic exiting the site during the weekday evening peak hour.

- The results of the capacity analysis (as discussed in the following chapter) indicate that this signal will provide efficient and flexible access to the development and would not negatively impact the progression of through traffic on Butterfield Road.

- While the spacing of the proposed traffic signal is less than 1000 feet, the signal spacing is consistent with other signalized intersections serving major commercial properties along the 22nd Street corridor, even those that are provided with cross access to parcels served with signalized access.

Overall, providing a signal at this intersection is imperative to ensure safe/protected full access to the proposed development via Butterfield Road, limiting the impact of the development on the area roadway network.

6. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the existing (Year 2025) traffic volumes as well as future no-build and total projected (Year 2032) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7th* Edition and analyzed using the Synchro/SimTraffic 12 software. The analyses for the traffic-signal controlled intersections were accomplished using actual cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service. The analyses for the proposed signalized access drive were conducted assuming the same cycle length as the Butterfield Road coordinated system with optimized phasings and offsets.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 7** through **13**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7
CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH MEYERS ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning	E 70.6	C 34.5	B 13.5	F 93.6	D 53.7	B 17.6	D 35.9	E 61.6	D 45.1	D 53.8	D 50.6	C 32.6	D 45.9
		D-36.8			D-53.0			D-50.9			D-47.0			
	Weekday Evening	E 79.5	C 33.9	B 16.4	F 90.9	C 25.8	A 7.0	E 64.6	E 76.6	D 40.4	F 82.5	D 93.5	C 34.6	D 45.2
		D - 36.5			C - 27.7			E - 64.2			E - 79.5			
	Saturday Midday	E 65.3	C 28.1	B 11.6	F 75.0	C 25.1	A 7.1	C 34.9	E 59.9	D 35.8	D 49.0	D 48.5	C 32.2	C 32.4
		C - 30.0			C - 24.5			D - 48.1			D - 44.0			
No-Build Conditions	Weekday Morning	E 69.8	C 35.6	B 13.6	F 95.8	E 56.0	B 18.1	D 36.5	E 62.3	D 45.5	E 58.3	D 50.8	C 32.3	D 47.2
		D - 37.8			E - 55.0			D - 51.5			D - 48.5			
	Weekday Evening	F 81.2	C 34.8	B 16.6	F 90.5	C 27.5	A 7.1	E 68.1	F 80.2	D 40.6	F 91.9	F 99+	C 34.9	D 47.9
		D - 37.4			C - 28.9			E - 66.9			F - 88.0			
	Saturday Midday	E 66.0	C 28.9	B 11.8	E 74.8	C 26.5	A 7.3	D 35.1	E 60.4	D 35.8	D 52.0	D 48.6	C 32.2	C 33.4
		C - 30.7			C - 25.6			D - 48.4			D - 45.1			
Projected Conditions	Weekday Morning[1]	E 69.7	D 38.3	B 14.6	E 78.3	D 53.8	B 16.9	D 36.9	E 62.6	D 43.1	E 74.2	D 50.7	C 32.3	D 48.1
		D – 40.1			D – 51.2			D – 50.8			D – 54.3			
	Weekday Evening[1]	F 88.0	D 44.1	C 21.9	F 81.0	D 35.4	B 10.3	F 99+	E 77.7	D 36.1	F 99+	E 71.5	C 32.2	D 51.9
		D – 45.8			D – 34.9			E – 79.8			E – 86.3			
	Saturday Midday[1]	F 83.7	D 36.7	B 12.6	E 79.6	C 32.0	B 11.2	D 35.6	E 70.2	C 34.2	F 99+	D 49.0	D 34.9	D 43.0
		D – 38.5			C – 32.1			D – 53.9			E – 68.4			

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through 1 – With traffic signal timing modifications

Table 8
CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH 22nd STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound	Southbound			Overall
		L	T/R	L	T/R	L/T/R	L	T	R	
Existing Conditions	Weekday Morning	D 54.3	A 7.8	E 73.6	D 42.8	E 65.8	D 52.5	D 52.6		C 29.1
		C - 25.9		D - 45.7			C - 22.3			
	Weekday Evening	E 74.0	C 21.8	E 69.6	D 43.6	F 84.1	E 59.0	E 59.0		D 47.8
		D - 41.8		D - 44.1			E - 61.0			
	Saturday Midday	D 35.5	B 17.7	E 59.9	D 35.4	E 55.3	D 46.3	D 46.3		C 27.6
		C - 23.4		D - 35.7			C - 24.8			
No-Build Conditions	Weekday Morning	D 54.8	A 7.7	E 73.7	D 43.1	E 65.8	D 52.8	D 52.9		C 29.3
		C - 26.0		D - 46.0			C - 22.8			
	Weekday Evening	F 90.0	C 22.3	E 69.9	D 44.7	F 86.1	E 59.1	E 59.1		E 56.3
		D - 48.2		D - 45.1			F - 84.7			
	Saturday Midday	D 35.1	B 17.4	E 59.9	D 36.3	E 55.3	D 46.3	D 46.4		C 27.8
		C - 23.1		D - 36.7			C - 25.2			
Projected Conditions	Weekday Morning	E 55.6	A 6.9	E 73.7	D 43.5	E 65.8	D 53.1	D 53.2	C 21.0	C 29.5
		C – 25.9		D – 46.3			C – 23.3			
	Weekday Evening[1]	D 47.9	B 16.9	E 69.9	D 52.9	F 83.3	E 65.7	E 65.6	F 99.9	D 52.0
		C – 29.0		D – 53.2			F – 97.7			
	Saturday Midday	C 31.4	B 17.3	E 59.9	D 39.7	E 55.3	D 46.3	D 46.4	C 26.1	C 28.6
		C – 22.0		D – 39.9			C – 26.5			

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through 1 – With traffic signal timing modifications

Table 9
CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH TRANS AM PLAZA DRIVE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound			Overall
		L	T/R	L	T/R	L	T/R	L	T	R	
Existing Conditions	Weekday Morning	F 85.3	A 3.9	E 75.0	B 13.5	E 63.0	E 63.3	E 60.0	D 54.0	E 62.6	B 15.2
		B - 14.4		B - 13.9		E - 63.2		E - 61.1			
	Weekday Evening	E 70.0	B 10.5	D 48.4	C 29.4	E 67.2	E 57.5	D 49.8	D 41.0	E 68.9	C 24.5
		B - 11.5		C - 29.6		E - 64.6		E - 62.2			
	Saturday Midday	E 58.2	A 3.5	E 66.4	A 4.6	E 56.3	D 54.0	D 50.8	D 47.0	D 52.6	A 5.3
		A - 4.0		A - 5.0		E - 56.0		D - 51.6			
No-Build Conditions	Weekday Morning	F 84.9	A 3.9	E 75.5	B 14.0	E 63.0	E 63.3	E 60.1	D 54.0	E 62.8	B 15.4
		B - 14.3		B - 14.4		E - 63.2		E - 61.2			
	Weekday Evening	E 69.7	B 11.4	D 48.1	C 31.1	E 66.5	E 56.8	D 49.4	D 40.0	E 69.1	C 25.6
		B - 12.4		C - 31.2		E - 63.9		E - 62.1			
	Saturday Midday	E 57.7	A 3.6	E 66.0	A 4.9	E 56.3	D 54.0	D 50.9	D 47.0	D 52.8	A 5.4
		A - 4.0		A - 5.2		E - 56.0		D - 51.6			
Projected Conditions	Weekday Morning[1]	F 84.1	A 1.9	E 75.8	B 15.7	E 63.0	E 63.3	E 60.1	D 54.0	E 62.8	B 14.9
		B – 12.3		B – 16.1		E – 63.2		E – 61.2			
	Weekday Evening	F 80.9	A 7.7	D 47.4	C 31.1	E 66.5	E 56.8	D 49.4	D 40.0	E 69.1	C 23.9
		A – 8.8		C – 31.2		E – 63.9		E – 62.1			
	Saturday Midday	D 52.7	A 4.1	E 65.3	A 5.6	E 56.3	D 54.0	D 50.9	D 47.0	D 52.8	A 5.9
		A – 4.4		A – 5.9		E – 56.0		D – 51.6			

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through 1 – With traffic signal timing modifications

Table 10
CAPACITY ANALYSIS RESULTS – MEYERS ROAD WITH 31st STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	C 28.9	D 39.5	C 26.9	D 47.2	C 24.2	D 52.9	D 37.2	D 35.7	D 42.7
		D - 38.4		D - 45.1		D - 48.7		D - 36.3		
	Weekday Evening	C 23.5	D 49.7	D 43.9	D 36.3	C 34.8	F 86.3	F 80.7	D 50.4	D 53.6
		D - 46.8		D - 38.0		F - 80.3		E - 61.1		
	Saturday Midday	B 13.9	C 23.2	B 14.2	C 24.3	B 19.2	D 39.5	C 25.4	C 30.5	C 27.5
		C - 22.1		C - 22.8		D - 37.2		C - 28.7		
No-Build Conditions	Weekday Morning	C 30.7	D 40.6	C 27.8	D 50.1	C 24.0	D 53.1	D 40.4	D 35.5	D 44.1
		D - 39.7		D - 47.8		D - 48.8		D - 37.5		
	Weekday Evening	C 24.6	D 52.1	D 54.1	D 37.2	C 35.4	F 95.4	F 86.6	D 51.4	E 57.2
		D - 49.0		D - 40.9		F - 88.5		E - 63.7		
	Saturday Midday	B 14.0	C 24.4	B 14.5	C 24.8	B 19.2	D 40.0	C 26.0	C 30.5	C 28.0
		C - 23.2		C - 23.3		D - 37.6		C - 28.9		
Projected Conditions	Weekday Morning	C 31.9	D 40.3	C 27.5	D 52.4	C 24.3	D 53.2	D 40.0	D 35.9	D 44.7
		D – 39.4		D – 49.9		D – 48.8		D – 37.6		
	Weekday Evening	C 25.8	D 52.1	D 54.1	D 37.4	D 35.7	F 100.6	F 93.9	D 51.9	E 58.9
		D – 49.0		D – 41.0		F – 93.2		E – 67.7		
	Saturday Midday	B 14.4	C 24.5	B 14.5	C 25.6	B 19.3	D 41.1	C 28.0	C 31.0	C 28.8
		C – 23.0		C – 24.0		D – 38.7		C – 30.0		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 11
CAPACITY ANALYSIS RESULTS
BUTTERFIELD ROAD WITH TOWER DRIVE – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Existing Conditions						
• Southbound Approach	F	67.1	F	+99	F	+99
• Eastbound Left Turn	C	18.1	F	53.8	E	35.9
Year 2032 No-Build Conditions						
• Southbound Approach	F	81.6	F	+99	F	+99
• Eastbound Left Turn	C	18.9	F	60.1	E	39.2
Year 2032 Total Projected Conditions						
• Southbound Approach	C	16.4	E	35.6	D	30.6

LOS = Level of Service Note: Two-way stop control
Delay is measured in seconds.

Table 12
CAPACITY ANALYSIS RESULTS
TOTAL PROJECTED CONDITIONS – BUTTERFIELD ROAD WITH SIGNALIZED ACCESS

	Peak Hour	Eastbound		Westbound		Northbound		Overall
		T	R	L	T	L	R	
Projected Conditions	Weekday Morning	A 4.2	A 1.5	E 56.6	A 2.0	E 64.1	D 47.5	A 5.2
		A – 4.1		A – 4.7		E – 55.4		
	Weekday Evening	A 8.7	A 2.2	E 77.6	A 2.4	E 68.9	D 42.4	B 10.8
		A – 8.1		A – 6.8		E – 58.2		
	Saturday Midday	B 14.2	A 3.3	E 72.9	A 3.8	E 57.2	C 27.5	B 15.8
		B – 12.5		B – 12.1		D – 44.9		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 13
CAPACITY ANALYSIS RESULTS
PROPOSED ACCESS SYSTEM – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Butterfield Road Right-In/Right-Out Access Drive						
• Northbound Approach	C	23.5	E	38.4	E	38.1
Meyers Road with Three-Quarter Access Drive						
• Westbound Approach	B	11.9	B	12.4	B	12.4
• Southbound Left Turn	A	9.9	A	9.7	A	9.3

LOS = Level of Service
Delay is measured in seconds.
Note: Two-way stop control

Discussion and Recommendations

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

Butterfield Road with Meyers Road

The results of the capacity analyses indicate that this intersection overall currently operates at Level of Service (LOS) D during the weekday morning and weekday evening peak hours and at LOS C during the Saturday midday peak hour.

- All of the approaches currently operate at LOS D or better during the peak hours except for the northbound and southbound approaches which operate at LOS E during the weekday evening peak hour.

- The northbound through movement operates at LOS E during all three peak hours, the northbound left-turn movement operates at LOS E during the weekday evening peak hour, and the southbound left-turn movement operates at LOS F during the weekday evening peak hour. These levels of service are a result of the long cycle length and prioritization of green time to the Butterfield Road (SRA) approaches.

- All left-turn movements currently operate at LOS D, E, or F during the peak hours except for the northbound left-turn movement during the Saturday midday peak hour which operates at LOS C. This is a result of the eastbound and westbound left-turn movements operating under a protected phase only and limited amount of green time allocated to the northbound and southbound left-turn movements.

In order to improve the operations at the intersection, it is recommended that the signal timings be adjusted as follows:

- During the weekday morning peak hour, three seconds of green time should be reallocated from the eastbound through movement to the westbound left-turn movement.

- During the weekday evening peak hour, four seconds of green time should be reallocated from the eastbound and westbound approaches to the southbound left-turn and through movements. Additionally, six seconds of green time should be reallocated from the eastbound through movement to the westbound left-turn movement.

- During the Saturday midday peak hour, five seconds of green time should be reallocated from the eastbound left-turn movement to the westbound through movement. Furthermore, two seconds of green time should be reallocated from the eastbound and westbound approaches to the northbound and southbound left-turn movements.

With the recommended traffic signal timing adjustments, the signal is projected to operate as follows:

- The intersection overall is projected to operate at LOS D during all three peak hours.
- The eastbound and westbound approaches are projected to operate at LOS D or better during all three peak hours.
- The northbound and southbound approaches and through movements are projected to operate at LOS D/E during all three peak hours.
- All left-turn movements are projected to operate at LOS D, E, or F during the peak hours.
- The 95th percentile queue for the westbound approach is projected to be 505 feet, which is not projected to extend beyond the location of the proposed signalized access drive serving the site.

As previously discussed, this intersection is part of IDOT's ongoing SMART corridor project along the Butterfield corridor. The new corridor improvements should generally improve coordination and traffic flow through this intersection and the recommended signal timing optimization could be implemented by IDOT as part of the corridor project.

Butterfield Road with 22nd Street

The results of the capacity analyses indicate that this intersection overall currently operates at LOS C during the weekday morning and Saturday midday peak hours and at LOS D during the weekday evening peak hour.

- The eastbound and westbound approaches currently operate at LOS D or better during the peak hours and the eastbound and westbound left-turn movements operate at LOS D/E during the peak hours.
- The northbound approach operates at LOS E or F during all three peak hours, which is expected for a minor driveway that has a signalized intersection with a major arterial roadway such as Butterfield Road or 22nd Street. Additionally, it is a result of the split phase operation of the northbound and southbound approaches and limited amount of green time allocated to the northbound approach.
- The southbound approach operates at LOS C during the weekday morning and Saturday midday peak hours and LOS E during the weekday evening peak hour. Further, the southbound left-turn and through movements operate at LOS E during the weekday evening peak hour.

It should be noted that the results of the capacity analyses are reflective of no right turn on red for all approaches per IDOT capacity analysis criteria, which is particularly impactful for the heavy southbound right-turn volume and ability for right turns on red to occur from the curbside lane only. In order to mitigate the impact of the proposed development, it is recommended that the signal timings be adjusted as follows:

- During the weekday evening peak hour, four seconds of green time from the southbound left-turn/through movement and three seconds from the westbound through movement should be reallocated to the eastbound left-turn movement.

With the recommended traffic signal timing adjustments, the signal is projected to operate as follows:

- The intersection is projected to continue to operate at LOS C during the weekday morning and Saturday midday peak hours and LOS D during the weekday evening peak hour.

- The eastbound approach is projected to continue to operate at LOS C during all three peak hours. This is an improvement from LOS D during the weekday evening peak hour.

- The westbound and northbound approaches are projected to continue to operate at existing levels of service during all three peak hours.

- The southbound approach is projected to continue to operate at LOS C during the weekday morning and Saturday midday peak hours and operate at LOS F during the weekday evening peak hour.

As previously discussed, this intersection is part of IDOT's ongoing SMART corridor project along the Butterfield corridor. The new corridor improvements should generally improve coordination and traffic flow through this intersection and the recommended signal timing optimization could be implemented by IDOT as part of the corridor project.

Butterfield Road with Trans Am Plaza Drive

The results of the capacity analyses indicate that this intersection overall currently operates at LOS B during the weekday morning peak hour, LOS C during the weekday evening peak hour, and LOS A during the Saturday midday peak hour.

- The eastbound and westbound approaches operate at LOS C or better during all three peak hours.

- The eastbound and westbound left-turn movements can operate at LOS E/F during the peak hours, which is a result of the long cycle length and operation of these movements under a protected phase only.

- The northbound and southbound approaches operate at LOS D or E during all three peak hours. Further, the southbound left-turn movement operates at LOS E during the weekday morning peak hour and the southbound right-turn movement operates at LOS E during the weekday morning and weekday evening peak hours, which is expected for a minor leg approach with a major arterial roadway such as Butterfield Road.

Overall the intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development. However, in order to minimize the eastbound left-turn queue during the weekday morning peak hour, it is recommended that two seconds of additional green time be reallocated from the westbound green phase to the eastbound left-turn phase. With the recommended traffic signal timing adjustments, the signal is projected to operate as follows:

- The intersection is projected to continue to operate at existing levels of service during all three peak hours.

- The all of the approaches are projected to continue to operate at existing or acceptable levels of service during all three peak hours.

As previously discussed, this intersection is part of IDOT's ongoing SMART corridor project along the Butterfield corridor. The new corridor improvements should generally improve coordination and traffic flow through this intersection and the recommended signal timing optimization could be implemented by IDOT as part of the corridor project.

Meyers Road with 31st Street

The results of the capacity analyses indicate that this intersection overall and all movements currently operate at the acceptable LOS D or better during the peak hours except for northbound through movements and southbound left-turn movements during the weekday evening peak hour. Under Year 2032 no-build conditions, the intersection overall and all movements are projected to continue to operate at LOS D or better during the peak hours except for the weekday evening peak hour, which is projected to operate at an overall LOS E. This is a result of the northbound through movement and southbound left-turn movement, which are projected to continue operating at LOS F during the peak hours.

Under Year 2032 total projected conditions, the intersection overall and all of the approaches are projected to operate at no-build levels of service. Overall, the proposed development will have a limited impact on the operations of this intersection.

Additionally, as previously indicated, Meyers Road south of Butterfield Road as of 2024 carries an AADT volume of 13,000 vehicles, whereas in 2019 the roadway carried an AADT volume of 18,400 vehicles. As proposed, the development is anticipated to increase the daily traffic on Meyers Road by less than 1,000 vehicles and as such, the projected AADT volume along the roadway will continue to be less than the historic AADT volumes for the roadway.

Butterfield Road with Tower Drive

The results of the capacity analyses indicate that the southbound approach currently operates at LOS F during all three peak hours, which is primarily the result of the southbound left-turn movement. Furthermore, the eastbound left-turn movement operates at LOS C, F, and E during the weekday morning, weekday evening, and Saturday midday peak hours respectively. Under Year 2032 no-build conditions, the approaches and movements are projected to continue operating at existing levels of service.

Under total projected conditions with the provision of a center barrier median, Tower Road will be restricted to right-in/right-out movements only. As a result, the southbound approach is projected to operate at LOS C, E, and D during the weekday morning, weekday evening, and Saturday midday peak hours.

As previously indicated, with the proposed restriction of Tower Road to right-turn movements only, the land uses that are served by Tower Road will continue to have a full-movement intersection with Meyers Road which will allow access to eastbound Butterfield Road. Alternatively, vehicles are able to perform U-turn maneuvers at the proposed signalized access drive.

Butterfield Road with Proposed Signalized Access Drive

Primary access to the development will be provided via a proposed full-movement signalized intersection on Butterfield Road, which will be constructed to provide the following:

- One inbound lane, three outbound lanes striped for dual left-turn lanes, and an exclusive right-turn lane.

- Butterfield Road will be restriped to provide an exclusive westbound left-turn lane with 360 feet of storage which can accommodate projected 95th percentile left-turn queues of up to 300 feet. This turn lane will be a back-to-back left-turn lane with a restriping of the eastbound left-turn lane serving Trans Am Plaza Drive which will provide 240 feet of storage. The back-to-back left-turn lanes will have approximately 100 feet of taper.

- Butterfield Road will be widened to provide an exclusive eastbound right-turn lane that should provide 215 feet of storage and 220 feet of taper.

- The traffic signal will provide northbound and eastbound right-turn overlap phases and the westbound left-turn movement will operate under a protected phase.

- The signal will have a 140-second cycle during the weekday morning and weekday evening peak hours and a 125-second cycle during the Saturday midday peak hour, consistent with other signals along Butterfield Road.

- The traffic signal will be interconnected with the existing signalized intersections to the east and west.

The results of the capacity analyses indicate that the intersection overall is projected to operate at LOS A during the weekday morning peak hour and at LOS B during the weekday evening and Saturday midday peak hours. Eastbound and westbound through movements are projected to operate at LOS B or better during the peak hours.

The westbound left-turn movement is projected to operate at LOS E during the peak hours, which is expected given the operation of the movement under a protected phase only. Additionally, the northbound approach is projected to operate at LOS E during the weekday morning and weekday evening peak hours and at LOS D during the Saturday midday peak hour. Northbound left-turn movements are projected to operate at LOS E during all three peak hours. However, this is expected given the long cycle lengths and prioritization of green time to the Butterfield Road approaches. The 95th percentile queues for proposed intersection are as follows:

- The eastbound approach queues are projected to be approximately 490 feet or less, which will not extend to the signalized intersection of Butterfield Road with Meyers Road.

- The westbound approach queues are projected to be approximately 125 feet, which will not extend to the signalized intersection of Butterfield Road with Trans Am Plaza Drive.

- The westbound left-turn queues are projected to be 300 feet, which will be contained with the left-turn lane storage proposed.

The 95th percentile queues results are summarized in **Table 14**. As such, this intersection will be adequate in accommodating the traffic estimated to be generated by the proposed development, will ensure efficient access is provided, and will be designed to minimize the impact of the signal on the progression of through traffic along the Butterfield Road corridor.

Table 14
95th PERCENTILE QUEUES
TOTAL PROJECTED CONDITIONS – BUTTERFIELD ROAD WITH SIGNALIZED ACCESS

	Peak Hour	Eastbound		Westbound		Northbound	
		T	R	T	T	T	R
Projected Conditions	Weekday Morning	143	12	118	125	25	54
	Weekday Evening	198	25	194	125	139	157
	Saturday Midday	489	36	298	52	172	165

Proposed Unsignalized Access Drives

The results of the capacity analyses indicate that outbound movements from the proposed right-in/right-out access drive onto Butterfield Road are projected to operate at LOS C during the weekday morning peak hour and LOS E during the weekday evening and Saturday midday peak hours. However, this is expected for an access drive with an unsignalized intersection with a major arterial roadway.

Outbound movements from the three-quarter movement access drive onto Meyers Road are projected to operate at LOS B during all three peak hours. Southbound left-turn movements are projected to operate at LOS A during all three peak hours. However, given the proximity of the access drive to Butterfield Road, northbound queues are projected to continue to extend beyond the access drive.

6. Conclusion

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

- As proposed, the site will contain a 225,000 square-foot retail building that will contain a discount store and a second, approximately 86,798 square-foot retail building.

- Access to the proposed development will be provided via the following:

  - A proposed full-movement signalized access drive located approximately 750 feet east of Meyers Road and 750 feet west of Trans Am Plaza Drive. This access drive will provide one inbound lane and three outbound lanes striped to provide dual left-turn lanes and an exclusive right-turn lane. Furthermore, Butterfield Road will be modified to provide an exclusive left-turn lane and an exclusive right-turn lane.

  - The east access drive will remain but will be converted to a right-in/right-out access drive via a raised median that will be incorporated as part of the proposed signalized access drive. It should be noted that the provision of a raised median at this location will also result in the conversion of Tower Drive to a right-in/right-out intersection. However, vehicles accessing Tower Drive also have direct access to Meyers Road and can utilize the signalized access drive to travel east on Butterfield Road.

  - The existing full-movement access drive on Meyers Road will be converted to a three-quarter movement (left-in/right-in/right-out) access drive via the provision of a half-raised channelizing island restricting outbound movements to right-turns only.

- The volume of traffic estimated to be generated by the proposed development, which will result in new trips at the existing signalized intersections along the Butterfield Road corridor, will be reduced due to pass-by trips. Conservatively, only a 20 percent pass-by reduction was applied where industry standard data indicates up to a 30 percent reduction could apply to the proposed land uses.

- The traffic estimated to be generated by the proposed development will warrant a traffic signal based on IDOT SRA guidelines including right turn on red reductions and increased minor volume approach minimum thresholds.

- Providing signalized access to the development will be beneficial given that:
    - The projected traffic volumes utilizing a full-movement access drive on Butterfield Road would require dual outbound left-turn lanes.
    - It will provide protected access for vehicles turning to/from the proposed development via Butterfield Road.
    - No cross-access is provided to adjacent parcels, of which each major parcel is served by its own signalized intersection.
    - Based on KLOA, Inc's experience with the Butterfield Road corridor when the existing office buildings were occupied, police officers would be stationed at the existing access drives allowing traffic to exit the site during the weekday evening peak hour.
    - The results of the capacity analysis (as discussed in the following chapter) indicate that this signal will provide efficient and flexible access to the development.
    - While the spacing of the proposed traffic signal is less than 1000 feet, the signal spacing is consistent with other major commercial properties along the 22nd Street corridor, even those that are provided with cross-access to parcels served with signalized access.
- The proposed signalized access drive with associated geometric improvements and recommended phasings and timings will be adequate in accommodating the traffic estimated to be generated by the proposed development and will not result in queue spillover to the adjacent signalized intersections along the Butterfield Road corridor.
- The traffic impacts of the proposed development at the adjacent signalized intersections along the Butterfield Road corridor are mitigated with traffic signal timings modifications.
    - The results of the capacity analyses are conservative as no right turn on red was assumed, per IDOT requirements.
    - IDOT's ongoing SMART corridor project along the Butterfield Road corridor should generally improve coordination and traffic flow through area intersections.
    - The recommended signal timing optimizations could be implemented by IDOT as part of their ongoing corridor project.

Appendix

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

Traffic Count Summary Sheets

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

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

Count Name: Butterfield Road with Meyers Road - Full
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Meyers Road Northbound						Meyers Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	1	21	215	11	0	248	0	26	140	32	0	198	0	21	47	40	0	108	0	55	36	34	0	125	679
7:15 AM	0	27	299	23	0	349	0	28	209	45	0	282	0	19	56	45	0	120	0	61	82	60	0	203	954
7:30 AM	0	25	302	26	0	353	0	33	225	52	0	310	0	42	97	50	0	189	1	101	92	68	0	262	1114
7:45 AM	0	40	284	24	0	348	0	57	219	61	0	337	0	43	109	86	0	238	0	72	120	82	0	274	1197
Hourly Total	1	113	1100	84	0	1298	0	144	793	190	0	1127	0	125	309	221	0	655	1	289	330	244	0	864	3944
8:00 AM	0	42	328	15	0	385	0	29	220	42	0	291	0	27	62	35	0	124	0	74	77	61	0	212	1012
8:15 AM	0	35	340	8	0	383	1	38	210	42	0	291	0	47	78	57	0	182	0	84	70	50	0	204	1060
8:30 AM	0	52	295	25	0	372	0	21	251	58	0	330	0	51	52	47	0	150	0	79	79	36	0	194	1046
8:45 AM	1	23	283	13	0	320	0	25	216	59	0	300	0	37	67	53	0	157	0	72	84	39	0	195	972
Hourly Total	1	152	1246	61	0	1460	1	113	897	201	0	1212	0	162	259	192	0	613	0	309	310	186	0	805	4090
9:00 AM	0	30	233	16	0	279	0	18	231	39	0	288	0	31	62	37	0	130	0	65	60	50	0	175	872
9:15 AM	0	28	253	18	0	299	0	29	179	38	0	246	0	41	47	32	0	120	0	61	55	38	0	154	819
9:30 AM	0	29	198	14	1	241	0	23	216	47	0	286	0	37	64	35	1	136	0	65	57	51	0	173	836
9:45 AM	0	34	230	28	0	292	1	27	197	52	0	277	0	34	65	33	0	132	0	69	61	44	0	174	875
Hourly Total	0	121	914	76	1	1111	1	97	823	176	0	1097	0	143	238	137	1	518	0	260	233	183	0	676	3402
10:00 AM	0	22	207	29	0	258	0	26	248	55	0	329	0	34	46	37	0	117	2	60	42	33	0	137	841
10:15 AM	0	34	209	29	0	272	0	20	235	39	0	294	0	32	65	29	0	126	0	63	57	42	0	162	854
10:30 AM	0	22	206	26	0	254	0	20	214	65	0	299	0	44	62	28	0	134	0	73	58	47	0	178	865
10:45 AM	0	41	215	23	1	279	0	29	251	69	0	349	0	56	70	36	0	162	0	69	50	35	0	154	944
Hourly Total	0	119	837	107	1	1063	0	95	948	228	0	1271	0	166	243	130	0	539	2	265	207	157	0	631	3504
11:00 AM	1	33	245	37	0	316	1	19	274	60	0	354	0	35	55	35	0	125	1	60	54	33	0	148	943
11:15 AM	0	32	274	24	0	330	0	20	296	61	0	377	0	46	70	30	0	146	0	68	55	41	1	164	1017
11:30 AM	0	30	255	34	0	319	0	19	278	76	0	373	0	45	59	34	0	138	0	77	51	50	0	178	1008
11:45 AM	0	43	234	31	0	308	1	24	342	94	0	461	0	42	83	32	0	157	0	79	74	49	0	202	1128
Hourly Total	1	138	1008	126	0	1273	2	82	1190	291	0	1565	0	168	267	131	0	566	1	284	234	173	1	692	4096
12:00 PM	1	34	296	43	0	374	1	25	352	84	0	462	0	55	67	47	0	169	0	79	67	43	0	189	1194
12:15 PM	1	32	300	46	1	379	3	30	359	85	0	477	0	47	61	33	0	141	1	81	72	64	0	218	1215
12:30 PM	1	36	328	48	1	413	1	34	366	82	1	483	0	51	57	20	1	128	0	86	72	60	0	218	1242
12:45 PM	0	39	290	41	0	370	2	35	337	97	0	471	0	53	64	28	0	145	1	93	81	39	0	214	1200
Hourly Total	3	141	1214	178	2	1536	7	124	1414	348	1	1893	0	206	249	128	1	583	2	339	292	206	0	839	4851
1:00 PM	0	33	254	42	0	329	1	39	331	93	0	464	0	48	54	39	0	141	0	95	71	56	0	222	1156
1:15 PM	1	38	288	43	0	370	0	20	329	65	0	414	0	39	74	24	0	137	0	58	55	49	0	162	1083
1:30 PM	1	32	254	43	0	330	2	36	304	85	0	427	0	29	69	30	0	128	1	70	51	47	0	169	1054
1:45 PM	0	34	246	42	0	322	1	25	336	83	0	445	0	45	64	33	0	142	1	82	71	56	2	210	1119
Hourly Total	2	137	1042	170	0	1351	4	120	1300	326	0	1750	0	161	261	126	0	548	2	305	248	208	2	763	4412

2:00 PM	0	30	257	37	0	324	1	33	290	83	0	407	0	34	80	28	0	142	1	87	82	73	0	243	1116
2:15 PM	0	45	291	43	0	379	0	31	332	91	0	454	0	43	78	33	0	154	1	91	100	51	0	243	1230
2:30 PM	1	61	268	44	0	374	0	25	304	70	0	399	0	32	81	37	0	150	0	74	67	42	0	183	1106
2:45 PM	0	68	287	34	1	389	1	34	343	77	0	455	0	44	66	29	0	139	0	66	91	43	0	200	1183
Hourly Total	1	204	1103	158	1	1466	2	123	1269	321	0	1715	0	153	305	127	0	585	2	318	340	209	0	869	4635
3:00 PM	0	59	261	58	0	378	0	35	336	82	0	453	0	49	58	27	0	134	0	78	85	46	0	209	1174
3:15 PM	0	35	287	46	0	368	3	57	401	86	0	547	0	42	82	35	0	159	2	63	70	61	0	196	1270
3:30 PM	0	38	272	52	0	362	0	38	376	79	0	493	0	45	79	39	0	163	0	73	113	56	0	242	1260
3:45 PM	0	48	315	60	0	423	0	49	384	105	0	538	0	50	78	37	0	165	0	69	81	64	0	214	1340
Hourly Total	0	180	1135	216	0	1531	3	179	1497	352	0	2031	0	186	297	138	0	621	2	283	349	227	0	861	5044
4:00 PM	0	57	295	71	0	423	0	43	398	120	0	561	0	56	113	45	0	214	0	77	194	67	0	338	1536
4:15 PM	0	39	350	74	0	463	0	49	417	96	0	562	0	54	103	43	0	200	0	74	144	43	0	261	1486
4:30 PM	1	56	357	63	0	477	0	53	364	114	0	531	0	45	123	53	0	221	0	84	220	57	0	361	1590
4:45 PM	0	54	384	53	0	491	2	58	392	146	0	598	0	45	85	62	0	192	0	75	185	52	0	312	1593
Hourly Total	1	206	1386	261	0	1854	2	203	1571	476	0	2252	0	200	424	203	0	827	0	310	743	219	0	1272	6205
5:00 PM	0	58	353	68	0	479	0	48	417	132	0	597	0	56	86	54	0	196	0	87	113	75	0	275	1547
5:15 PM	0	59	303	52	0	414	1	53	367	94	0	515	0	53	103	34	0	190	0	69	96	75	0	240	1359
5:30 PM	0	39	296	69	0	404	0	55	345	115	0	515	0	52	77	25	0	154	0	82	78	55	0	215	1288
5:45 PM	0	49	275	51	0	375	0	40	342	94	0	476	0	49	94	22	0	165	0	74	90	58	0	222	1238
Hourly Total	0	205	1227	240	0	1672	1	196	1471	435	0	2103	0	210	360	135	0	705	0	312	377	263	0	952	5432
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	25	261	42	0	328	1	26	361	69	0	457	0	54	70	27	0	151	1	72	61	39	0	173	1109
11:45 AM	1	31	295	39	0	366	0	21	338	58	0	417	0	52	51	29	1	132	1	78	38	46	0	163	1078
Hourly Total	1	56	556	81	0	694	1	47	699	127	0	874	0	106	121	56	1	283	2	150	99	85	0	336	2187
12:00 PM	0	34	284	47	0	365	1	23	340	70	0	434	0	35	59	27	0	121	0	83	46	53	0	182	1102
12:15 PM	0	39	280	41	0	360	0	27	371	78	0	476	0	39	88	34	0	161	0	71	46	53	0	170	1167
12:30 PM	0	56	268	42	0	366	0	34	350	71	0	455	0	66	91	35	0	192	1	78	57	74	0	210	1223
12:45 PM	1	47	345	46	0	439	1	24	375	79	0	479	0	52	82	25	0	159	1	70	54	54	0	179	1256
Hourly Total	1	176	1177	176	0	1530	2	108	1436	298	0	1844	0	192	320	121	0	633	2	302	203	234	0	741	4748
1:00 PM	0	35	319	40	0	394	0	37	403	92	0	532	0	42	72	32	0	146	0	83	62	70	0	215	1287
1:15 PM	0	45	302	57	0	404	0	19	355	75	0	449	0	60	85	22	0	167	3	68	73	62	0	206	1226
1:30 PM	0	42	308	51	0	401	0	22	358	102	0	482	0	34	96	41	0	171	0	89	72	54	0	215	1269
1:45 PM	0	45	315	69	0	429	0	29	340	83	0	452	0	52	59	29	0	140	2	85	81	67	0	235	1256
Hourly Total	0	167	1244	217	0	1628	0	107	1456	352	0	1915	0	188	312	124	0	624	5	325	288	253	0	871	5038
Grand Total	12	2115	15189	2151	5	19467	26	1738	16764	4121	1	22649	0	2366	3965	1969	3	8300	21	4051	4253	2847	3	11172	61588
Approach %	0.1	10.9	78.0	11.0	-	-	0.1	7.7	74.0	18.2	-	-	0.0	28.5	47.8	23.7	-	-	0.2	36.3	38.1	25.5	-	-	-
Total %	0.0	3.4	24.7	3.5	-	31.6	0.0	2.8	27.2	6.7	-	36.8	0.0	3.8	6.4	3.2	-	13.5	0.0	6.6	6.9	4.6	-	18.1	-
Lights	12	2087	14907	2137	-	19143	26	1717	16416	4072	-	22231	0	2342	3906	1937	-	8185	19	4011	4207	2799	-	11036	60595
% Lights	100.0	98.7	98.1	99.3	-	98.3	100.0	98.8	97.9	98.8	-	98.2	-	99.0	98.5	98.4	-	98.6	90.5	99.0	98.9	98.3	-	98.8	98.4
Buses	0	5	74	1	-	80	0	2	73	5	-	80	0	2	7	3	-	12	0	7	4	8	-	19	191
% Buses	0.0	0.2	0.5	0.0	-	0.4	0.0	0.1	0.4	0.1	-	0.4	-	0.1	0.2	0.2	-	0.1	0.0	0.2	0.1	0.3	-	0.2	0.3
Single-Unit Trucks	0	19	141	12	-	172	0	15	185	32	-	232	0	16	40	26	-	82	2	30	37	35	-	104	590
% Single-Unit Trucks	0.0	0.9	0.9	0.6	-	0.9	0.0	0.9	1.1	0.8	-	1.0	-	0.7	1.0	1.3	-	1.0	9.5	0.7	0.9	1.2	-	0.9	1.0
Articulated Trucks	0	4	67	0	-	71	0	3	90	11	-	104	0	6	8	3	-	17	0	3	4	5	-	12	204
% Articulated Trucks	0.0	0.2	0.4	0.0	-	0.4	0.0	0.2	0.5	0.3	-	0.5	-	0.3	0.2	0.2	-	0.2	0.0	0.1	0.1	0.2	-	0.1	0.3
Bicycles on Road	0	0	0	1	-	1	0	1	0	1	-	2	0	0	4	0	-	4	0	0	1	0	-	1	8
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Butterfield Road with Meyers Road - Full
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Meyers Road Northbound						Meyers Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	25	302	26	0	353	0	33	225	52	0	310	0	42	97	50	0	189	1	101	92	68	0	262	1114
7:45 AM	0	40	284	24	0	348	0	57	219	61	0	337	0	43	109	86	0	238	0	72	120	82	0	274	1197
8:00 AM	0	42	328	15	0	385	0	29	220	42	0	291	0	27	62	35	0	124	0	74	77	61	0	212	1012
8:15 AM	0	35	340	8	0	383	1	38	210	42	0	291	0	47	78	57	0	182	0	84	70	50	0	204	1060
Total	0	142	1254	73	0	1469	1	157	874	197	0	1229	0	159	346	228	0	733	1	331	359	261	0	952	4383
Approach %	0.0	9.7	85.4	5.0	-	-	0.1	12.8	71.1	16.0	-	-	0.0	21.7	47.2	31.1	-	-	0.1	34.8	37.7	27.4	-	-	-
Total %	0.0	3.2	28.6	1.7	-	33.5	0.0	3.6	19.9	4.5	-	28.0	0.0	3.6	7.9	5.2	-	16.7	0.0	7.6	8.2	6.0	-	21.7	-
PHF	0.000	0.845	0.922	0.702	-	0.954	0.250	0.689	0.971	0.807	-	0.912	0.000	0.846	0.794	0.663	-	0.770	0.250	0.819	0.748	0.796	-	0.869	0.915
Lights	0	139	1219	73	-	1431	1	155	836	195	-	1187	0	157	342	225	-	724	1	327	356	257	-	941	4283
% Lights	-	97.9	97.2	100.0	-	97.4	100.0	98.7	95.7	99.0	-	96.6	-	98.7	98.8	98.7	-	98.8	100.0	98.8	99.2	98.5	-	98.8	97.7
Buses	0	1	7	0	-	8	0	0	7	1	-	8	0	0	1	2	-	3	0	1	2	2	-	5	24
% Buses	-	0.7	0.6	0.0	-	0.5	0.0	0.0	0.8	0.5	-	0.7	-	0.0	0.3	0.9	-	0.4	0.0	0.3	0.6	0.8	-	0.5	0.5
Single-Unit Trucks	0	2	22	0	-	24	0	2	24	1	-	27	0	2	3	1	-	6	0	3	0	2	-	5	62
% Single-Unit Trucks	-	1.4	1.8	0.0	-	1.6	0.0	1.3	2.7	0.5	-	2.2	-	1.3	0.9	0.4	-	0.8	0.0	0.9	0.0	0.8	-	0.5	1.4
Articulated Trucks	0	0	6	0	-	6	0	0	7	0	-	7	0	0	0	0	-	0	0	0	1	0	-	1	14
% Articulated Trucks	-	0.0	0.5	0.0	-	0.4	0.0	0.0	0.8	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.1	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Butterfield Road with Meyers Road - Full
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Meyers Road Northbound						Meyers Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	39	350	74	0	463	0	49	417	96	0	562	0	54	103	43	0	200	0	74	144	43	0	261	1486
4:30 PM	1	56	357	63	0	477	0	53	364	114	0	531	0	45	123	53	0	221	0	84	220	57	0	361	1590
4:45 PM	0	54	384	53	0	491	2	58	392	146	0	598	0	45	85	62	0	192	0	75	185	52	0	312	1593
5:00 PM	0	58	353	68	0	479	0	48	417	132	0	597	0	56	86	54	0	196	0	87	113	75	0	275	1547
Total	1	207	1444	258	0	1910	2	208	1590	488	0	2288	0	200	397	212	0	809	0	320	662	227	0	1209	6216
Approach %	0.1	10.8	75.6	13.5	-	-	0.1	9.1	69.5	21.3	-	-	0.0	24.7	49.1	26.2	-	-	0.0	26.5	54.8	18.8	-	-	-
Total %	0.0	3.3	23.2	4.2	-	30.7	0.0	3.3	25.6	7.9	-	36.8	0.0	3.2	6.4	3.4	-	13.0	0.0	5.1	10.6	3.7	-	19.4	-
PHF	0.250	0.892	0.940	0.872	-	0.973	0.250	0.897	0.953	0.836	-	0.957	0.000	0.893	0.807	0.855	-	0.915	0.000	0.920	0.752	0.757	-	0.837	0.976
Lights	1	206	1427	257	-	1891	2	207	1570	487	-	2266	0	199	396	207	-	802	0	318	658	225	-	1201	6160
% Lights	100.0	99.5	98.8	99.6	-	99.0	100.0	99.5	98.7	99.8	-	99.0	-	99.5	99.7	97.6	-	99.1	-	99.4	99.4	99.1	-	99.3	99.1
Buses	0	1	6	0	-	7	0	0	4	0	-	4	0	0	1	0	-	1	0	0	1	0	-	1	13
% Buses	0.0	0.5	0.4	0.0	-	0.4	0.0	0.0	0.3	0.0	-	0.2	-	0.0	0.3	0.0	-	0.1	-	0.0	0.2	0.0	-	0.1	0.2
Single-Unit Trucks	0	0	6	1	-	7	0	1	15	1	-	17	0	1	0	5	-	6	0	2	2	2	-	6	36
% Single-Unit Trucks	0.0	0.0	0.4	0.4	-	0.4	0.0	0.5	0.9	0.2	-	0.7	-	0.5	0.0	2.4	-	0.7	-	0.6	0.3	0.9	-	0.5	0.6
Articulated Trucks	0	0	5	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	7
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.1	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Butterfield Road with Meyers Road - Full
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Meyers Road Northbound						Meyers Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:45 PM	1	47	345	46	0	439	1	24	375	79	0	479	0	52	82	25	0	159	1	70	54	54	0	179	1256
1:00 PM	0	35	319	40	0	394	0	37	403	92	0	532	0	42	72	32	0	146	0	83	62	70	0	215	1287
1:15 PM	0	45	302	57	0	404	0	19	355	75	0	449	0	60	85	22	0	167	3	68	73	62	0	206	1226
1:30 PM	0	42	308	51	0	401	0	22	358	102	0	482	0	34	96	41	0	171	0	89	72	54	0	215	1269
Total	1	169	1274	194	0	1638	1	102	1491	348	0	1942	0	188	335	120	0	643	4	310	261	240	0	815	5038
Approach %	0.1	10.3	77.8	11.8	-	-	0.1	5.3	76.8	17.9	-	-	0.0	29.2	52.1	18.7	-	-	0.5	38.0	32.0	29.4	-	-	-
Total %	0.0	3.4	25.3	3.9	-	32.5	0.0	2.0	29.6	6.9	-	38.5	0.0	3.7	6.6	2.4	-	12.8	0.1	6.2	5.2	4.8	-	16.2	-
PHF	0.250	0.899	0.923	0.851	-	0.933	0.250	0.689	0.925	0.853	-	0.913	0.000	0.783	0.872	0.732	-	0.940	0.333	0.871	0.894	0.857	-	0.948	0.979
Lights	1	167	1262	193	-	1623	1	102	1483	348	-	1934	0	188	331	119	-	638	4	309	257	238	-	808	5003
% Lights	100.0	98.8	99.1	99.5	-	99.1	100.0	100.0	99.5	100.0	-	99.6	-	100.0	98.8	99.2	-	99.2	100.0	99.7	98.5	99.2	-	99.1	99.3
Buses	0	0	5	0	-	5	0	0	3	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	9
% Buses	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	0.0	-	0.1	0.2
Single-Unit Trucks	0	2	7	1	-	10	0	0	5	0	-	5	0	0	3	1	-	4	0	0	4	2	-	6	25
% Single-Unit Trucks	0.0	1.2	0.5	0.5	-	0.6	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.9	0.8	-	0.6	0.0	0.0	1.5	0.8	-	0.7	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	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
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Butterfiled rd and TransAm Plaza Dr TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	22nd St Eastbound					22nd St Westbound					TransAm Plaza Dr Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	1	317	1	0	319	0	1	215	0	216	0	0	0	0	0	535
7:15 AM	0	374	2	0	376	0	0	268	0	268	0	0	1	0	1	645
7:30 AM	0	456	9	0	465	0	1	309	0	310	0	0	1	0	1	776
7:45 AM	0	436	5	0	441	0	2	353	0	355	0	0	1	0	1	797
Hourly Total	1	1583	17	0	1601	0	4	1145	0	1149	0	0	3	0	3	2753
8:00 AM	0	433	6	0	439	0	3	272	0	275	0	0	1	0	1	715
8:15 AM	0	502	10	0	512	0	5	319	0	324	0	0	0	0	0	836
8:30 AM	0	399	7	0	406	0	6	318	0	324	0	0	0	0	0	730
8:45 AM	0	389	16	0	405	0	2	302	0	304	0	0	0	0	0	709
Hourly Total	0	1723	39	0	1762	0	16	1211	0	1227	0	0	1	0	1	2990
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	419	0	0	419	1	0	583	0	584	0	1	8	0	9	1012
4:15 PM	0	433	0	0	433	0	1	533	0	534	0	0	6	0	6	973
4:30 PM	0	517	0	0	517	0	0	554	0	554	0	0	2	0	2	1073
4:45 PM	0	477	3	0	480	0	1	562	0	563	0	0	9	0	9	1052
Hourly Total	0	1846	3	0	1849	1	2	2232	0	2235	0	1	25	0	26	4110
5:00 PM	0	538	0	0	538	0	0	609	0	609	0	0	12	0	12	1159
5:15 PM	0	415	4	0	419	0	0	510	0	510	0	1	5	0	6	935
5:30 PM	0	415	2	0	417	0	2	510	0	512	0	0	3	0	3	932
5:45 PM	0	387	3	0	390	0	0	470	0	470	0	1	7	0	8	868
Hourly Total	0	1755	9	0	1764	0	2	2099	0	2101	0	2	27	0	29	3894
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	361	0	0	361	0	1	436	0	437	0	1	2	0	3	801
11:45 AM	0	400	2	0	402	0	0	432	0	432	0	0	0	1	0	834
Hourly Total	0	761	2	0	763	0	1	868	0	869	0	1	2	1	3	1635
12:00 PM	0	405	0	0	405	0	0	460	0	460	0	0	2	0	2	867
12:15 PM	0	376	0	0	376	0	0	467	0	467	0	0	1	0	1	844
12:30 PM	0	376	1	0	377	0	1	425	0	426	0	1	2	0	3	806
12:45 PM	0	445	1	0	446	0	0	490	0	490	0	0	0	0	0	936
Hourly Total	0	1602	2	0	1604	0	1	1842	0	1843	0	1	5	0	6	3453
1:00 PM	0	440	0	0	440	0	1	496	0	497	0	0	2	0	2	939
1:15 PM	0	384	0	0	384	0	0	438	0	438	0	0	0	0	0	822
1:30 PM	0	425	0	0	425	0	0	490	0	490	0	0	3	0	3	918
1:45 PM	0	411	0	0	411	0	0	464	0	464	0	0	0	0	0	875
Hourly Total	0	1660	0	0	1660	0	1	1888	0	1889	0	0	5	0	5	3554
Grand Total	1	10930	72	0	11003	1	27	11285	0	11313	0	5	68	1	73	22389

Approach %	0.0	99.3	0.7	-	-	0.0	0.2	99.8	-	-	0.0	6.8	93.2	-	-	-
Total %	0.0	48.8	0.3	-	49.1	0.0	0.1	50.4	-	50.5	0.0	0.0	0.3	-	0.3	-
Lights	1	10795	72	-	10868	1	27	11138	-	11166	0	5	68	-	73	22107
% Lights	100.0	98.8	100.0	-	98.8	100.0	100.0	98.7	-	98.7	-	100.0	100.0	-	100.0	98.7
Buses	0	33	0	-	33	0	0	33	-	33	0	0	0	-	0	66
% Buses	0.0	0.3	0.0	-	0.3	0.0	0.0	0.3	-	0.3	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	82	0	-	82	0	0	86	-	86	0	0	0	-	0	168
% Single-Unit Trucks	0.0	0.8	0.0	-	0.7	0.0	0.0	0.8	-	0.8	-	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	19	0	-	19	0	0	27	-	27	0	0	0	-	0	46
% Articulated Trucks	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Butterfiled rd and TransAm Plaza Dr TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	22nd St Eastbound					22nd St Westbound					TransAm Plaza Dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	456	9	0	465	0	1	309	0	310	0	0	1	0	1	776
7:45 AM	0	436	5	0	441	0	2	353	0	355	0	0	1	0	1	797
8:00 AM	0	433	6	0	439	0	3	272	0	275	0	0	1	0	1	715
8:15 AM	0	502	10	0	512	0	5	319	0	324	0	0	0	0	0	836
Total	0	1827	30	0	1857	0	11	1253	0	1264	0	0	3	0	3	3124
Approach %	0.0	98.4	1.6	-	-	0.0	0.9	99.1	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	58.5	1.0	-	59.4	0.0	0.4	40.1	-	40.5	0.0	0.0	0.1	-	0.1	-
PHF	0.000	0.910	0.750	-	0.907	0.000	0.550	0.887	-	0.890	0.000	0.000	0.750	-	0.750	0.934
Lights	0	1790	30	-	1820	0	11	1210	-	1221	0	0	3	-	3	3044
% Lights	-	98.0	100.0	-	98.0	-	100.0	96.6	-	96.6	-	-	100.0	-	100.0	97.4
Buses	0	9	0	-	9	0	0	6	-	6	0	0	0	-	0	15
% Buses	-	0.5	0.0	-	0.5	-	0.0	0.5	-	0.5	-	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	23	0	-	23	0	0	25	-	25	0	0	0	-	0	48
% Single-Unit Trucks	-	1.3	0.0	-	1.2	-	0.0	2.0	-	2.0	-	-	0.0	-	0.0	1.5
Articulated Trucks	0	5	0	-	5	0	0	11	-	11	0	0	0	-	0	16
% Articulated Trucks	-	0.3	0.0	-	0.3	-	0.0	0.9	-	0.9	-	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.1	-	0.1	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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(847)518-9990 bmay@kloainc.com

Count Name: Butterfiled rd and TransAm Plaza Dr TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	22nd St Eastbound					22nd St Westbound					TransAm Plaza Dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:15 PM	0	433	0	0	433	0	1	533	0	534	0	0	6	0	6	973
4:30 PM	0	517	0	0	517	0	0	554	0	554	0	0	2	0	2	1073
4:45 PM	0	477	3	0	480	0	1	562	0	563	0	0	9	0	9	1052
5:00 PM	0	538	0	0	538	0	0	609	0	609	0	0	12	0	12	1159
Total	0	1965	3	0	1968	0	2	2258	0	2260	0	0	29	0	29	4257
Approach %	0.0	99.8	0.2	-	-	0.0	0.1	99.9	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	46.2	0.1	-	46.2	0.0	0.0	53.0	-	53.1	0.0	0.0	0.7	-	0.7	-
PHF	0.000	0.913	0.250	-	0.914	0.000	0.500	0.927	-	0.928	0.000	0.000	0.604	-	0.604	0.918
Lights	0	1938	3	-	1941	0	2	2238	-	2240	0	0	29	-	29	4210
% Lights	-	98.6	100.0	-	98.6	-	100.0	99.1	-	99.1	-	-	100.0	-	100.0	98.9
Buses	0	6	0	-	6	0	0	5	-	5	0	0	0	-	0	11
% Buses	-	0.3	0.0	-	0.3	-	0.0	0.2	-	0.2	-	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	15	0	-	15	0	0	15	-	15	0	0	0	-	0	30
% Single-Unit Trucks	-	0.8	0.0	-	0.8	-	0.0	0.7	-	0.7	-	-	0.0	-	0.0	0.7
Articulated Trucks	0	6	0	-	6	0	0	0	-	0	0	0	0	-	0	6
% Articulated Trucks	-	0.3	0.0	-	0.3	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Butterfiled rd and TransAm Plaza Dr TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	22nd St Eastbound					22nd St Westbound					TransAm Plaza Dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:45 PM	0	445	1	0	446	0	0	490	0	490	0	0	0	0	0	936
1:00 PM	0	440	0	0	440	0	1	496	0	497	0	0	2	0	2	939
1:15 PM	0	384	0	0	384	0	0	438	0	438	0	0	0	0	0	822
1:30 PM	0	425	0	0	425	0	0	490	0	490	0	0	3	0	3	918
Total	0	1694	1	0	1695	0	1	1914	0	1915	0	0	5	0	5	3615
Approach %	0.0	99.9	0.1	-	-	0.0	0.1	99.9	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	46.9	0.0	-	46.9	0.0	0.0	52.9	-	53.0	0.0	0.0	0.1	-	0.1	-
PHF	0.000	0.952	0.250	-	0.950	0.000	0.250	0.965	-	0.963	0.000	0.000	0.417	-	0.417	0.962
Lights	0	1682	1	-	1683	0	1	1906	-	1907	0	0	5	-	5	3595
% Lights	-	99.3	100.0	-	99.3	-	100.0	99.6	-	99.6	-	-	100.0	-	100.0	99.4
Buses	0	5	0	-	5	0	0	3	-	3	0	0	0	-	0	8
% Buses	-	0.3	0.0	-	0.3	-	0.0	0.2	-	0.2	-	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	7	0	-	7	0	0	5	-	5	0	0	0	-	0	12
% Single-Unit Trucks	-	0.4	0.0	-	0.4	-	0.0	0.3	-	0.3	-	-	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
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
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Butterfield Rd and 22nd St TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	22nd ST Eastbound						22nd ST Westbound						Camden RD Northbound						Butterfield RD Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	129	133	3	0	265	0	10	74	6	0	90	0	0	0	1	0	1	0	0	5	143	0	148	504
7:15 AM	0	173	178	10	0	361	1	11	96	12	0	120	0	1	0	0	0	1	0	7	5	144	0	156	638
7:30 AM	0	148	197	7	0	352	0	10	149	23	0	182	0	3	0	0	0	3	0	8	12	178	0	198	735
7:45 AM	0	184	208	8	0	400	0	18	106	18	0	142	0	1	0	0	0	1	0	8	6	240	1	254	797
Hourly Total	0	634	716	28	0	1378	1	49	425	59	0	534	0	5	0	1	0	6	0	23	28	705	1	756	2674
8:00 AM	0	122	231	16	0	369	1	17	123	19	0	160	0	1	1	4	0	6	0	11	8	147	0	166	701
8:15 AM	0	175	226	17	0	418	0	15	123	17	0	155	0	2	1	0	0	3	0	4	8	196	0	208	784
8:30 AM	0	117	213	17	0	347	0	18	161	19	0	198	0	1	3	2	0	6	0	12	8	167	0	187	738
8:45 AM	0	141	154	9	0	304	0	2	141	27	0	170	0	3	2	1	0	6	0	6	10	142	0	158	638
Hourly Total	0	555	824	59	0	1438	1	52	548	82	0	683	0	7	7	7	0	21	0	33	34	652	0	719	2861
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	175	225	2	0	402	0	3	221	1	0	225	0	9	6	5	0	20	0	16	2	199	0	217	864
4:15 PM	0	216	290	0	0	506	1	6	285	1	0	293	0	1	3	15	0	19	0	13	1	179	0	193	1011
4:30 PM	0	177	258	1	0	436	1	3	315	2	0	321	0	6	10	10	0	26	0	17	2	159	0	178	961
4:45 PM	0	215	303	0	0	518	1	6	261	4	0	272	0	10	7	15	0	32	0	7	5	188	0	200	1022
Hourly Total	0	783	1076	3	0	1862	3	18	1082	8	0	1111	0	26	26	45	0	97	0	53	10	725	0	788	3858
5:00 PM	0	201	334	5	0	540	2	2	311	10	1	325	0	27	9	18	0	54	0	19	2	192	0	213	1132
5:15 PM	0	216	288	2	0	506	2	2	263	8	0	275	0	9	4	4	0	17	0	10	0	209	0	219	1017
5:30 PM	0	191	232	2	0	425	5	3	274	6	0	288	0	4	4	9	0	17	0	8	2	221	0	231	961
5:45 PM	0	171	201	5	0	377	2	2	261	15	0	280	0	6	1	6	0	13	0	11	1	141	0	153	823
Hourly Total	0	779	1055	14	0	1848	11	9	1109	39	1	1168	0	46	18	37	0	101	0	48	5	763	0	816	3933
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	116	255	1	0	372	3	0	231	3	0	237	0	0	0	2	1	2	0	7	0	168	0	175	786
11:45 AM	0	108	262	1	0	371	0	0	232	3	0	235	0	0	0	2	0	2	0	6	0	147	0	153	761
Hourly Total	0	224	517	2	0	743	3	0	463	6	0	472	0	0	0	4	1	4	0	13	0	315	0	328	1547
12:00 PM	0	109	278	0	0	387	1	0	209	6	0	216	0	0	1	1	1	2	0	13	0	184	0	197	802
12:15 PM	0	99	272	0	0	371	0	1	226	1	0	228	0	0	0	1	0	1	0	7	0	190	0	197	797
12:30 PM	1	138	265	0	0	404	3	0	220	12	0	235	0	1	7	0	0	8	0	11	0	179	0	190	837
12:45 PM	0	171	289	0	0	460	6	5	249	9	0	269	0	0	0	0	0	0	0	4	1	168	0	173	902
Hourly Total	1	517	1104	0	0	1622	10	6	904	28	0	948	0	1	8	2	1	11	0	35	1	721	0	757	3338
1:00 PM	0	138	290	2	0	430	0	0	299	11	0	310	0	1	0	1	0	2	0	4	0	153	0	157	899
1:15 PM	0	144	270	0	0	414	1	3	259	10	0	273	0	0	0	0	0	0	0	3	0	151	0	154	841
1:30 PM	0	102	270	1	0	373	2	0	290	13	0	305	0	1	0	0	0	1	0	7	0	184	0	191	870
1:45 PM	0	114	276	0	0	390	0	1	282	29	0	312	0	0	0	2	0	2	0	9	0	170	0	179	883
Hourly Total	0	498	1106	3	0	1607	3	4	1130	63	0	1200	0	2	0	3	0	5	0	23	0	658	0	681	3493

Grand Total	1	3990	6398	109	0	10498	32	138	5661	285	1	6116	0	87	59	99	2	245	0	228	78	4539	1	4845	21704
Approach %	0.0	38.0	60.9	1.0	-	-	0.5	2.3	92.6	4.7	-	-	0.0	35.5	24.1	40.4	-	-	0.0	4.7	1.6	93.7	-	-	-
Total %	0.0	18.4	29.5	0.5	-	48.4	0.1	0.6	26.1	1.3	-	28.2	0.0	0.4	0.3	0.5	-	1.1	0.0	1.1	0.4	20.9	-	22.3	-
Lights	1	3922	6330	109	-	10362	32	137	5582	278	-	6029	0	86	58	99	-	243	0	225	78	4499	-	4802	21436
% Lights	100.0	98.3	98.9	100.0	-	98.7	100.0	99.3	98.6	97.5	-	98.6	-	98.9	98.3	100.0	-	99.2	-	98.7	100.0	99.1	-	99.1	98.8
Buses	0	15	28	0	-	43	0	0	31	1	-	32	0	0	0	0	-	0	0	0	0	5	-	5	80
% Buses	0.0	0.4	0.4	0.0	-	0.4	0.0	0.0	0.5	0.4	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.1	-	0.1	0.4
Single-Unit Trucks	0	25	32	0	-	57	0	1	38	5	-	44	0	1	1	0	-	2	0	3	0	21	-	24	127
% Single-Unit Trucks	0.0	0.6	0.5	0.0	-	0.5	0.0	0.7	0.7	1.8	-	0.7	-	1.1	1.7	0.0	-	0.8	-	1.3	0.0	0.5	-	0.5	0.6
Articulated Trucks	0	27	8	0	-	35	0	0	10	1	-	11	0	0	0	0	-	0	0	0	0	14	-	14	60
% Articulated Trucks	0.0	0.7	0.1	0.0	-	0.3	0.0	0.0	0.2	0.4	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.3	-	0.3	0.3
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Butterfield Rd and 22nd St TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	22nd ST Eastbound						22nd ST Westbound						Camden RD Northbound						Butterfield RD Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	148	197	7	0	352	0	10	149	23	0	182	0	3	0	0	0	3	0	8	12	178	0	198	735
7:45 AM	0	184	208	8	0	400	0	18	106	18	0	142	0	1	0	0	0	1	0	8	6	240	1	254	797
8:00 AM	0	122	231	16	0	369	1	17	123	19	0	160	0	1	1	4	0	6	0	11	8	147	0	166	701
8:15 AM	0	175	226	17	0	418	0	15	123	17	0	155	0	2	1	0	0	3	0	4	8	196	0	208	784
Total	0	629	862	48	0	1539	1	60	501	77	0	639	0	7	2	4	0	13	0	31	34	761	1	826	3017
Approach %	0.0	40.9	56.0	3.1	-	-	0.2	9.4	78.4	12.1	-	-	0.0	53.8	15.4	30.8	-	-	0.0	3.8	4.1	92.1	-	-	-
Total %	0.0	20.8	28.6	1.6	-	51.0	0.0	2.0	16.6	2.6	-	21.2	0.0	0.2	0.1	0.1	-	0.4	0.0	1.0	1.1	25.2	-	27.4	-
PHF	0.000	0.855	0.933	0.706	-	0.920	0.250	0.833	0.841	0.837	-	0.878	0.000	0.583	0.500	0.250	-	0.542	0.000	0.705	0.708	0.793	-	0.813	0.946
Lights	0	601	843	48	-	1492	1	60	477	76	-	614	0	7	2	4	-	13	0	30	34	744	-	808	2927
% Lights	-	95.5	97.8	100.0	-	96.9	100.0	100.0	95.2	98.7	-	96.1	-	100.0	100.0	100.0	-	100.0	-	96.8	100.0	97.8	-	97.8	97.0
Buses	0	4	5	0	-	9	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	2	-	2	18
% Buses	-	0.6	0.6	0.0	-	0.6	0.0	0.0	1.4	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.3	-	0.2	0.6
Single-Unit Trucks	0	11	13	0	-	24	0	0	14	1	-	15	0	0	0	0	-	0	0	1	0	10	-	11	50
% Single-Unit Trucks	-	1.7	1.5	0.0	-	1.6	0.0	0.0	2.8	1.3	-	2.3	-	0.0	0.0	0.0	-	0.0	-	3.2	0.0	1.3	-	1.3	1.7
Articulated Trucks	0	13	1	0	-	14	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	5	-	5	22
% Articulated Trucks	-	2.1	0.1	0.0	-	0.9	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.6	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Butterfield Rd and 22nd St TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	22nd ST Eastbound						22nd ST Westbound						Camden RD Northbound						Butterfield RD Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	216	290	0	0	506	1	6	285	1	0	293	0	1	3	15	0	19	0	13	1	179	0	193	1011
4:30 PM	0	177	258	1	0	436	1	3	315	2	0	321	0	6	10	10	0	26	0	17	2	159	0	178	961
4:45 PM	0	215	303	0	0	518	1	6	261	4	0	272	0	10	7	15	0	32	0	7	5	188	0	200	1022
5:00 PM	0	201	334	5	0	540	2	2	311	10	1	325	0	27	9	18	0	54	0	19	2	192	0	213	1132
Total	0	809	1185	6	0	2000	5	17	1172	17	1	1211	0	44	29	58	0	131	0	56	10	718	0	784	4126
Approach %	0.0	40.5	59.3	0.3	-	-	0.4	1.4	96.8	1.4	-	-	0.0	33.6	22.1	44.3	-	-	0.0	7.1	1.3	91.6	-	-	-
Total %	0.0	19.6	28.7	0.1	-	48.5	0.1	0.4	28.4	0.4	-	29.4	0.0	1.1	0.7	1.4	-	3.2	0.0	1.4	0.2	17.4	-	19.0	-
PHF	0.000	0.936	0.887	0.300	-	0.926	0.625	0.708	0.930	0.425	-	0.932	0.000	0.407	0.725	0.806	-	0.606	0.000	0.737	0.500	0.935	-	0.920	0.911
Lights	0	796	1173	6	-	1975	5	17	1168	17	-	1207	0	44	29	58	-	131	0	55	10	715	-	780	4093
% Lights	-	98.4	99.0	100.0	-	98.8	100.0	100.0	99.7	100.0	-	99.7	-	100.0	100.0	100.0	-	100.0	-	98.2	100.0	99.6	-	99.5	99.2
Buses	0	3	5	0	-	8	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	11
% Buses	-	0.4	0.4	0.0	-	0.4	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.1	-	0.1	0.3
Single-Unit Trucks	0	4	6	0	-	10	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	2	-	3	14
% Single-Unit Trucks	-	0.5	0.5	0.0	-	0.5	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	1.8	0.0	0.3	-	0.4	0.3
Articulated Trucks	0	5	1	0	-	6	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.6	0.1	0.0	-	0.3	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Butterfield Rd and 22nd St TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	22nd ST Eastbound						22nd ST Westbound						Camden RD Northbound						Butterfield RD Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:45 PM	0	171	289	0	0	460	6	5	249	9	0	269	0	0	0	0	0	0	0	4	1	168	0	173	902
1:00 PM	0	138	290	2	0	430	0	0	299	11	0	310	0	1	0	1	0	2	0	4	0	153	0	157	899
1:15 PM	0	144	270	0	0	414	1	3	259	10	0	273	0	0	0	0	0	0	0	3	0	151	0	154	841
1:30 PM	0	102	270	1	0	373	2	0	290	13	0	305	0	1	0	0	0	1	0	7	0	184	0	191	870
Total	0	555	1119	3	0	1677	9	8	1097	43	0	1157	0	2	0	1	0	3	0	18	1	656	0	675	3512
Approach %	0.0	33.1	66.7	0.2	-	-	0.8	0.7	94.8	3.7	-	-	0.0	66.7	0.0	33.3	-	-	0.0	2.7	0.1	97.2	-	-	-
Total %	0.0	15.8	31.9	0.1	-	47.8	0.3	0.2	31.2	1.2	-	32.9	0.0	0.1	0.0	0.0	-	0.1	0.0	0.5	0.0	18.7	-	19.2	-
PHF	0.000	0.811	0.965	0.375	-	0.911	0.375	0.400	0.917	0.827	-	0.933	0.000	0.500	0.000	0.250	-	0.375	0.000	0.643	0.250	0.891	-	0.884	0.973
Lights	0	550	1115	3	-	1668	9	8	1091	43	-	1151	0	2	0	1	-	3	0	18	1	655	-	674	3496
% Lights	-	99.1	99.6	100.0	-	99.5	100.0	100.0	99.5	100.0	-	99.5	-	100.0	-	100.0	-	100.0	-	100.0	100.0	99.8	-	99.9	99.5
Buses	0	2	3	0	-	5	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	9
% Buses	-	0.4	0.3	0.0	-	0.3	0.0	0.0	0.4	0.0	-	0.3	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	3	1	0	-	4	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	7
% Single-Unit Trucks	-	0.5	0.1	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.2	-	0.1	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	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
% 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	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Meyers rd and 31st St Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	Meyers Rd Eastbound						Meyers Rd Westbound						31st St Northbound						31st St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	7	93	6	0	106	0	16	95	32	1	143	0	10	66	26	0	102	0	30	42	19	0	91	442
7:15 AM	0	12	119	10	0	141	0	29	104	48	1	181	0	18	81	43	0	142	0	46	55	23	0	124	588
7:30 AM	0	15	142	11	0	168	0	25	161	69	0	255	0	27	114	37	0	178	0	66	60	25	0	151	752
7:45 AM	0	20	141	13	0	174	0	28	157	70	0	255	0	27	127	42	0	196	0	89	69	52	0	210	835
Hourly Total	0	54	495	40	0	589	0	98	517	219	2	834	0	82	388	148	0	618	0	231	226	119	0	576	2617
8:00 AM	0	11	110	5	0	126	0	27	141	54	0	222	0	24	79	47	0	150	0	53	65	27	0	145	643
8:15 AM	0	12	105	2	0	119	0	22	173	65	0	260	0	25	104	41	0	170	0	52	65	27	0	144	693
8:30 AM	0	13	105	7	0	125	0	24	125	54	0	203	0	20	97	43	1	160	0	63	46	10	0	119	607
8:45 AM	0	18	110	13	0	141	0	16	151	61	0	228	0	19	84	37	0	140	0	47	67	17	0	131	640
Hourly Total	0	54	430	27	0	511	0	89	590	234	0	913	0	88	364	168	1	620	0	215	243	81	0	539	2583
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	31	207	21	0	259	0	41	139	87	1	267	0	30	79	28	0	137	0	104	122	10	0	236	899
4:15 PM	0	18	181	14	0	213	0	56	124	70	1	250	0	21	99	45	0	165	0	80	142	13	1	235	863
4:30 PM	0	37	192	27	0	256	0	57	122	74	1	253	0	15	86	41	0	142	0	93	149	17	0	259	910
4:45 PM	0	27	264	28	0	319	0	52	138	75	0	265	0	22	85	34	0	141	0	78	124	15	0	217	942
Hourly Total	0	113	844	90	0	1047	0	206	523	306	3	1035	0	88	349	148	0	585	0	355	537	55	1	947	3614
5:00 PM	0	38	220	25	0	283	0	63	155	60	0	278	0	14	112	49	0	175	0	84	152	9	0	245	981
5:15 PM	0	22	205	22	0	249	0	37	132	64	0	233	0	21	94	22	0	137	0	79	152	16	0	247	866
5:30 PM	0	12	168	16	0	196	0	51	126	54	0	231	0	19	99	33	0	151	0	83	138	7	0	228	806
5:45 PM	0	18	156	12	0	186	0	28	121	62	2	211	0	11	81	39	0	131	0	80	117	18	0	215	743
Hourly Total	0	90	749	75	0	914	0	179	534	240	2	953	0	65	386	143	0	594	0	326	559	50	0	935	3396
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	11	83	9	0	103	0	23	84	52	0	159	0	21	86	24	0	131	0	48	62	19	0	129	522
11:45 AM	0	10	90	14	0	114	0	21	67	48	0	136	0	12	76	24	0	112	0	46	58	10	0	114	476
Hourly Total	0	21	173	23	0	217	0	44	151	100	0	295	0	33	162	48	0	243	0	94	120	29	0	243	998
12:00 PM	0	10	79	12	0	101	0	34	95	41	0	170	0	14	61	18	0	93	0	38	78	5	0	121	485
12:15 PM	0	11	88	14	0	113	0	25	85	62	1	172	0	21	92	20	0	133	0	41	85	8	0	134	552
12:30 PM	0	6	73	19	0	98	0	20	92	65	0	177	0	12	116	20	0	148	0	41	69	11	0	121	544
12:45 PM	0	9	76	13	0	98	0	22	86	65	1	173	0	15	88	32	0	135	0	44	80	7	0	131	537
Hourly Total	0	36	316	58	0	410	0	101	358	233	2	692	0	62	357	90	0	509	0	164	312	31	0	507	2118
1:00 PM	0	14	92	14	0	120	0	20	90	59	0	169	0	8	77	22	0	107	0	51	85	12	0	148	544
1:15 PM	0	13	77	8	0	98	0	33	88	47	0	168	0	17	113	30	0	160	0	53	90	7	0	150	576
1:30 PM	0	15	110	10	0	135	1	26	94	54	0	175	0	19	58	28	0	105	0	54	98	7	0	159	574
1:45 PM	0	7	83	14	0	104	0	34	97	45	0	176	0	17	87	25	0	129	0	75	82	8	0	165	574
Hourly Total	0	49	362	46	0	457	1	113	369	205	0	688	0	61	335	105	0	501	0	233	355	34	0	622	2268

Grand Total	0	417	3369	359	0	4145	1	830	3042	1537	9	5410	0	479	2341	850	1	3670	0	1618	2352	399	1	4369	17594
Approach %	0.0	10.1	81.3	8.7	-	-	0.0	15.3	56.2	28.4	-	-	0.0	13.1	63.8	23.2	-	-	0.0	37.0	53.8	9.1	-	-	-
Total %	0.0	2.4	19.1	2.0	-	23.6	0.0	4.7	17.3	8.7	-	30.7	0.0	2.7	13.3	4.8	-	20.9	0.0	9.2	13.4	2.3	-	24.8	-
Lights	0	410	3324	348	-	4082	1	827	3003	1521	-	5352	0	475	2316	844	-	3635	0	1608	2331	387	-	4326	17395
% Lights	-	98.3	98.7	96.9	-	98.5	100.0	99.6	98.7	99.0	-	98.9	-	99.2	98.9	99.3	-	99.0	-	99.4	99.1	97.0	-	99.0	98.9
Buses	0	1	12	5	-	18	0	0	15	4	-	19	0	2	10	2	-	14	0	1	5	4	-	10	61
% Buses	-	0.2	0.4	1.4	-	0.4	0.0	0.0	0.5	0.3	-	0.4	-	0.4	0.4	0.2	-	0.4	-	0.1	0.2	1.0	-	0.2	0.3
Single-Unit Trucks	0	5	24	6	-	35	0	1	14	11	-	26	0	2	13	3	-	18	0	7	13	6	-	26	105
% Single-Unit Trucks	-	1.2	0.7	1.7	-	0.8	0.0	0.1	0.5	0.7	-	0.5	-	0.4	0.6	0.4	-	0.5	-	0.4	0.6	1.5	-	0.6	0.6
Articulated Trucks	0	1	9	0	-	10	0	2	9	1	-	12	0	0	1	1	-	2	0	1	2	2	-	5	29
% Articulated Trucks	-	0.2	0.3	0.0	-	0.2	0.0	0.2	0.3	0.1	-	0.2	-	0.0	0.0	0.1	-	0.1	-	0.1	0.1	0.5	-	0.1	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	1	1	0	-	2	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.1	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Meyers rd and 31st St Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Meyers Rd Eastbound						Meyers Rd Westbound						31st St Northbound						31st St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	15	142	11	0	168	0	25	161	69	0	255	0	27	114	37	0	178	0	66	60	25	0	151	752
7:45 AM	0	20	141	13	0	174	0	28	157	70	0	255	0	27	127	42	0	196	0	89	69	52	0	210	835
8:00 AM	0	11	110	5	0	126	0	27	141	54	0	222	0	24	79	47	0	150	0	53	65	27	0	145	643
8:15 AM	0	12	105	2	0	119	0	22	173	65	0	260	0	25	104	41	0	170	0	52	65	27	0	144	693
Total	0	58	498	31	0	587	0	102	632	258	0	992	0	103	424	167	0	694	0	260	259	131	0	650	2923
Approach %	0.0	9.9	84.8	5.3	-	-	0.0	10.3	63.7	26.0	-	-	0.0	14.8	61.1	24.1	-	-	0.0	40.0	39.8	20.2	-	-	-
Total %	0.0	2.0	17.0	1.1	-	20.1	0.0	3.5	21.6	8.8	-	33.9	0.0	3.5	14.5	5.7	-	23.7	0.0	8.9	8.9	4.5	-	22.2	-
PHF	0.000	0.725	0.877	0.596	-	0.843	0.000	0.911	0.913	0.921	-	0.954	0.000	0.954	0.835	0.888	-	0.885	0.000	0.730	0.938	0.630	-	0.774	0.875
Lights	0	57	486	28	-	571	0	101	617	251	-	969	0	100	421	167	-	688	0	260	255	127	-	642	2870
% Lights	-	98.3	97.6	90.3	-	97.3	-	99.0	97.6	97.3	-	97.7	-	97.1	99.3	100.0	-	99.1	-	100.0	98.5	96.9	-	98.8	98.2
Buses	0	1	5	2	-	8	0	0	6	2	-	8	0	2	2	0	-	4	0	0	2	2	-	4	24
% Buses	-	1.7	1.0	6.5	-	1.4	-	0.0	0.9	0.8	-	0.8	-	1.9	0.5	0.0	-	0.6	-	0.0	0.8	1.5	-	0.6	0.8
Single-Unit Trucks	0	0	5	1	-	6	0	1	3	4	-	8	0	1	1	0	-	2	0	0	2	1	-	3	19
% Single-Unit Trucks	-	0.0	1.0	3.2	-	1.0	-	1.0	0.5	1.6	-	0.8	-	1.0	0.2	0.0	-	0.3	-	0.0	0.8	0.8	-	0.5	0.7
Articulated Trucks	0	0	2	0	-	2	0	0	6	1	-	7	0	0	0	0	-	0	0	0	0	1	-	1	10
% Articulated Trucks	-	0.0	0.4	0.0	-	0.3	-	0.0	0.9	0.4	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.2	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Meyers rd and 31st St Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Meyers Rd Eastbound						Meyers Rd Westbound						31st St Northbound						31st St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	18	181	14	0	213	0	56	124	70	1	250	0	21	99	45	0	165	0	80	142	13	1	235	863
4:30 PM	0	37	192	27	0	256	0	57	122	74	1	253	0	15	86	41	0	142	0	93	149	17	0	259	910
4:45 PM	0	27	264	28	0	319	0	52	138	75	0	265	0	22	85	34	0	141	0	78	124	15	0	217	942
5:00 PM	0	38	220	25	0	283	0	63	155	60	0	278	0	14	112	49	0	175	0	84	152	9	0	245	981
Total	0	120	857	94	0	1071	0	228	539	279	2	1046	0	72	382	169	0	623	0	335	567	54	1	956	3696
Approach %	0.0	11.2	80.0	8.8	-	-	0.0	21.8	51.5	26.7	-	-	0.0	11.6	61.3	27.1	-	-	0.0	35.0	59.3	5.6	-	-	-
Total %	0.0	3.2	23.2	2.5	-	29.0	0.0	6.2	14.6	7.5	-	28.3	0.0	1.9	10.3	4.6	-	16.9	0.0	9.1	15.3	1.5	-	25.9	-
PHF	0.000	0.789	0.812	0.839	-	0.839	0.000	0.905	0.869	0.930	-	0.941	0.000	0.818	0.853	0.862	-	0.890	0.000	0.901	0.933	0.794	-	0.923	0.942
Lights	0	119	846	93	-	1058	0	228	534	277	-	1039	0	72	378	168	-	618	0	334	563	51	-	948	3663
% Lights	-	99.2	98.7	98.9	-	98.8	-	100.0	99.1	99.3	-	99.3	-	100.0	99.0	99.4	-	99.2	-	99.7	99.3	94.4	-	99.2	99.1
Buses	0	0	4	0	-	4	0	0	3	0	-	3	0	0	1	1	-	2	0	0	2	0	-	2	11
% Buses	-	0.0	0.5	0.0	-	0.4	-	0.0	0.6	0.0	-	0.3	-	0.0	0.3	0.6	-	0.3	-	0.0	0.4	0.0	-	0.2	0.3
Single-Unit Trucks	0	1	6	1	-	8	0	0	2	2	-	4	0	0	3	0	-	3	0	1	2	3	-	6	21
% Single-Unit Trucks	-	0.8	0.7	1.1	-	0.7	-	0.0	0.4	0.7	-	0.4	-	0.0	0.8	0.0	-	0.5	-	0.3	0.4	5.6	-	0.6	0.6
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.1	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	-	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
% 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	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Meyers rd and 31st St Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Meyers Rd Eastbound						Meyers Rd Westbound						31st St Northbound						31st St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:45 PM	0	9	76	13	0	98	0	22	86	65	1	173	0	15	88	32	0	135	0	44	80	7	0	131	537
1:00 PM	0	14	92	14	0	120	0	20	90	59	0	169	0	8	77	22	0	107	0	51	85	12	0	148	544
1:15 PM	0	13	77	8	0	98	0	33	88	47	0	168	0	17	113	30	0	160	0	53	90	7	0	150	576
1:30 PM	0	15	110	10	0	135	1	26	94	54	0	175	0	19	58	28	0	105	0	54	98	7	0	159	574
Total	0	51	355	45	0	451	1	101	358	225	1	685	0	59	336	112	0	507	0	202	353	33	0	588	2231
Approach %	0.0	11.3	78.7	10.0	-	-	0.1	14.7	52.3	32.8	-	-	0.0	11.6	66.3	22.1	-	-	0.0	34.4	60.0	5.6	-	-	-
Total %	0.0	2.3	15.9	2.0	-	20.2	0.0	4.5	16.0	10.1	-	30.7	0.0	2.6	15.1	5.0	-	22.7	0.0	9.1	15.8	1.5	-	26.4	-
PHF	0.000	0.850	0.807	0.804	-	0.835	0.250	0.765	0.952	0.865	-	0.979	0.000	0.776	0.743	0.875	-	0.792	0.000	0.935	0.901	0.688	-	0.925	0.968
Lights	0	51	353	45	-	449	1	101	356	224	-	682	0	59	335	111	-	505	0	198	352	32	-	582	2218
% Lights	-	100.0	99.4	100.0	-	99.6	100.0	100.0	99.4	99.6	-	99.6	-	100.0	99.7	99.1	-	99.6	-	98.0	99.7	97.0	-	99.0	99.4
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	0	1	-	1	0	0	1	1	-	2	0	3	1	1	-	5	10
% Single-Unit Trucks	-	0.0	0.6	0.0	-	0.4	0.0	0.0	0.0	0.4	-	0.1	-	0.0	0.3	0.9	-	0.4	-	1.5	0.3	3.0	-	0.9	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.5	0.0	0.0	-	0.2	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Count Name: Butterfield Rd and TransAm
Middle RD TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Rd Northbound						TransAm Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	299	1	0	300	0	0	221	2	0	223	0	0	0	0	0	0	0	4	0	1	0	5	528
7:15 AM	0	2	383	0	0	385	0	0	232	2	0	234	0	0	0	0	0	0	0	2	0	3	0	5	624
7:30 AM	0	1	435	0	0	436	0	0	324	2	0	326	0	0	0	0	0	0	0	3	0	2	0	5	767
7:45 AM	0	0	413	2	0	415	0	0	298	1	0	299	0	0	0	0	0	0	0	2	0	4	0	6	720
Hourly Total	0	3	1530	3	0	1536	0	0	1075	7	0	1082	0	0	0	0	0	0	0	11	0	10	0	21	2639
8:00 AM	0	0	459	1	0	460	0	0	297	0	0	297	0	0	0	0	0	0	0	5	0	1	0	6	763
8:15 AM	0	0	480	4	0	484	0	4	310	0	0	314	0	0	0	0	0	0	0	3	0	1	0	4	802
8:30 AM	0	1	421	1	0	423	0	0	304	3	0	307	0	0	0	0	0	0	0	3	0	4	0	7	737
8:45 AM	0	2	394	1	0	397	0	2	311	2	0	315	0	0	0	3	0	3	0	4	0	7	0	11	726
Hourly Total	0	3	1754	7	0	1764	0	6	1222	5	0	1233	0	0	0	3	0	3	0	15	0	13	0	28	3028
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	412	0	0	414	0	0	541	2	0	543	0	1	0	1	0	2	0	2	0	5	0	7	966
4:15 PM	0	1	460	0	0	461	0	0	511	4	0	515	0	0	0	2	0	2	0	1	0	1	0	2	980
4:30 PM	0	0	468	0	0	468	0	0	505	3	0	508	0	0	0	2	0	2	0	5	0	3	0	8	986
4:45 PM	0	2	500	1	0	503	0	0	570	4	0	574	0	0	0	3	0	3	0	0	0	4	0	4	1084
Hourly Total	0	5	1840	1	0	1846	0	0	2127	13	0	2140	0	1	0	8	0	9	0	8	0	13	0	21	4016
5:00 PM	0	1	516	0	0	517	0	0	532	5	0	537	0	0	0	2	0	2	0	1	0	1	0	2	1058
5:15 PM	0	1	435	0	0	436	0	0	476	10	0	486	0	0	0	0	0	0	0	1	0	2	0	3	925
5:30 PM	0	0	415	1	0	416	0	1	427	5	0	433	0	0	0	2	0	2	0	3	0	3	0	6	857
5:45 PM	0	0	404	0	0	404	0	0	436	12	0	448	0	0	0	0	0	0	0	1	0	2	0	3	855
Hourly Total	0	2	1770	1	0	1773	0	1	1871	32	0	1904	0	0	0	4	0	4	0	6	0	8	0	14	3695
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	2	304	2	0	308	0	0	416	9	0	425	0	0	0	1	0	1	0	1	0	6	0	7	741
11:45 AM	0	1	359	0	0	360	0	0	410	8	0	418	0	0	0	1	1	1	0	3	0	4	0	7	786
Hourly Total	0	3	663	2	0	668	0	0	826	17	0	843	0	0	0	2	1	2	0	4	0	10	0	14	1527
12:00 PM	0	1	335	1	0	337	0	0	451	2	0	453	0	0	0	0	0	0	0	2	0	2	0	4	794
12:15 PM	0	1	297	0	0	298	0	1	490	18	0	509	0	1	0	0	0	1	0	3	0	3	0	6	814
12:30 PM	0	2	398	0	0	400	0	0	446	3	0	449	0	1	0	0	0	1	0	1	0	1	0	2	852
12:45 PM	0	2	420	0	0	422	0	0	450	8	0	458	0	0	0	0	0	0	0	5	0	3	1	8	888
Hourly Total	0	6	1450	1	0	1457	0	1	1837	31	0	1869	0	2	0	0	0	2	0	11	0	9	1	20	3348
1:00 PM	0	2	426	0	0	428	0	0	461	11	0	472	0	0	0	0	0	0	0	2	0	4	0	6	906
1:15 PM	0	1	382	0	0	383	0	0	439	8	0	447	0	0	0	0	0	0	0	5	0	2	1	7	837
1:30 PM	0	1	417	0	0	418	0	0	492	4	0	496	0	0	0	0	0	0	0	10	0	8	0	18	932
1:45 PM	0	0	427	0	0	427	0	0	451	13	0	464	0	0	0	0	0	0	0	5	0	1	1	6	897
Hourly Total	0	4	1652	0	0	1656	0	0	1843	36	0	1879	0	0	0	0	0	0	0	22	0	15	2	37	3572

Grand Total	0	26	10659	15	0	10700	0	8	10801	141	0	10950	0	3	0	17	1	20	0	77	0	78	3	155	21825
Approach %	0.0	0.2	99.6	0.1	-	-	0.0	0.1	98.6	1.3	-	-	0.0	15.0	0.0	85.0	-	-	0.0	49.7	0.0	50.3	-	-	-
Total %	0.0	0.1	48.8	0.1	-	49.0	0.0	0.0	49.5	0.6	-	50.2	0.0	0.0	0.0	0.1	-	0.1	0.0	0.4	0.0	0.4	-	0.7	-
Lights	0	26	10522	14	-	10562	0	8	10666	138	-	10812	0	3	0	17	-	20	0	75	0	78	-	153	21547
% Lights	-	100.0	98.7	93.3	-	98.7	-	100.0	98.8	97.9	-	98.7	-	100.0	-	100.0	-	100.0	-	97.4	-	100.0	-	98.7	98.7
Buses	0	0	38	1	-	39	0	0	33	2	-	35	0	0	0	0	-	0	0	0	0	0	-	0	74
% Buses	-	0.0	0.4	6.7	-	0.4	-	0.0	0.3	1.4	-	0.3	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	71	0	-	71	0	0	81	1	-	82	0	0	0	0	-	0	0	2	0	0	-	2	155
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.7	-	0.0	0.7	0.7	-	0.7	-	0.0	-	0.0	-	0.0	-	2.6	-	0.0	-	1.3	0.7
Articulated Trucks	0	0	27	0	-	27	0	0	20	0	-	20	0	0	0	0	-	0	0	0	0	0	-	0	47
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Butterfield Rd and TransAm Middle RD TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Rd Northbound						TransAm Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	1	435	0	0	436	0	0	324	2	0	326	0	0	0	0	0	0	0	3	0	2	0	5	767
7:45 AM	0	0	413	2	0	415	0	0	298	1	0	299	0	0	0	0	0	0	0	2	0	4	0	6	720
8:00 AM	0	0	459	1	0	460	0	0	297	0	0	297	0	0	0	0	0	0	0	5	0	1	0	6	763
8:15 AM	0	0	480	4	0	484	0	4	310	0	0	314	0	0	0	0	0	0	0	3	0	1	0	4	802
Total	0	1	1787	7	0	1795	0	4	1229	3	0	1236	0	0	0	0	0	0	0	13	0	8	0	21	3052
Approach %	0.0	0.1	99.6	0.4	-	-	0.0	0.3	99.4	0.2	-	-	0.0	0.0	0.0	0.0	-	-	0.0	61.9	0.0	38.1	-	-	-
Total %	0.0	0.0	58.6	0.2	-	58.8	0.0	0.1	40.3	0.1	-	40.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.4	0.0	0.3	-	0.7	-
PHF	0.000	0.250	0.931	0.438	-	0.927	0.000	0.250	0.948	0.375	-	0.948	0.000	0.000	0.000	0.000	-	0.000	0.000	0.650	0.000	0.500	-	0.875	0.951
Lights	0	1	1747	6	-	1754	0	4	1186	2	-	1192	0	0	0	0	-	0	0	13	0	8	-	21	2967
% Lights	-	100.0	97.8	85.7	-	97.7	-	100.0	96.5	66.7	-	96.4	-	-	-	-	-	-	-	100.0	-	100.0	-	100.0	97.2
Buses	0	0	10	1	-	11	0	0	9	1	-	10	0	0	0	0	-	0	0	0	0	0	-	0	21
% Buses	-	0.0	0.6	14.3	-	0.6	-	0.0	0.7	33.3	-	0.8	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	23	0	-	23	0	0	30	0	-	30	0	0	0	0	-	0	0	0	0	0	-	0	53
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.3	-	0.0	2.4	0.0	-	2.4	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	1.7
Articulated Trucks	0	0	7	0	-	7	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	11
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.3	0.0	-	0.3	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Butterfield Rd and TransAm
Middle RD TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Rd Northbound						TransAm Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	1	460	0	0	461	0	0	511	4	0	515	0	0	0	2	0	2	0	1	0	1	0	2	980
4:30 PM	0	0	468	0	0	468	0	0	505	3	0	508	0	0	0	2	0	2	0	5	0	3	0	8	986
4:45 PM	0	2	500	1	0	503	0	0	570	4	0	574	0	0	0	3	0	3	0	0	0	4	0	4	1084
5:00 PM	0	1	516	0	0	517	0	0	532	5	0	537	0	0	0	2	0	2	0	1	0	1	0	2	1058
Total	0	4	1944	1	0	1949	0	0	2118	16	0	2134	0	0	0	9	0	9	0	7	0	9	0	16	4108
Approach %	0.0	0.2	99.7	0.1	-	-	0.0	0.0	99.3	0.7	-	-	0.0	0.0	0.0	100.0	-	-	0.0	43.8	0.0	56.3	-	-	-
Total %	0.0	0.1	47.3	0.0	-	47.4	0.0	0.0	51.6	0.4	-	51.9	0.0	0.0	0.0	0.2	-	0.2	0.0	0.2	0.0	0.2	-	0.4	-
PHF	0.000	0.500	0.942	0.250	-	0.942	0.000	0.000	0.929	0.800	-	0.929	0.000	0.000	0.000	0.750	-	0.750	0.000	0.350	0.000	0.563	-	0.500	0.947
Lights	0	4	1916	1	-	1921	0	0	2101	15	-	2116	0	0	0	9	-	9	0	7	0	9	-	16	4062
% Lights	-	100.0	98.6	100.0	-	98.6	-	-	99.2	93.8	-	99.2	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.9
Buses	0	0	6	0	-	6	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	11
% Buses	-	0.0	0.3	0.0	-	0.3	-	-	0.2	0.0	-	0.2	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	16	0	-	16	0	0	10	1	-	11	0	0	0	0	-	0	0	0	0	0	-	0	27
% Single-Unit Trucks	-	0.0	0.8	0.0	-	0.8	-	-	0.5	6.3	-	0.5	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.7
Articulated Trucks	0	0	6	0	-	6	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	-	-	0.1	0.0	-	0.1	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Butterfield Rd and TransAm
Middle RD TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Rd Northbound						TransAm Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:45 PM	0	2	420	0	0	422	0	0	450	8	0	458	0	0	0	0	0	0	0	5	0	3	1	8	888
1:00 PM	0	2	426	0	0	428	0	0	461	11	0	472	0	0	0	0	0	0	0	2	0	4	0	6	906
1:15 PM	0	1	382	0	0	383	0	0	439	8	0	447	0	0	0	0	0	0	0	5	0	2	1	7	837
1:30 PM	0	1	417	0	0	418	0	0	492	4	0	496	0	0	0	0	0	0	0	10	0	8	0	18	932
Total	0	6	1645	0	0	1651	0	0	1842	31	0	1873	0	0	0	0	0	0	0	22	0	17	2	39	3563
Approach %	0.0	0.4	99.6	0.0	-	-	0.0	0.0	98.3	1.7	-	-	0.0	0.0	0.0	0.0	-	-	0.0	56.4	0.0	43.6	-	-	-
Total %	0.0	0.2	46.2	0.0	-	46.3	0.0	0.0	51.7	0.9	-	52.6	0.0	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	0.5	-	1.1	-
PHF	0.000	0.750	0.965	0.000	-	0.964	0.000	0.000	0.936	0.705	-	0.944	0.000	0.000	0.000	0.000	-	0.000	0.000	0.550	0.000	0.531	-	0.542	0.956
Lights	0	6	1633	0	-	1639	0	0	1834	31	-	1865	0	0	0	0	-	0	0	21	0	17	-	38	3542
% Lights	-	100.0	99.3	-	-	99.3	-	-	99.6	100.0	-	99.6	-	-	-	-	-	-	-	95.5	-	100.0	-	97.4	99.4
Buses	0	0	5	0	-	5	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	-	0.0	0.3	-	-	0.3	-	-	0.2	0.0	-	0.2	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	7	0	-	7	0	0	5	0	-	5	0	0	0	0	-	0	0	1	0	0	-	1	13
% Single-Unit Trucks	-	0.0	0.4	-	-	0.4	-	-	0.3	0.0	-	0.3	-	-	-	-	-	-	-	4.5	-	0.0	-	2.6	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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(847)518-9990 bmay@kloainc.com

Count Name: 22nd St and TransAm Plaza TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Plaza Rd Northbound						TransAm Plaza Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	41	279	3	0	323	0	0	226	17	0	243	0	0	0	0	0	0	0	14	0	1	0	15	581
7:15 AM	0	41	311	3	0	355	0	1	225	17	0	243	0	0	0	0	0	0	0	7	0	5	0	12	610
7:30 AM	0	56	366	3	0	425	1	4	283	19	1	307	0	1	0	1	1	2	0	8	0	8	0	16	750
7:45 AM	0	49	388	2	0	439	1	0	329	26	0	356	0	0	1	0	0	1	0	13	0	8	0	21	817
Hourly Total	0	187	1344	11	0	1542	2	5	1063	79	1	1149	0	1	1	1	1	3	0	42	0	22	0	64	2758
8:00 AM	0	66	349	13	0	428	0	3	262	21	0	286	0	0	0	0	2	0	0	7	1	8	0	16	730
8:15 AM	0	65	394	7	0	466	0	1	326	35	0	362	0	1	0	1	4	2	0	7	0	7	0	14	844
8:30 AM	0	71	296	11	0	378	1	5	295	44	0	345	0	2	0	0	1	2	0	3	1	13	0	17	742
8:45 AM	0	70	300	12	0	382	0	3	302	41	0	346	0	0	0	0	0	0	0	3	0	7	0	10	738
Hourly Total	0	272	1339	43	0	1654	1	12	1185	141	0	1339	0	3	0	1	7	4	0	20	2	35	0	57	3054
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	4	379	0	0	384	0	0	473	11	0	484	0	10	0	3	0	13	0	21	0	77	0	98	979
4:15 PM	0	5	402	0	0	407	0	6	487	9	0	502	0	7	0	4	0	11	0	21	0	54	0	75	995
4:30 PM	0	9	425	0	0	434	0	5	482	7	0	494	0	14	0	2	0	16	0	29	0	53	0	82	1026
4:45 PM	3	11	413	1	0	428	1	7	510	9	0	527	0	11	2	3	0	16	0	22	0	48	0	70	1041
Hourly Total	4	29	1619	1	0	1653	1	18	1952	36	0	2007	0	42	2	12	0	56	0	93	0	232	0	325	4041
5:00 PM	0	9	476	1	0	486	1	1	556	7	0	565	0	17	0	7	0	24	0	45	1	64	0	110	1185
5:15 PM	0	9	422	0	0	431	0	1	462	16	0	479	0	4	0	2	0	6	0	26	0	38	0	64	980
5:30 PM	0	2	415	1	0	418	0	0	473	9	0	482	0	2	0	5	0	7	0	15	0	36	0	51	958
5:45 PM	0	4	352	0	0	356	0	1	461	5	0	467	0	4	1	4	0	9	1	12	0	28	0	41	873
Hourly Total	0	24	1665	2	0	1691	1	3	1952	37	0	1993	0	27	1	18	0	46	1	98	1	166	0	266	3996
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	1	2	342	1	0	346	1	0	440	3	0	444	0	2	0	9	0	11	0	4	0	3	0	7	808
11:45 AM	0	6	387	2	0	395	1	0	436	4	0	441	0	2	0	1	0	3	0	4	0	3	0	7	846
Hourly Total	1	8	729	3	0	741	2	0	876	7	0	885	0	4	0	10	0	14	0	8	0	6	0	14	1654
12:00 PM	1	2	375	0	0	378	0	2	389	4	0	395	0	9	0	9	1	18	0	7	0	4	0	11	802
12:15 PM	2	1	356	2	0	361	1	2	421	3	0	427	0	7	0	8	0	15	0	3	0	3	0	6	809
12:30 PM	1	10	386	5	0	402	0	1	437	2	0	440	0	7	3	10	0	20	0	5	0	9	0	14	876
12:45 PM	0	3	413	8	0	424	0	8	521	4	0	533	0	1	0	1	0	2	0	6	1	4	1	11	970
Hourly Total	4	16	1530	15	0	1565	1	13	1768	13	0	1795	0	24	3	28	1	55	0	21	1	20	1	42	3457
1:00 PM	0	4	413	3	0	420	0	3	474	4	0	481	0	2	0	0	0	2	0	9	0	7	0	16	919
1:15 PM	1	4	388	0	0	393	0	0	429	1	0	430	0	2	0	0	0	2	0	5	0	9	2	14	839
1:30 PM	0	3	361	3	0	367	1	1	502	2	1	506	0	2	0	0	2	2	1	8	0	3	0	12	887
1:45 PM	0	2	368	1	0	371	0	0	454	3	0	457	0	4	0	1	0	5	0	7	0	5	1	12	845
Hourly Total	1	13	1530	7	0	1551	1	4	1859	10	1	1874	0	10	0	1	2	11	1	29	0	24	3	54	3490

Grand Total	10	549	9756	82	0	10397	9	55	10655	323	2	11042	0	111	7	71	11	189	2	311	4	505	4	822	22450
Approach %	0.1	5.3	93.8	0.8	-	-	0.1	0.5	96.5	2.9	-	-	0.0	58.7	3.7	37.6	-	-	0.2	37.8	0.5	61.4	-	-	-
Total %	0.0	2.4	43.5	0.4	-	46.3	0.0	0.2	47.5	1.4	-	49.2	0.0	0.5	0.0	0.3	-	0.8	0.0	1.4	0.0	2.2	-	3.7	-
Lights	10	547	9615	82	-	10254	9	55	10517	320	-	10901	0	110	7	71	-	188	2	307	3	502	-	814	22157
% Lights	100.0	99.6	98.6	100.0	-	98.6	100.0	100.0	98.7	99.1	-	98.7	-	99.1	100.0	100.0	-	99.5	100.0	98.7	75.0	99.4	-	99.0	98.7
Buses	0	0	34	0	-	34	0	0	37	0	-	37	0	0	0	0	-	0	0	0	0	0	-	0	71
% Buses	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	2	84	0	-	86	0	0	74	3	-	77	0	1	0	0	-	1	0	4	1	3	-	8	172
% Single-Unit Trucks	0.0	0.4	0.9	0.0	-	0.8	0.0	0.0	0.7	0.9	-	0.7	-	0.9	0.0	0.0	-	0.5	0.0	1.3	25.0	0.6	-	1.0	0.8
Articulated Trucks	0	0	23	0	-	23	0	0	25	0	-	25	0	0	0	0	-	0	0	0	0	0	-	0	48
% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	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	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	11	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 22nd St and TransAm Plaza TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Plaza Rd Northbound						TransAm Plaza Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	56	366	3	0	425	1	4	283	19	1	307	0	1	0	1	1	2	0	8	0	8	0	16	750
7:45 AM	0	49	388	2	0	439	1	0	329	26	0	356	0	0	1	0	0	1	0	13	0	8	0	21	817
8:00 AM	0	66	349	13	0	428	0	3	262	21	0	286	0	0	0	0	2	0	0	7	1	8	0	16	730
8:15 AM	0	65	394	7	0	466	0	1	326	35	0	362	0	1	0	1	4	2	0	7	0	7	0	14	844
Total	0	236	1497	25	0	1758	2	8	1200	101	1	1311	0	2	1	2	7	5	0	35	1	31	0	67	3141
Approach %	0.0	13.4	85.2	1.4	-	-	0.2	0.6	91.5	7.7	-	-	0.0	40.0	20.0	40.0	-	-	0.0	52.2	1.5	46.3	-	-	-
Total %	0.0	7.5	47.7	0.8	-	56.0	0.1	0.3	38.2	3.2	-	41.7	0.0	0.1	0.0	0.1	-	0.2	0.0	1.1	0.0	1.0	-	2.1	-
PHF	0.000	0.894	0.950	0.481	-	0.943	0.500	0.500	0.912	0.721	-	0.905	0.000	0.500	0.250	0.500	-	0.625	0.000	0.673	0.250	0.969	-	0.798	0.930
Lights	0	235	1458	25	-	1718	2	8	1159	99	-	1268	0	2	1	2	-	5	0	32	1	30	-	63	3054
% Lights	-	99.6	97.4	100.0	-	97.7	100.0	100.0	96.6	98.0	-	96.7	-	100.0	100.0	100.0	-	100.0	-	91.4	100.0	96.8	-	94.0	97.2
Buses	0	0	10	0	-	10	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	19
% Buses	-	0.0	0.7	0.0	-	0.6	0.0	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	1	23	0	-	24	0	0	24	2	-	26	0	0	0	0	-	0	0	3	0	1	-	4	54
% Single-Unit Trucks	-	0.4	1.5	0.0	-	1.4	0.0	0.0	2.0	2.0	-	2.0	-	0.0	0.0	0.0	-	0.0	-	8.6	0.0	3.2	-	6.0	1.7
Articulated Trucks	0	0	6	0	-	6	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	13
% Articulated Trucks	-	0.0	0.4	0.0	-	0.3	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: 22nd St and TransAm Plaza TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Plaza Rd Northbound						TransAm Plaza Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	5	402	0	0	407	0	6	487	9	0	502	0	7	0	4	0	11	0	21	0	54	0	75	995
4:30 PM	0	9	425	0	0	434	0	5	482	7	0	494	0	14	0	2	0	16	0	29	0	53	0	82	1026
4:45 PM	3	11	413	1	0	428	1	7	510	9	0	527	0	11	2	3	0	16	0	22	0	48	0	70	1041
5:00 PM	0	9	476	1	0	486	1	1	556	7	0	565	0	17	0	7	0	24	0	45	1	64	0	110	1185
Total	3	34	1716	2	0	1755	2	19	2035	32	0	2088	0	49	2	16	0	67	0	117	1	219	0	337	4247
Approach %	0.2	1.9	97.8	0.1	-	-	0.1	0.9	97.5	1.5	-	-	0.0	73.1	3.0	23.9	-	-	0.0	34.7	0.3	65.0	-	-	-
Total %	0.1	0.8	40.4	0.0	-	41.3	0.0	0.4	47.9	0.8	-	49.2	0.0	1.2	0.0	0.4	-	1.6	0.0	2.8	0.0	5.2	-	7.9	-
PHF	0.250	0.773	0.901	0.500	-	0.903	0.500	0.679	0.915	0.889	-	0.924	0.000	0.721	0.250	0.571	-	0.698	0.000	0.650	0.250	0.855	-	0.766	0.896
Lights	3	34	1691	2	-	1730	2	19	2016	32	-	2069	0	49	2	16	-	67	0	117	1	219	-	337	4203
% Lights	100.0	100.0	98.5	100.0	-	98.6	100.0	100.0	99.1	100.0	-	99.1	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.0
Buses	0	0	6	0	-	6	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	12
% Buses	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	14	0	-	14	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	24
% Single-Unit Trucks	0.0	0.0	0.8	0.0	-	0.8	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	5	0	-	5	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.1	0.0	-	0.1	-	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	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Count Name: 22nd St and TransAm Plaza TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Plaza Rd Northbound						TransAm Plaza Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:45 PM	0	3	413	8	0	424	0	8	521	4	0	533	0	1	0	1	0	2	0	6	1	4	1	11	970
1:00 PM	0	4	413	3	0	420	0	3	474	4	0	481	0	2	0	0	0	2	0	9	0	7	0	16	919
1:15 PM	1	4	388	0	0	393	0	0	429	1	0	430	0	2	0	0	0	2	0	5	0	9	2	14	839
1:30 PM	0	3	361	3	0	367	1	1	502	2	1	506	0	2	0	0	2	2	1	8	0	3	0	12	887
Total	1	14	1575	14	0	1604	1	12	1926	11	1	1950	0	7	0	1	2	8	1	28	1	23	3	53	3615
Approach %	0.1	0.9	98.2	0.9	-	-	0.1	0.6	98.8	0.6	-	-	0.0	87.5	0.0	12.5	-	-	1.9	52.8	1.9	43.4	-	-	-
Total %	0.0	0.4	43.6	0.4	-	44.4	0.0	0.3	53.3	0.3	-	53.9	0.0	0.2	0.0	0.0	-	0.2	0.0	0.8	0.0	0.6	-	1.5	-
PHF	0.250	0.875	0.953	0.438	-	0.946	0.250	0.375	0.924	0.688	-	0.915	0.000	0.875	0.000	0.250	-	1.000	0.250	0.778	0.250	0.639	-	0.828	0.932
Lights	1	14	1561	14	-	1590	1	12	1919	11	-	1943	0	6	0	1	-	7	1	28	0	23	-	52	3592
% Lights	100.0	100.0	99.1	100.0	-	99.1	100.0	100.0	99.6	100.0	-	99.6	-	85.7	-	100.0	-	87.5	100.0	100.0	0.0	100.0	-	98.1	99.4
Buses	0	0	4	0	-	4	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Buses	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	10	0	-	10	0	0	4	0	-	4	0	1	0	0	-	1	0	0	1	0	-	1	16
% Single-Unit Trucks	0.0	0.0	0.6	0.0	-	0.6	0.0	0.0	0.2	0.0	-	0.2	-	14.3	-	0.0	-	12.5	0.0	0.0	100.0	0.0	-	1.9	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	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
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Meyers Rd and Access Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	access dr Westbound					Meyers Rd Northbound					Meyers Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	96	3	0	99	0	0	84	0	84	183
7:15 AM	0	0	0	0	0	0	127	2	0	129	0	4	115	0	119	248
7:30 AM	0	0	1	0	1	0	192	3	0	195	0	7	157	0	164	360
7:45 AM	0	0	1	0	1	0	221	7	0	228	0	7	185	0	192	421
Hourly Total	0	0	2	0	2	0	636	15	0	651	0	18	541	0	559	1212
8:00 AM	0	0	2	0	2	0	138	8	0	146	0	1	157	0	158	306
8:15 AM	0	0	1	0	1	0	165	7	0	172	0	4	130	0	134	307
8:30 AM	0	1	0	0	1	0	173	8	0	181	0	18	112	0	130	312
8:45 AM	0	0	1	0	1	0	152	11	0	163	0	5	137	0	142	306
Hourly Total	0	1	4	0	5	0	628	34	0	662	0	28	536	0	564	1231
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	5	13	0	18	0	201	0	0	201	0	0	236	0	236	455
4:15 PM	0	1	11	0	12	0	179	0	0	179	0	0	240	0	240	431
4:30 PM	0	0	13	0	13	0	200	2	0	202	0	0	277	0	277	492
4:45 PM	0	3	14	0	17	0	182	3	0	185	1	0	246	0	247	449
Hourly Total	0	9	51	0	60	0	762	5	0	767	1	0	999	0	1000	1827
5:00 PM	0	10	23	0	33	0	182	0	0	182	0	0	244	0	244	459
5:15 PM	0	6	9	0	15	0	191	2	0	193	0	1	215	0	216	424
5:30 PM	0	2	6	0	8	0	173	0	0	173	0	0	256	0	256	437
5:45 PM	0	2	2	0	4	0	171	1	0	172	0	1	185	0	186	362
Hourly Total	0	20	40	0	60	0	717	3	0	720	0	2	900	0	902	1682
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	1	0	0	1	0	158	0	0	158	0	0	142	0	142	301
11:45 AM	0	0	0	0	0	0	136	0	0	136	0	0	110	0	110	246
Hourly Total	0	1	0	0	1	0	294	0	0	294	0	0	252	0	252	547
12:00 PM	0	0	0	0	0	0	132	1	0	133	0	0	115	0	115	248
12:15 PM	0	0	4	0	4	0	155	0	0	155	0	0	125	0	125	284
12:30 PM	0	0	1	0	1	0	235	0	0	235	1	0	137	0	138	374
12:45 PM	0	0	0	0	0	0	185	0	0	185	0	0	125	0	125	310
Hourly Total	0	0	5	0	5	0	707	1	0	708	1	0	502	0	503	1216
1:00 PM	0	1	2	0	3	0	186	2	0	188	0	1	147	0	148	339
1:15 PM	0	0	1	0	1	0	195	0	0	195	1	0	143	0	144	340
1:30 PM	0	0	0	0	0	0	152	0	0	152	0	0	154	0	154	306
1:45 PM	0	1	1	0	2	0	135	0	0	135	1	0	169	0	170	307
Hourly Total	0	2	4	0	6	0	668	2	0	670	2	1	613	0	616	1292
Grand Total	0	33	106	0	139	0	4412	60	0	4472	4	49	4343	0	4396	9007

Approach %	0.0	23.7	76.3	-	-	0.0	98.7	1.3	-	-	0.1	1.1	98.8	-	-	-
Total %	0.0	0.4	1.2	-	1.5	0.0	49.0	0.7	-	49.7	0.0	0.5	48.2	-	48.8	-
Lights	0	33	106	-	139	0	4368	60	-	4428	4	49	4320	-	4373	8940
% Lights	-	100.0	100.0	-	100.0	-	99.0	100.0	-	99.0	100.0	100.0	99.5	-	99.5	99.3
Buses	0	0	0	-	0	0	7	0	-	7	0	0	8	-	8	15
% Buses	-	0.0	0.0	-	0.0	-	0.2	0.0	-	0.2	0.0	0.0	0.2	-	0.2	0.2
Single-Unit Trucks	0	0	0	-	0	0	31	0	-	31	0	0	14	-	14	45
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	0.0	0.0	0.3	-	0.3	0.5
Articulated Trucks	0	0	0	-	0	0	3	0	-	3	0	0	1	-	1	4
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	3	0	-	3	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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(847)518-9990 bmay@kloainc.com

Count Name: Meyers Rd and Access Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	access dr Westbound					Meyers Rd Northbound					Meyers Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	0	1	0	1	0	192	3	0	195	0	7	157	0	164	360
7:45 AM	0	0	1	0	1	0	221	7	0	228	0	7	185	0	192	421
8:00 AM	0	0	2	0	2	0	138	8	0	146	0	1	157	0	158	306
8:15 AM	0	0	1	0	1	0	165	7	0	172	0	4	130	0	134	307
Total	0	0	5	0	5	0	716	25	0	741	0	19	629	0	648	1394
Approach %	0.0	0.0	100.0	-	-	0.0	96.6	3.4	-	-	0.0	2.9	97.1	-	-	-
Total %	0.0	0.0	0.4	-	0.4	0.0	51.4	1.8	-	53.2	0.0	1.4	45.1	-	46.5	-
PHF	0.000	0.000	0.625	-	0.625	0.000	0.810	0.781	-	0.813	0.000	0.679	0.850	-	0.844	0.828
Lights	0	0	5	-	5	0	707	25	-	732	0	19	623	-	642	1379
% Lights	-	-	100.0	-	100.0	-	98.7	100.0	-	98.8	-	100.0	99.0	-	99.1	98.9
Buses	0	0	0	-	0	0	3	0	-	3	0	0	4	-	4	7
% Buses	-	-	0.0	-	0.0	-	0.4	0.0	-	0.4	-	0.0	0.6	-	0.6	0.5
Single-Unit Trucks	0	0	0	-	0	0	6	0	-	6	0	0	1	-	1	7
% Single-Unit Trucks	-	-	0.0	-	0.0	-	0.8	0.0	-	0.8	-	0.0	0.2	-	0.2	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Meyers Rd and Access Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	access dr Westbound					Meyers Rd Northbound					Meyers Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:15 PM	0	1	11	0	12	0	179	0	0	179	0	0	240	0	240	431
4:30 PM	0	0	13	0	13	0	200	2	0	202	0	0	277	0	277	492
4:45 PM	0	3	14	0	17	0	182	3	0	185	1	0	246	0	247	449
5:00 PM	0	10	23	0	33	0	182	0	0	182	0	0	244	0	244	459
Total	0	14	61	0	75	0	743	5	0	748	1	0	1007	0	1008	1831
Approach %	0.0	18.7	81.3	-	-	0.0	99.3	0.7	-	-	0.1	0.0	99.9	-	-	-
Total %	0.0	0.8	3.3	-	4.1	0.0	40.6	0.3	-	40.9	0.1	0.0	55.0	-	55.1	-
PHF	0.000	0.350	0.663	-	0.568	0.000	0.929	0.417	-	0.926	0.250	0.000	0.909	-	0.910	0.930
Lights	0	14	61	-	75	0	735	5	-	740	1	0	1001	-	1002	1817
% Lights	-	100.0	100.0	-	100.0	-	98.9	100.0	-	98.9	100.0	-	99.4	-	99.4	99.2
Buses	0	0	0	-	0	0	1	0	-	1	0	0	3	-	3	4
% Buses	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	-	0.3	-	0.3	0.2
Single-Unit Trucks	0	0	0	-	0	0	6	0	-	6	0	0	3	-	3	9
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.8	0.0	-	0.8	0.0	-	0.3	-	0.3	0.5
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	-	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

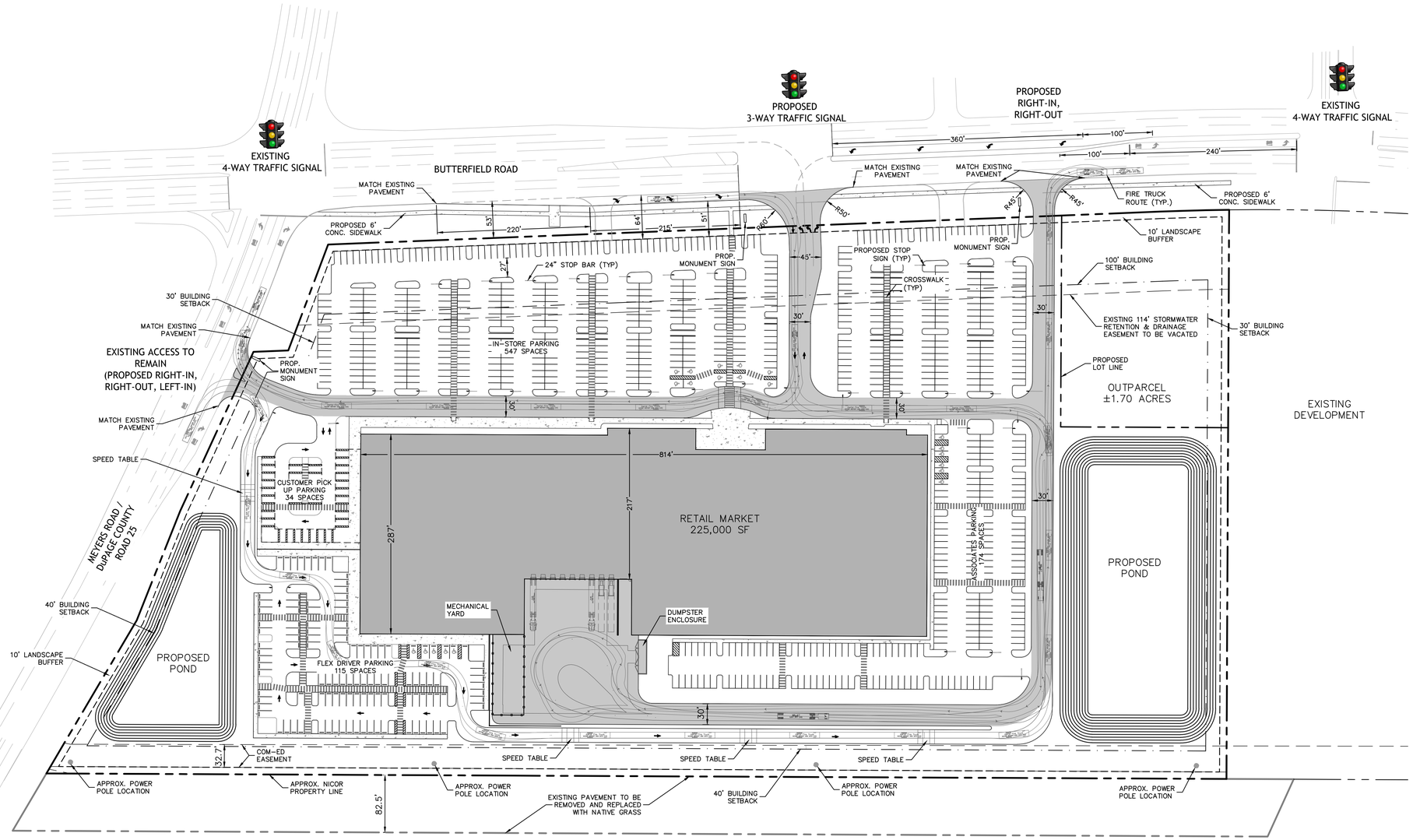
Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Meyers Rd and Access Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	access dr Westbound					Meyers Rd Northbound					Meyers Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
12:45 PM	0	0	0	0	0	0	185	0	0	185	0	0	125	0	125	310
1:00 PM	0	1	2	0	3	0	186	2	0	188	0	1	147	0	148	339
1:15 PM	0	0	1	0	1	0	195	0	0	195	1	0	143	0	144	340
1:30 PM	0	0	0	0	0	0	152	0	0	152	0	0	154	0	154	306
Total	0	1	3	0	4	0	718	2	0	720	1	1	569	0	571	1295
Approach %	0.0	25.0	75.0	-	-	0.0	99.7	0.3	-	-	0.2	0.2	99.6	-	-	-
Total %	0.0	0.1	0.2	-	0.3	0.0	55.4	0.2	-	55.6	0.1	0.1	43.9	-	44.1	-
PHF	0.000	0.250	0.375	-	0.333	0.000	0.921	0.250	-	0.923	0.250	0.250	0.924	-	0.927	0.952
Lights	0	1	3	-	4	0	716	2	-	718	1	1	565	-	567	1289
% Lights	-	100.0	100.0	-	100.0	-	99.7	100.0	-	99.7	100.0	100.0	99.3	-	99.3	99.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	2	0	-	2	0	0	4	-	4	6
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.3	0.0	-	0.3	0.0	0.0	0.7	-	0.7	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Site Plan



GRAPHIC SCALE IN FEET
0 40 80 160

SITE DATA

RETAIL MARKET:	±25.28 ACRES
OUTPARCEL:	±1.70 ACRES
TOTAL AREA:	±26.98 ACRES
RETAIL MARKET BUILDING AREA:	225,000 SF
LOT AREA:	1,175,249 SF
PROPOSED FAR:	0.19 (0.48 MAX.)
IMPERVIOUS COVER:	736,455 SF / 62.7%
BUILDING HEIGHT:	43 FEET (5 STORIES OR 76' MAX.)

PARKING REQUIRED: (VILLAGE OF OAK BROOK, IL)

13-12-5: OFF-STREET PARKING SPACES REQUIRED.
B2 REGIONAL SHOPPING CENTER DISTRICTS:
PARKING SPACES AND AISLES NOT LESS IN AREA THAN 2 ¼ TIMES THE FLOOR AREA OF BUILDINGS CONSTRUCTED.

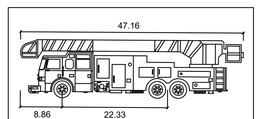
PARKING AREA REQUIRED:	225,000 SF x 2.25 = 506,250 SF
PARKING AREA PROPOSED:	511,455 SF

PAVING LEGEND

- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.



Pierce Arrow XT

	feet
Width	: 8.01
Track	: 8.01
Lock to Lock Time	: 6.0
Steering Angle	: 45.5

No.	REVISIONS	DATE	BY
1	RESPOND TO VILLAGE COMMENTS	03/04/26	KH

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
6876 MARWICK LANE, SUITE 350, ORLANDO, FL
PHONE: (407) 602-0423
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
LIC PROF 1
ILLINOIS LICENSE NUMBER
LIC PROF 1 #
DATE: ---

KHA PROJECT 149621091
DATE APRIL 16, 2026
SCALE AS SHOWN
DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

SITE PLAN

BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK ILLINOIS

SHEET NUMBER
C4.0

Plotted By:Teeters, Scott Sheet Set:BUTTERFIELD ROAD DEVELOPMENT PROJECT Layout:Layout1 April 17, 2026 08:49:16am K:\llen-civil\149621091-oak brook il\project kobe\CAD\PUD\plansheets\C4.0-SITE.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

ITE Trip Generation Sheets

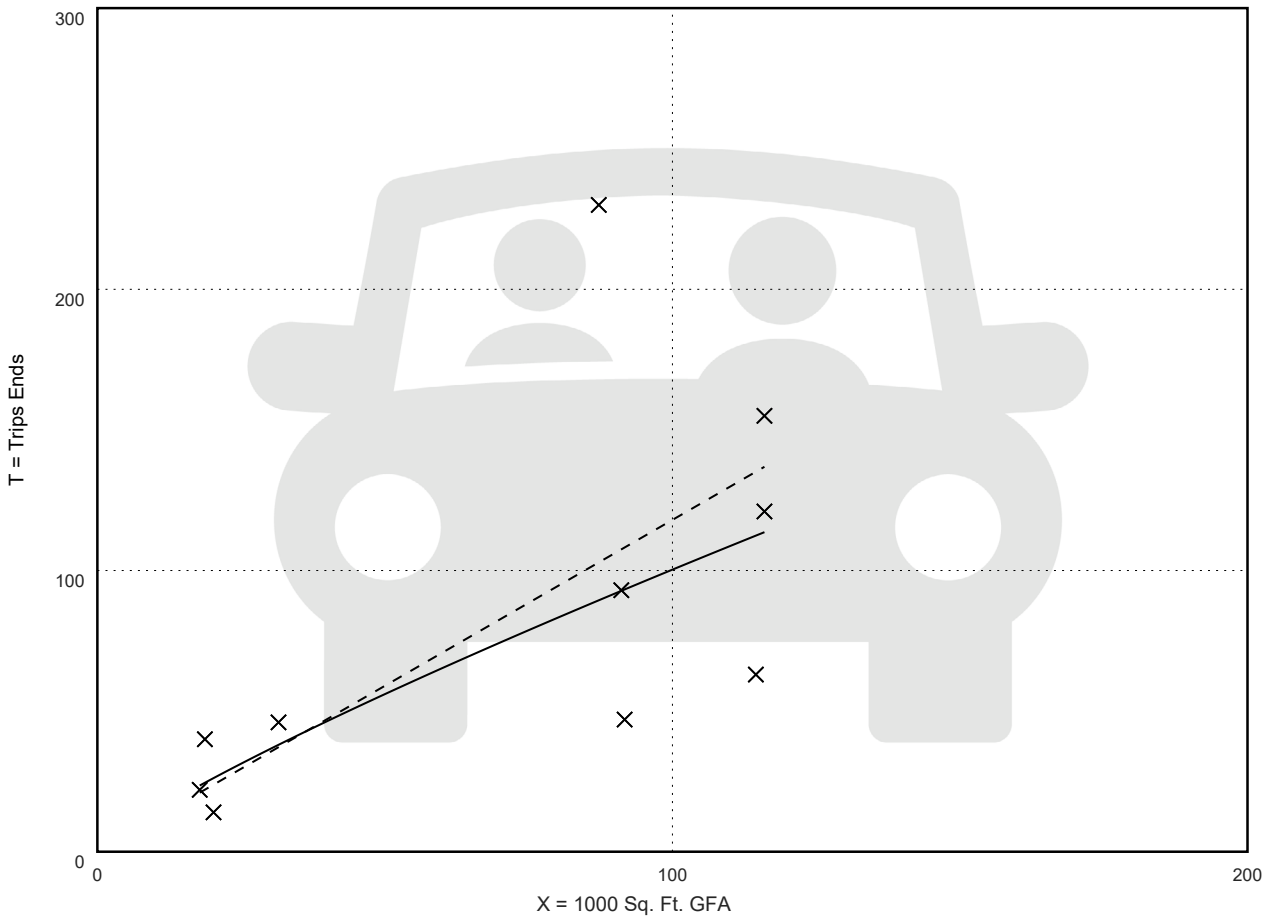
Free-Standing Discount Store
(815)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	10
Avg. 1000 Sq. Ft. GFA:	70
Directional Distribution:	70% entering, 30% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.51 - 2.64	0.69

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.84 Ln(X) + 0.74

R^2= 0.64

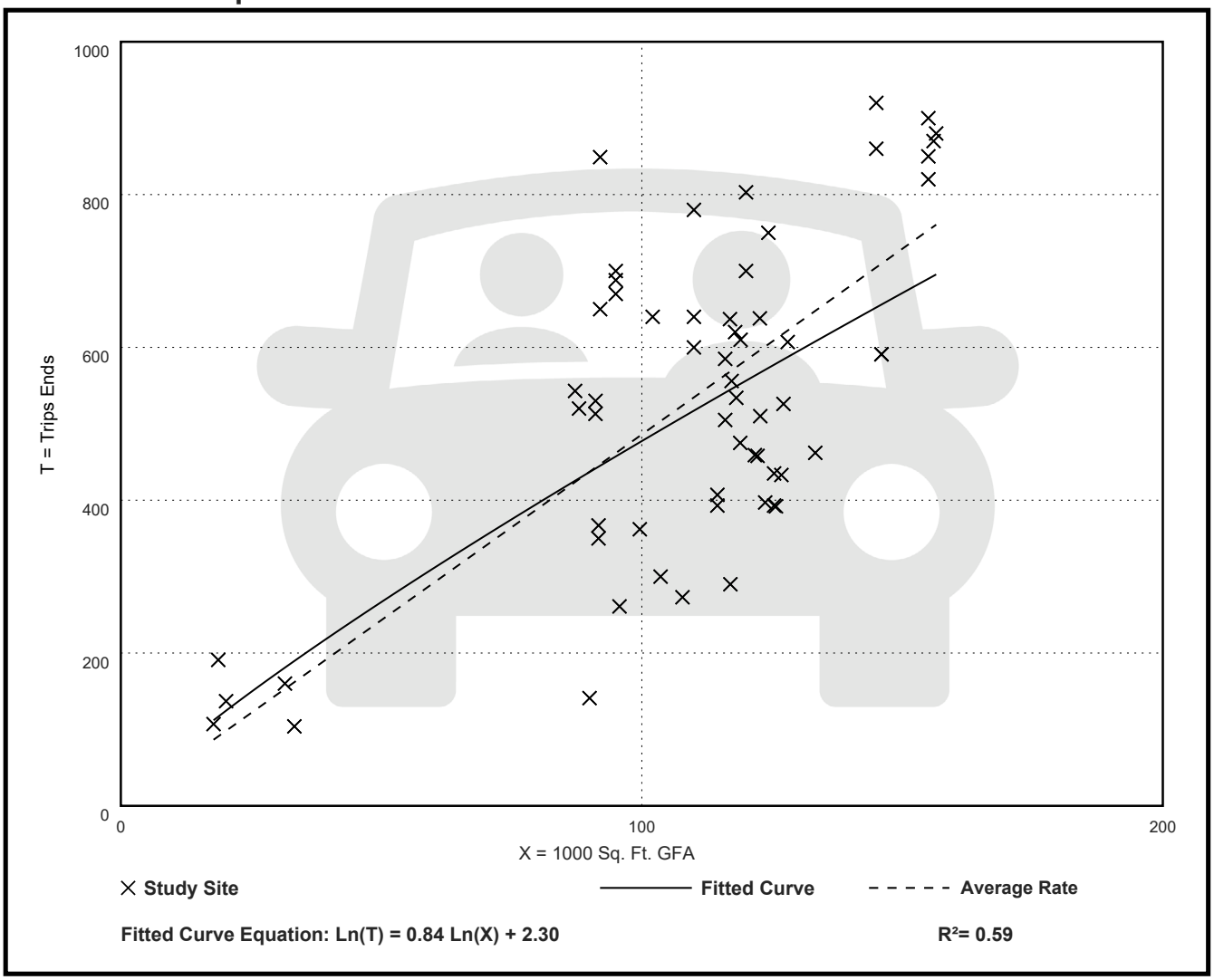
Free-Standing Discount Store
(815)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	60
Avg. 1000 Sq. Ft. GFA:	110
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.86	1.57 - 10.21	1.47

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.84 Ln(X) + 2.30

R^2= 0.59

Free-Standing Discount Store
(815)

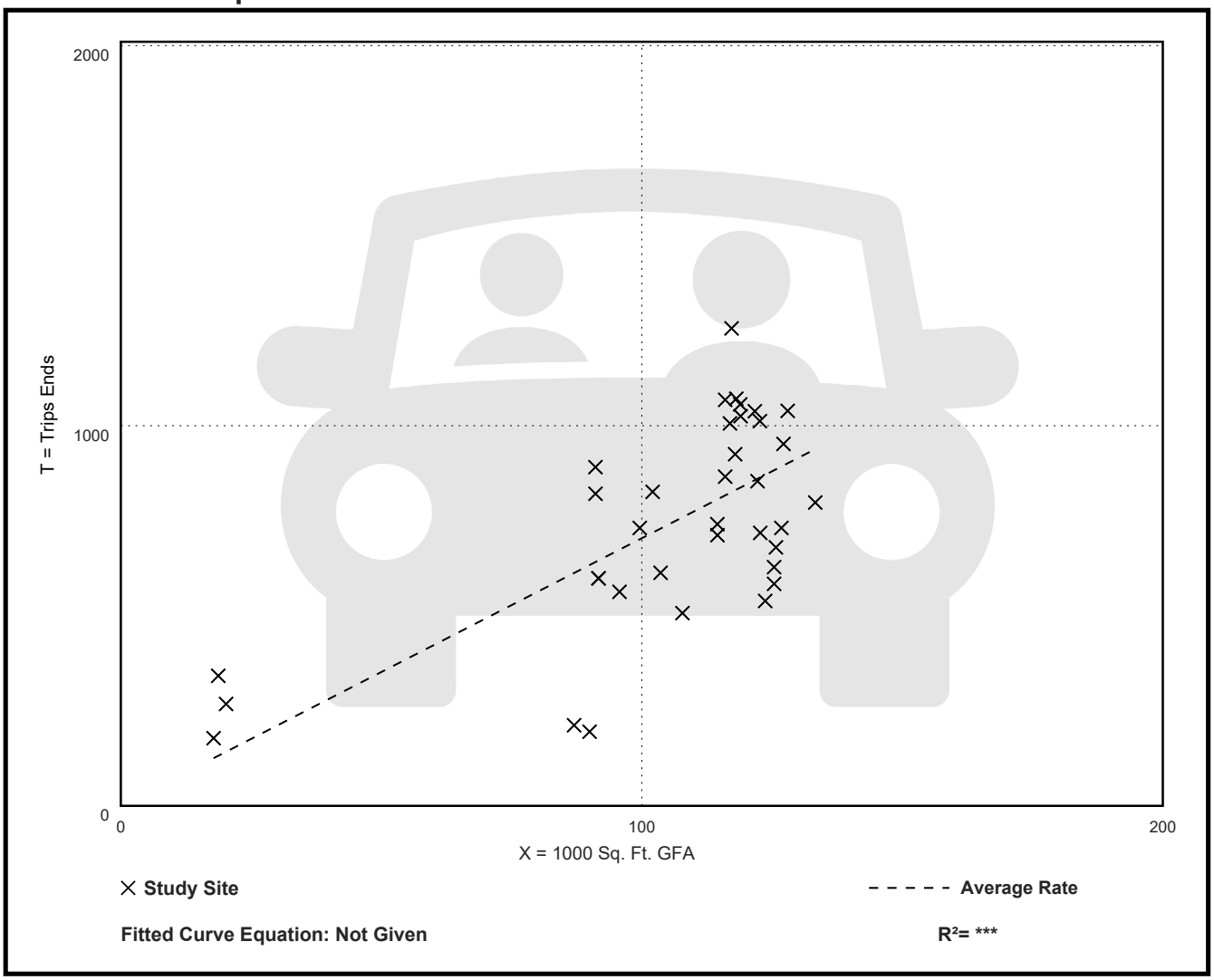
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 105
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.04	2.17 - 18.29	2.13

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

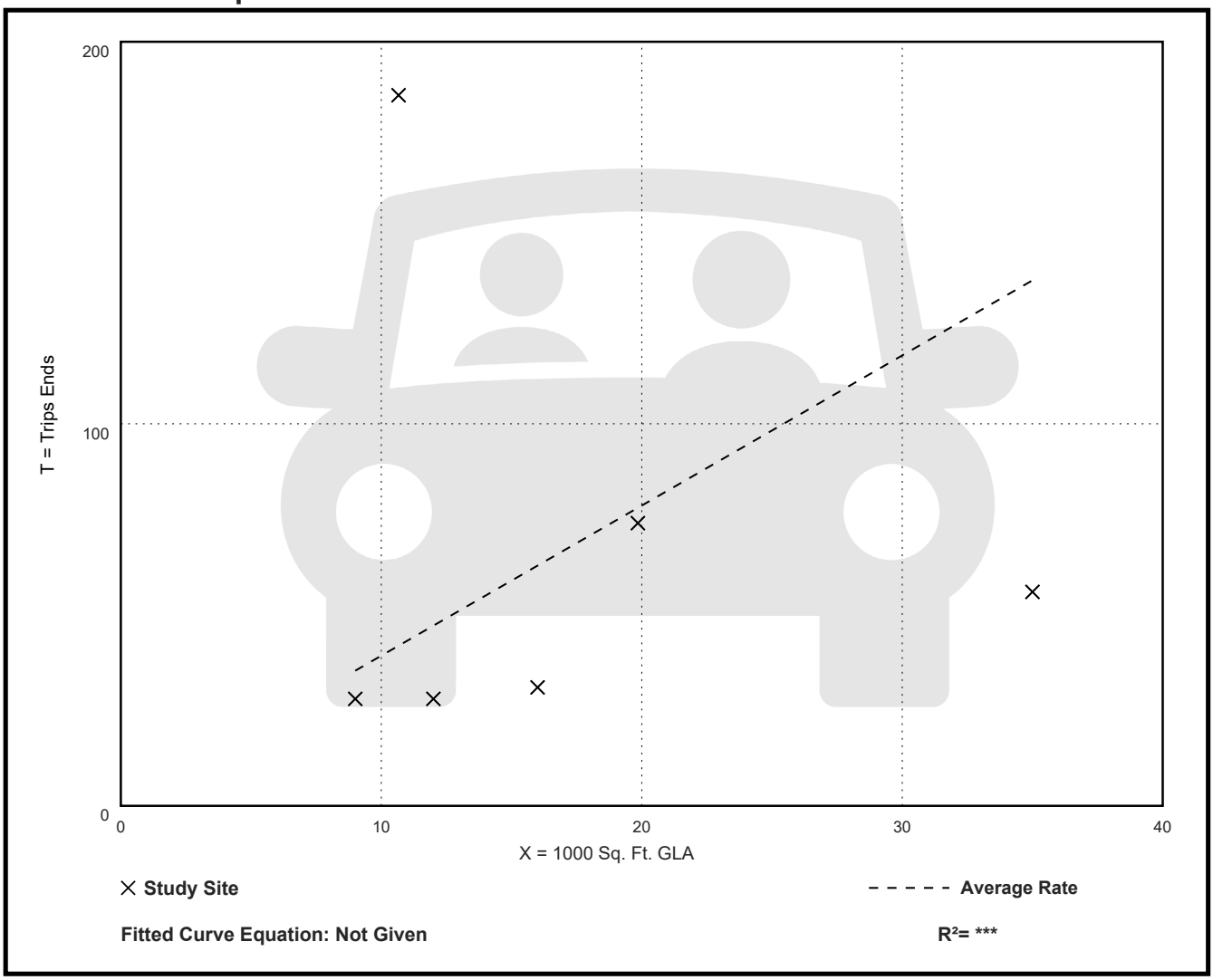
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 17
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

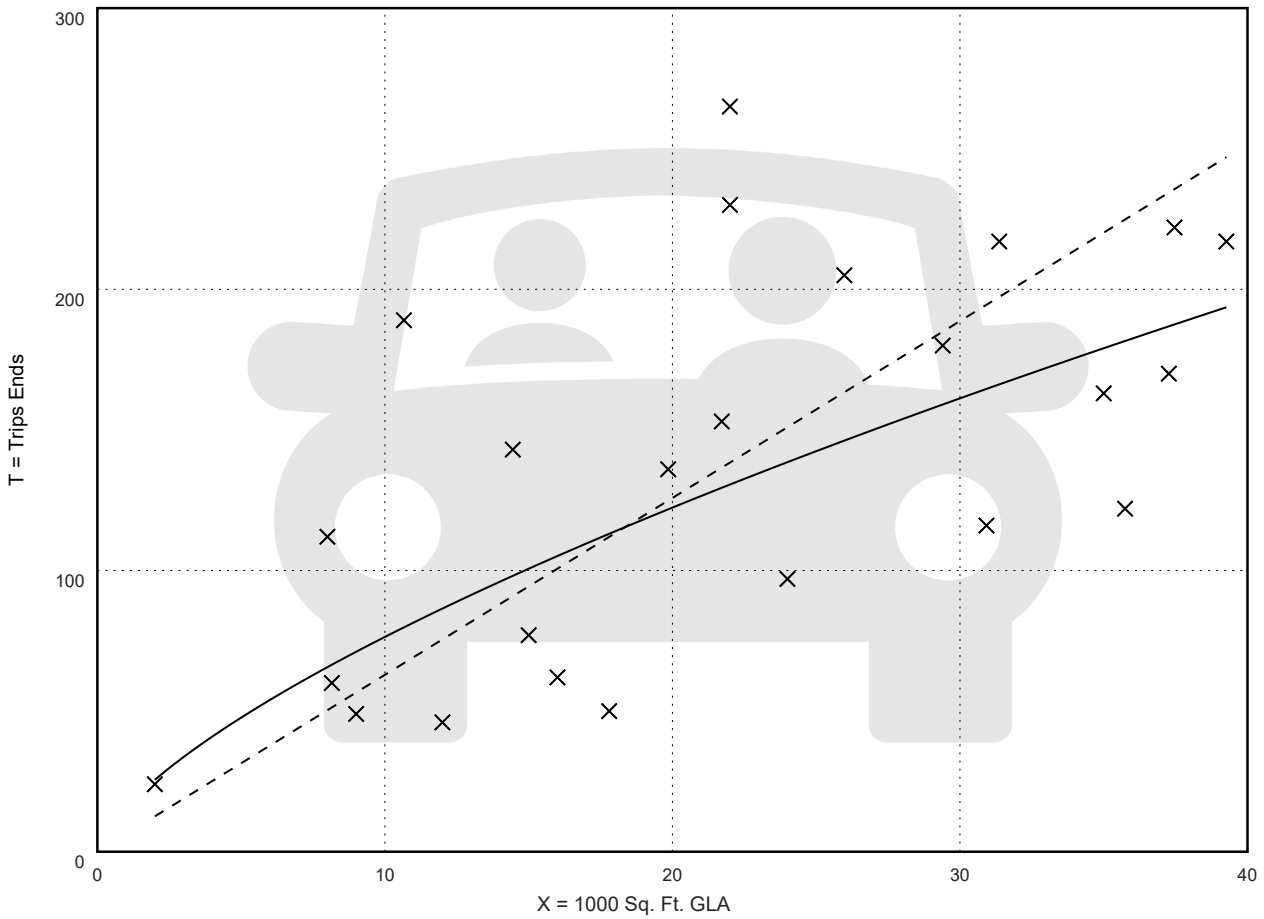
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	24
Avg. 1000 Sq. Ft. GLA:	22
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 2.77

R^2= 0.54

Strip Retail Plaza (<40k)
(822)

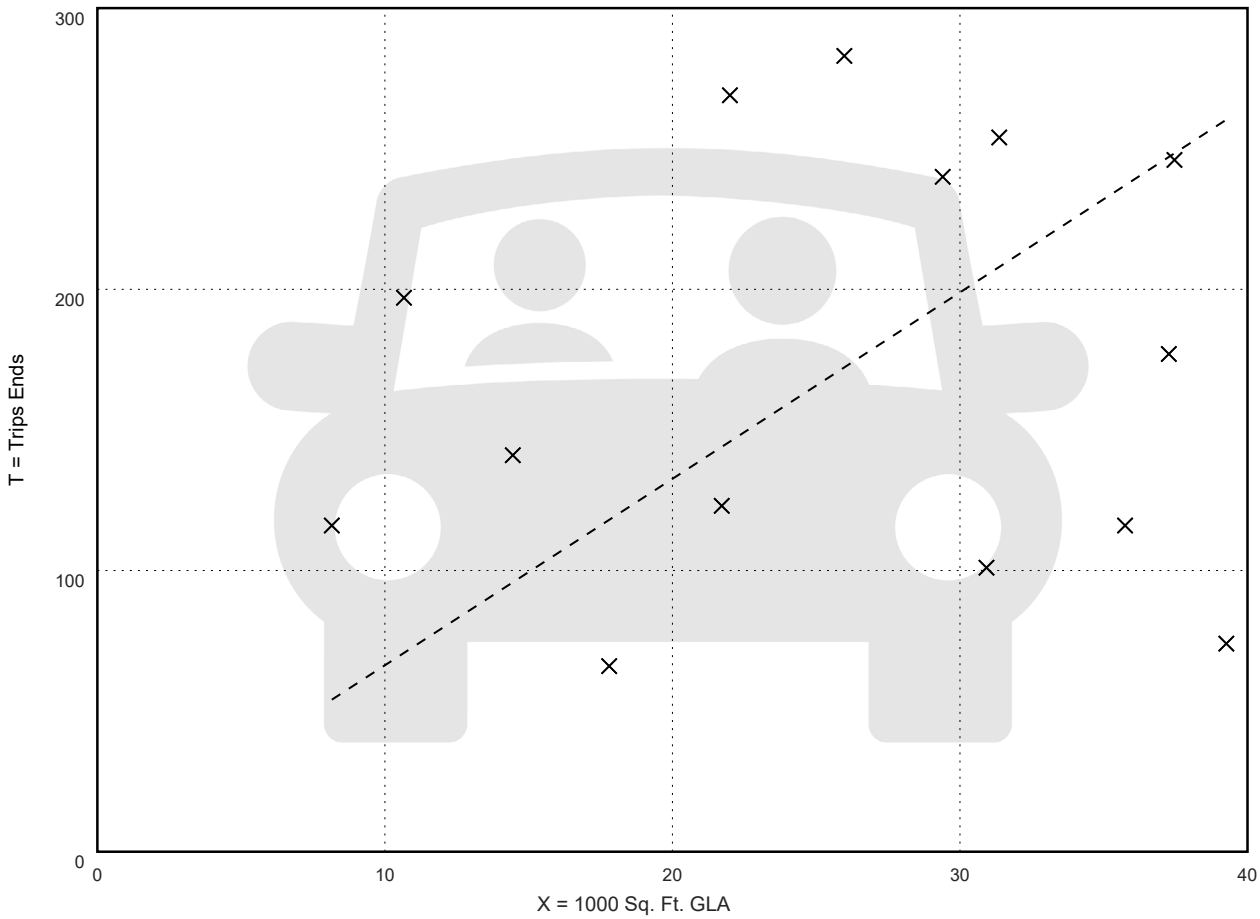
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GLA: 26
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.63	1.88 - 18.48	3.99

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607

cmap.illinois.gov | 312-454-0400

December 4, 2025

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

Subject: Butterfield Rd and DuPage County Rd
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated December 1, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
DuPage County Rd north of Butterfield Rd	14,800	**17,000**
DuPage County Rd south of Butterfield Rd	13,000	**14,900**
Butterfield Rd at DuPage County Rd	41,000	**47,000**
22nd St at Butterfield Rd	31,500	**36,600**
Butterfield Rd south of 22nd St	18,100	**20,300**
31st St west of Butterfield Rd	11,900	**14,100**
31st St east of Butterfield Rd	17,700	**21,000**

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2025_trafficForecasts\Oakbrook\du-60-25\du-60-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

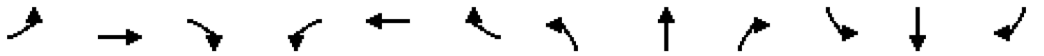
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level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

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

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour



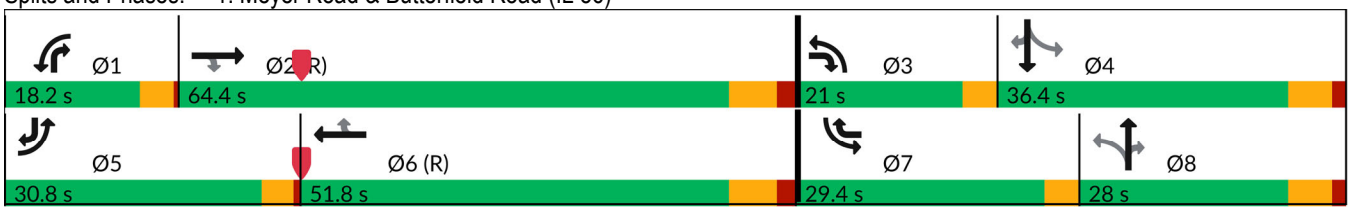
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	1298	73	157	899	197	159	346	228	331	418	261
Future Volume (vph)	142	1298	73	157	899	197	159	346	228	331	418	261
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	1615	1787	5250	1599	1787	3762	1599	1787	3762	1583
Flt Permitted	0.950			0.950			0.481			0.271		
Satd. Flow (perm)	1770	5301	1615	1787	5250	1599	905	3762	1599	510	3762	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			460			300			687	
Travel Time (s)		15.4			7.0			5.1			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	1%	4%	1%	1%	1%	1%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	1411	79	171	977	214	173	376	248	360	454	284
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	30.8	64.4	21.0	18.2	51.8	29.4	21.0	28.0	18.2	29.4	36.4	30.8
Total Split (%)	22.0%	46.0%	15.0%	13.0%	37.0%	21.0%	15.0%	20.0%	13.0%	21.0%	26.0%	22.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	18.5	58.1	80.2	14.7	54.2	86.5	39.1	21.4	42.1	52.8	31.6	56.1
Actuated g/C Ratio	0.13	0.42	0.57	0.11	0.39	0.62	0.28	0.15	0.30	0.38	0.23	0.40

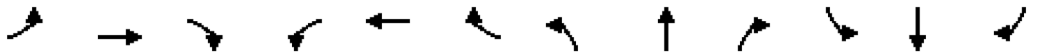
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.64	0.09	0.91	0.48	0.22	0.50	0.65	0.52	0.85	0.53	0.45
Control Delay (s/veh)	70.6	34.5	13.5	93.6	53.7	17.6	35.9	61.6	45.1	53.8	50.6	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.6	34.5	13.5	93.6	53.7	17.6	35.9	61.6	45.1	53.8	50.6	32.6
LOS	E	C	B	F	D	B	D	E	D	D	D	C
Approach Delay (s/veh)		36.8			53.0			50.9			47.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	135	375	31	148	300	92	107	171	187	251	192	186
Queue Length 95th (ft)	201	427	55	#306	394	172	165	227	276	#373	253	253
Internal Link Dist (ft)		936			380			220			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	338	2199	952	187	2033	995	377	591	480	428	849	728
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.64	0.08	0.91	0.48	0.22	0.46	0.64	0.52	0.84	0.53	0.39

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 60.2 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay (s/veh): 45.9 Intersection LOS: D
Intersection Capacity Utilization 80.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





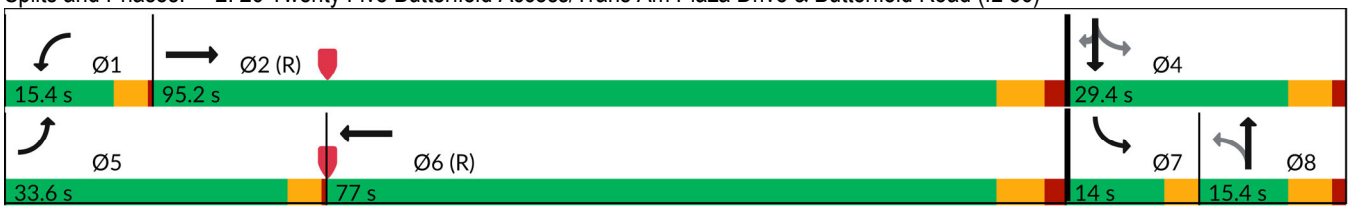
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	1574	25	8	1230	101	2	1	2	35	1	31
Future Volume (vph)	236	1574	25	8	1230	101	2	1	2	35	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.989			0.900				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5028	0	1805	4984	0	1805	1710	0	1656	2000	1568
Flt Permitted	0.950			0.950						0.784		
Satd. Flow (perm)	1787	5028	0	1805	4984	0	1900	1710	0	1367	2000	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	0%	0%	3%	2%	0%	0%	0%	9%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	1719	0	9	1432	0	2	3	0	38	1	33
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	33.6	95.2		15.4	77.0		15.4	15.4		14.0	29.4	29.4
Total Split (%)	24.0%	68.0%		11.0%	55.0%		11.0%	11.0%		10.0%	21.0%	21.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	24.7	117.3		6.3	89.6		8.0	8.0		13.1	11.6	11.6
Actuated g/C Ratio	0.18	0.84		0.05	0.64		0.06	0.06		0.09	0.08	0.08

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.81	0.41		0.11	0.45		0.02	0.03		0.26	0.01	0.26
Control Delay (s/veh)	85.3	3.9		75.0	13.5		63.0	63.3		60.0	54.0	62.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	85.3	3.9		75.0	13.5		63.0	63.3		60.0	54.0	62.6
LOS	F	A		E	B		E	E		E	D	E
Approach Delay (s/veh)		14.4			13.9			63.2			61.1	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	236	80		8	154		2	3		33	1	29
Queue Length 95th (ft)	m237	314		m17	472		12	13		64	6	60
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	381	4212		146	3188		127	114		160	334	262
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	0.67	0.41		0.06	0.45		0.02	0.03		0.24	0.00	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 15.2		Intersection LOS: B	
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	629	934	48	1	60	501	77	7	2	4	31	34
Future Volume (vph)	629	934	48	1	60	501	77	7	2	4	31	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.993				0.980			0.958			
Flt Protected	0.950				0.950				0.974		0.950	0.996
Satd. Flow (prot)	3367	5055	0	0	1804	4866	0	0	1773	0	1665	1794
Flt Permitted	0.950				0.950				0.962		0.950	0.996
Satd. Flow (perm)	3367	5055	0	0	1804	4866	0	0	1751	0	1665	1794
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	0%	2%	0%	5%	1%	0%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											10%	
Lane Group Flow (vph)	662	1034	0	0	64	608	0	0	13	0	30	39
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	50.4	81.2		19.6	19.6	50.4		14.5	14.5		24.7	24.7
Total Split (%)	36.0%	58.0%		14.0%	14.0%	36.0%		10.4%	10.4%		17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	51.7	82.5			10.3	38.9			8.0		26.1	26.1
Actuated g/C Ratio	0.37	0.59			0.07	0.28			0.06		0.19	0.19

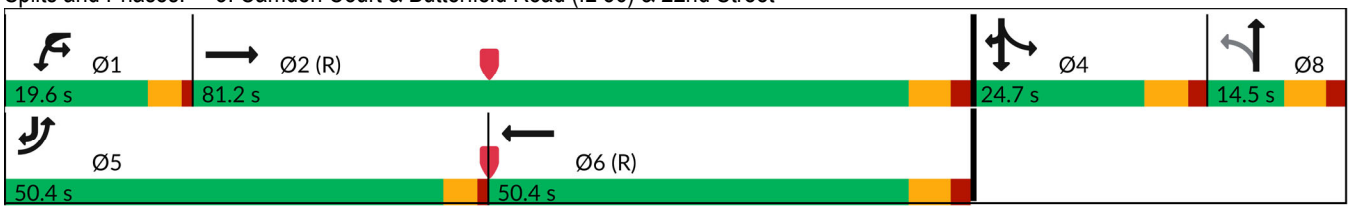


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	831
Future Volume (vph)	831
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2787
Flt Permitted	
Satd. Flow (perm)	2787
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	875
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
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	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	79.7
Actuated g/C Ratio	0.57

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.53	0.35			0.48	0.45			0.13		0.10	0.12
Control Delay (s/veh)	54.3	7.8			73.6	42.8			65.8		52.5	52.6
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	54.3	7.8			73.6	42.8			65.8		52.5	52.6
LOS	D	A			E	D			E		D	D
Approach Delay (s/veh)		25.9				45.7			65.8			22.3
Approach LOS		C				D			E			C
Queue Length 50th (ft)	226	78			57	176			12		24	30
Queue Length 95th (ft)	347	71			105	197			35		60	72
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1244	2978			194	1525			100		310	334
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.53	0.35			0.33	0.40			0.13		0.10	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 29.1		Intersection LOS: C	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

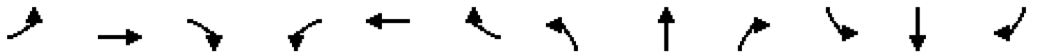
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.55
Control Delay (s/veh)	19.9
Queue Delay	0.0
Total Delay (s/veh)	19.9
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	207
Queue Length 95th (ft)	318
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1587
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.55

Intersection Summary

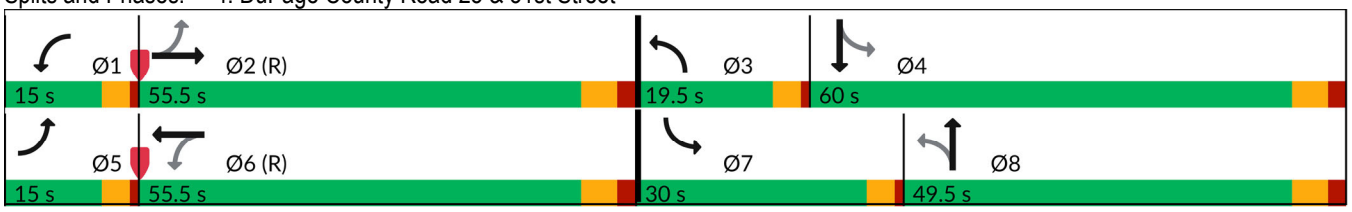


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	498	31	102	632	258	103	424	167	260	259	131
Future Volume (vph)	58	498	31	102	632	258	103	424	167	260	259	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.957			0.958			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3491	0	1787	3377	0	1752	3434	0	1805	3351	0
Flt Permitted	0.125			0.298			0.495			0.184		
Satd. Flow (perm)	233	3491	0	561	3377	0	913	3434	0	350	3351	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			804			1164			1125	
Travel Time (s)		21.1			12.2			19.8			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	1%	2%	3%	3%	1%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	601	0	116	1011	0	117	672	0	295	443	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	15.0	55.5		15.0	55.5		19.5	49.5		30.0	60.0	
Total Split (%)	10.0%	37.0%		10.0%	37.0%		13.0%	33.0%		20.0%	40.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	65.0	54.4		68.3	57.8		54.8	41.7		71.6	54.5	
Actuated g/C Ratio	0.43	0.36		0.46	0.39		0.37	0.28		0.48	0.36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.35	0.47		0.35	0.78		0.30	0.70		0.74	0.36	
Control Delay (s/veh)	28.9	39.5		26.9	47.2		24.2	52.9		37.2	35.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	28.9	39.5		26.9	47.2		24.2	52.9		37.2	35.7	
LOS	C	D		C	D		C	D		D	D	
Approach Delay (s/veh)		38.4			45.1			48.7			36.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	37	250		67	486		60	306		168	159	
Queue Length 95th (ft)	66	304		107	#575		95	367		243	208	
Internal Link Dist (ft)		1311			724			1084			1045	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	217	1267		346	1301		446	995		419	1252	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.47		0.34	0.78		0.26	0.68		0.70	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 145.5 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 42.7		Intersection LOS: D	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: DuPage County Road 25 & 31st Street



Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1822	7	4	1256	3	0	0	0	13	0	8
Future Vol, veh/h	1	1822	7	4	1256	3	0	0	0	13	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	14	0	3	33	0	0	0	0	0	0
Mvmt Flow	1	1918	7	4	1322	3	0	0	0	14	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1325	0	-	1918	0	0	2457	3254	959	2101	3252	663
Stage 1	-	-	-	-	-	-	1920	1920	-	1332	1332	-
Stage 2	-	-	-	-	-	-	537	1334	-	769	1920	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	277	-	0	141	-	-	34	9	224	56	9	350
Stage 1	-	-	0	-	-	-	45	116	-	118	225	-
Stage 2	-	-	0	-	-	-	457	225	-	331	116	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	277	-	-	141	-	-	31	9	224	54	9	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	9	-	54	9	-
Stage 1	-	-	-	-	-	-	45	115	-	114	216	-
Stage 2	-	-	-	-	-	-	428	216	-	329	115	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	1.32	0	67.1
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	3	-	17	-	-	79
HCM Lane V/C Ratio	-	0.004	-	0.03	-	-	0.279
HCM Ctrl Dly (s/v)	0	18.1	0.1	31.3	1.2	-	67.1
HCM Lane LOS	A	C	A	D	A	-	F
HCM 95th %tile Q(veh)	-	0	-	0.1	-	-	1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1827	30	11	1253	0	3
Future Vol, veh/h	1827	30	11	1253	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	1965	32	12	1347	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1997	0	2543	998
Stage 1	-	-	-	-	1981	-
Stage 2	-	-	-	-	563	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	129	-	49	211
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	492	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	129	-	44	211
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	447	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	22.34
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	129	-
HCM Lane V/C Ratio	0.015	-	-	0.092	-
HCM Ctrl Dly (s/v)	22.3	-	-	35.8	-
HCM Lane LOS	C	-	-	E	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	728	25	19	629
Future Vol, veh/h	0	5	728	25	19	629
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	6	877	30	23	758

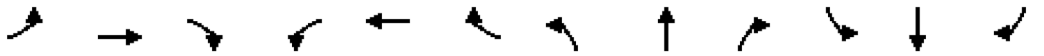
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1302	439	0	0	907	0
Stage 1	877	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	155	572	-	-	759	-
Stage 1	372	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	149	572	-	-	759	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.36	0	0.64
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	572	106	-
HCM Lane V/C Ratio	-	-	0.011	0.03	-
HCM Ctrl Dly (s/v)	-	-	11.4	9.9	0.4
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	1444	258	208	1598	488	200	397	212	320	662	227
Future Volume (vph)	207	1444	258	208	1598	488	200	397	212	320	662	227
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1787	5406	1599	1787	3762	1583	1787	3762	1599
Flt Permitted	0.950			0.950			0.225			0.188		
Satd. Flow (perm)	1787	5406	1599	1787	5406	1599	423	3762	1583	354	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			462			303			687	
Travel Time (s)		15.4			7.0			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	1473	263	212	1631	498	204	405	216	327	676	232
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	26.6	64.4	18.2	26.6	64.4	25.2	18.2	23.8	26.6	25.2	30.8	26.6
Total Split (%)	19.0%	46.0%	13.0%	19.0%	46.0%	18.0%	13.0%	17.0%	19.0%	18.0%	22.0%	19.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	20.7	59.3	80.8	20.7	59.3	88.0	34.8	17.8	44.5	45.5	25.0	51.6
Actuated g/C Ratio	0.15	0.42	0.58	0.15	0.42	0.63	0.25	0.13	0.32	0.33	0.18	0.37

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.80	0.64	0.28	0.80	0.71	0.50	0.83	0.85	0.43	0.97	1.01	0.39
Control Delay (s/veh)	79.5	33.9	16.4	90.9	25.8	7.0	64.6	76.6	40.4	82.5	93.5	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.5	33.9	16.4	90.9	25.8	7.0	64.6	76.6	40.4	82.5	93.5	34.6
LOS	E	C	B	F	C	A	E	E	D	F	F	C
Approach Delay (s/veh)		36.5			27.7			64.2			79.5	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	185	394	120	205	319	71	142	192	152	246	~334	152
Queue Length 95th (ft)	#292	448	176	#303	325	82	#255	#275	230	#438	#468	227
Internal Link Dist (ft)		936			382			223			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	288	2289	925	288	2290	1005	248	478	524	337	670	611
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.64	0.28	0.74	0.71	0.50	0.82	0.85	0.41	0.97	1.01	0.38

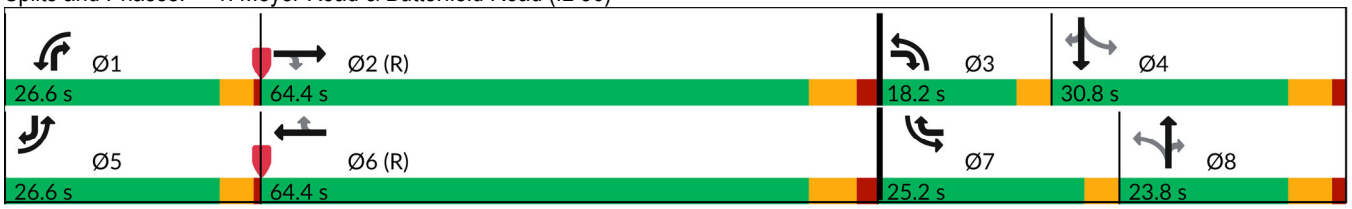
Intersection Summary

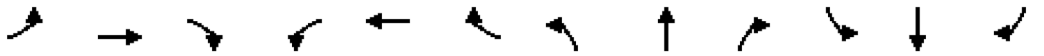
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 98 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 45.2 Intersection LOS: D
Intersection Capacity Utilization 88.5% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1977	2	19	2035	32	49	2	16	117	1	219
Future Volume (vph)	34	1977	2	19	2035	32	49	2	16	117	1	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.865				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5085	0	1805	5126	0	1805	1644	0	1805	2000	1615
Flt Permitted	0.950			0.950			0.757			0.569		
Satd. Flow (perm)	1805	5085	0	1805	5126	0	1438	1644	0	1081	2000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	2199	0	21	2297	0	54	20	0	130	1	243
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.4	81.2		15.4	81.2		28.0	28.0		15.4	43.4	43.4
Total Split (%)	11.0%	58.0%		11.0%	58.0%		20.0%	20.0%		11.0%	31.0%	31.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	8.4	92.3		7.2	89.1		13.0	13.0		29.9	27.4	27.4
Actuated g/C Ratio	0.06	0.66		0.05	0.64		0.09	0.09		0.21	0.20	0.20

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	0.66		0.23	0.70		0.41	0.13		0.43	0.00	0.77
Control Delay (s/veh)	70.0	10.5		48.4	28.9		67.2	57.5		49.8	41.0	68.9
Queue Delay	0.0	0.0		0.0	0.5		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	70.0	10.5		48.4	29.4		67.2	57.5		49.8	41.0	68.9
LOS	E	B		D	C		E	E		D	D	E
Approach Delay (s/veh)		11.5			29.6			64.6			62.2	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	35	271		17	638		48	17		102	1	213
Queue Length 95th (ft)	m55	m307		m22	m680		89	42		153	6	290
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	146	3353		146	3262		225	258		302	534	431
Starvation Cap Reductn	0	0		0	491		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	0.26	0.66		0.14	0.83		0.24	0.08		0.43	0.00	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 88.2 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 24.5		Intersection LOS: C	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	809	1295	6	5	17	1172	17	44	29	58	56	10
Future Volume (vph)	809	1295	6	5	17	1172	17	44	29	58	56	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.999				0.998			0.940			
Flt Protected	0.950				0.950				0.984		0.950	0.966
Satd. Flow (prot)	3433	5131	0	0	1798	5126	0	0	1757	0	1681	1719
Flt Permitted	0.950				0.950				0.874		0.950	0.966
Satd. Flow (perm)	3433	5131	0	0	1798	5126	0	0	1561	0	1681	1719
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	2%	0%	1%	0%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											42%	
Lane Group Flow (vph)	889	1430	0	0	24	1307	0	0	144	0	36	37
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	37.8	78.4		14.0	14.0	54.6		25.2	25.2		22.4	22.4
Total Split (%)	27.0%	56.0%		10.0%	10.0%	39.0%		18.0%	18.0%		16.0%	16.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	35.0	79.9			7.4	48.1			17.0		15.9	15.9
Actuated g/C Ratio	0.25	0.57			0.05	0.34			0.12		0.11	0.11



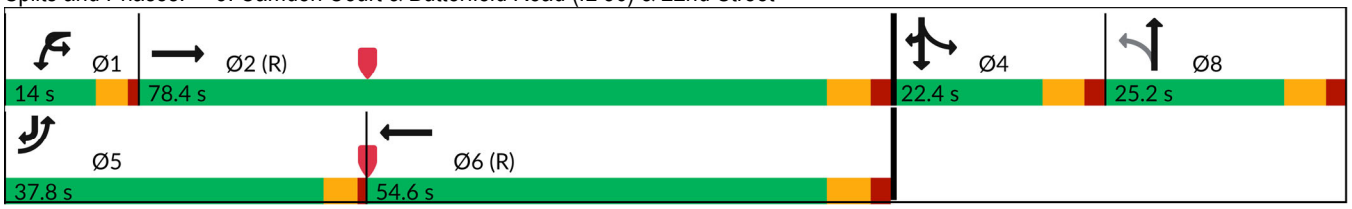
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	870
Future Volume (vph)	870
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	956
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
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	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	48.9
Actuated g/C Ratio	0.35

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	1.04	0.49			0.26	0.74			0.76		0.19	0.19
Control Delay (s/veh)	74.0	21.8			69.6	43.6			84.1		59.0	59.0
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	74.0	21.8			69.6	43.6			84.1		59.0	59.0
LOS	E	C			E	D			F		E	E
Approach Delay (s/veh)		41.8				44.1			84.1			61.0
Approach LOS		D				D			F			E
Queue Length 50th (ft)	~455	465			21	383			127		31	32
Queue Length 95th (ft)	#589	528			53	441			#219		69	71
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	857	2926			122	1761			208		190	195
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	1.04	0.49			0.20	0.74			0.69		0.19	0.19

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 25.2 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay (s/veh): 47.8 Intersection LOS: D
Intersection Capacity Utilization 77.2% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

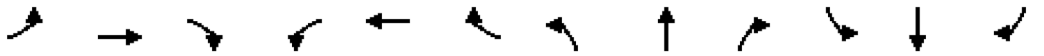
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.97
Control Delay (s/veh)	58.0
Queue Delay	3.2
Total Delay (s/veh)	61.2
LOS	E
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	~320
Queue Length 95th (ft)	#506
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	982
Starvation Cap Reductn	0
Spillback Cap Reductn	17
Storage Cap Reductn	0
Reduced v/c Ratio	0.99

Intersection Summary

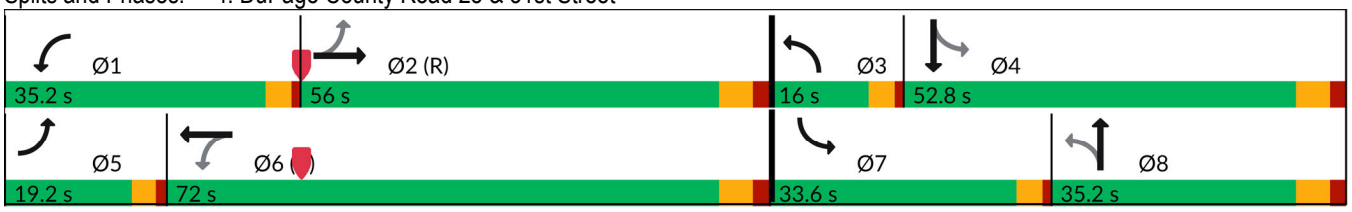


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	857	94	228	539	279	72	382	169	335	567	54
Future Volume (vph)	120	857	94	228	539	279	72	382	169	335	567	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.985			0.949			0.954			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3521	0	1805	3392	0	1805	3410	0	1787	3513	0
Flt Permitted	0.248			0.105			0.390			0.119		
Satd. Flow (perm)	467	3521	0	200	3392	0	741	3410	0	224	3513	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			804			1164			1125	
Travel Time (s)		21.1			12.2			19.8			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	0%	1%	1%	1%	1%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	1012	0	243	870	0	77	586	0	356	660	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	19.2	56.0		35.2	72.0		16.0	35.2		33.6	52.8	
Total Split (%)	12.0%	35.0%		22.0%	45.0%		10.0%	22.0%		21.0%	33.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	72.8	59.7		87.2	70.1		41.1	29.5		64.8	49.2	
Actuated g/C Ratio	0.46	0.37		0.55	0.44		0.26	0.18		0.41	0.31	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.42	0.77		0.75	0.59		0.30	0.93		0.95	0.61	
Control Delay (s/veh)	23.5	49.7		43.9	36.3		34.8	86.3		80.7	50.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.5	49.7		43.9	36.3		34.8	86.3		80.7	50.4	
LOS	C	D		D	D		C	F		F	D	
Approach Delay (s/veh)		46.8			38.0			80.3			61.1	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	64	488		153	358		50	323		316	311	
Queue Length 95th (ft)	101	#639		249	446		88	#441		#517	388	
Internal Link Dist (ft)		1311			724			1084			1045	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	349	1312		421	1485		281	629		379	1081	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.37	0.77		0.58	0.59		0.27	0.93		0.94	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 126.4 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 53.6		Intersection LOS: D	
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: DuPage County Road 25 & 31st Street



Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1997	1	0	2287	16	0	0	9	7	0	9
Future Vol, veh/h	4	1997	1	0	2287	16	0	0	9	7	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	6	0	0	0	0	0	0
Mvmt Flow	4	2102	1	0	2407	17	0	0	9	7	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2424	0	-	2102	0	0	3073	4535	1051	3265	4526	1212
Stage 1	-	-	-	-	-	-	2111	2111	-	2416	2416	-
Stage 2	-	-	-	-	-	-	963	2424	-	849	2111	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	78	-	0	114	-	-	14	1	195	10	1	152
Stage 1	-	-	0	-	-	-	33	93	-	20	65	-
Stage 2	-	-	0	-	-	-	251	64	-	295	93	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	78	-	-	114	-	-	12	1	195	9	1	152
Mov Cap-2 Maneuver	-	-	-	-	-	-	12	1	-	9	1	-
Stage 1	-	-	-	-	-	-	30	85	-	20	65	-
Stage 2	-	-	-	-	-	-	236	64	-	256	85	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.79	0	24.45	$ 453.31
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	195	11	-	114	-	-	19
HCM Lane V/C Ratio	0.049	0.054	-	-	-	-	0.898
HCM Ctrl Dly (s/v)	24.4	53.8	4.7	0	-	-	$ 453.3
HCM Lane LOS	C	F	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0.2	-	0	-	-	2.4

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1973	3	2	2294	0	29
Future Vol, veh/h	1973	3	2	2294	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	2145	3	2	2493	0	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2148	0	3148	1074
Stage 1	-	-	-	-	2146	-
Stage 2	-	-	-	-	1002	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	108	-	22	188
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	108	-	22	188
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	283	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	27.99
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	-	-	108	-
HCM Lane V/C Ratio	0.168	-	-	0.02	-
HCM Ctrl Dly (s/v)	28	-	-	39	-
HCM Lane LOS	D	-	-	E	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	61	748	5	0	1128
Future Vol, veh/h	14	61	748	5	0	1128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	15	66	804	5	0	1213

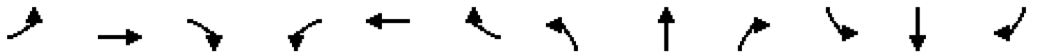
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1411	402	0	0	810	0
Stage 1	804	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	132	603	-	-	825	-
Stage 1	406	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	603	-	-	825	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	361	825	-
HCM Lane V/C Ratio	-	-	0.223	-	-
HCM Ctrl Dly (s/v)	-	-	17.8	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Capacity Analysis Summary Sheets

Existing Saturday Midday Peak Hour



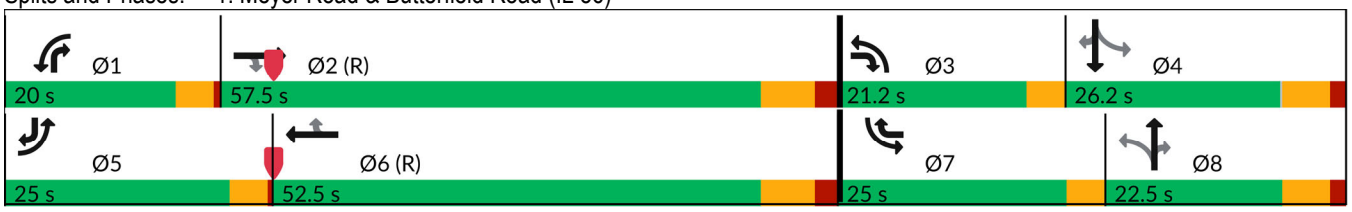
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	1274	194	102	1491	348	188	335	120	310	274	240
Future Volume (vph)	169	1274	194	102	1491	348	188	335	120	310	274	240
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1805	5406	1615	1805	3762	1599	1787	3762	1599
Flt Permitted	0.950			0.950			0.580			0.285		
Satd. Flow (perm)	1787	5406	1599	1805	5406	1615	1102	3762	1599	536	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			453			305			687	
Travel Time (s)		15.4			6.9			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	0%	0%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1300	198	104	1521	355	192	342	122	316	280	245
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	25.0	57.5	21.2	20.0	52.5	25.0	21.2	22.5	20.0	25.0	26.2	25.0
Total Split (%)	20.0%	46.0%	17.0%	16.0%	42.0%	20.0%	17.0%	18.0%	16.0%	20.0%	21.0%	20.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	17.5	54.2	76.5	13.0	49.7	77.6	34.3	16.4	35.4	43.3	22.0	45.4
Actuated g/C Ratio	0.14	0.43	0.61	0.10	0.40	0.62	0.27	0.13	0.28	0.35	0.18	0.36

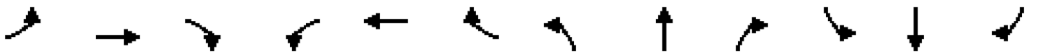
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.69	0.55	0.20	0.56	0.71	0.35	0.49	0.69	0.27	0.80	0.42	0.42
Control Delay (s/veh)	65.3	28.1	11.6	75.0	25.1	7.1	34.9	59.9	35.8	49.0	48.5	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	28.1	11.6	75.0	25.1	7.1	34.9	59.9	35.8	49.0	48.5	32.2
LOS	E	C	B	E	C	A	C	E	D	D	D	C
Approach Delay (s/veh)		30.0			24.5			48.1			44.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	133	286	67	80	237	86	112	141	76	200	107	147
Queue Length 95th (ft)	206	347	108	151	208	24	175	194	126	#294	154	219
Internal Link Dist (ft)		936			373			225			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	300	2343	1008	231	2150	1010	422	496	491	400	660	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.55	0.20	0.45	0.71	0.35	0.45	0.69	0.25	0.79	0.42	0.39

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 82.5 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 32.4 Intersection LOS: C
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1696	14	12	1926	11	7	0	1	28	1	23
Future Volume (vph)	14	1696	14	12	1926	11	7	0	1	28	1	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.999			0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5131	0	1805	5131	0	1583	1615	0	1805	1000	1615
Flt Permitted	0.950			0.950						0.755		
Satd. Flow (perm)	1805	5131	0	1805	5131	0	1667	1615	0	1434	1000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	14%	0%	0%	0%	100%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1839	0	13	2083	0	8	1	0	30	1	25
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.0	76.2		15.0	76.2		20.0	20.0		13.8	33.8	33.8
Total Split (%)	12.0%	61.0%		12.0%	61.0%		16.0%	16.0%		11.0%	27.0%	27.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	6.6	104.6		6.5	104.5		8.2	8.2		11.9	11.2	11.2
Actuated g/C Ratio	0.05	0.84		0.05	0.84		0.07	0.07		0.10	0.09	0.09

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.43		0.14	0.49		0.07	0.01		0.19	0.01	0.17
Control Delay (s/veh)	58.2	3.5		66.4	4.5		56.3	54.0		50.8	47.0	52.6
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	58.2	3.5		66.4	4.6		56.3	54.0		50.8	47.0	52.6
LOS	E	A		E	A		E	D		D	D	D
Approach Delay (s/veh)		4.0			5.0			56.0			51.6	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	12	53		11	50		6	1		23	1	20
Queue Length 95th (ft)	m23	182		m17	556		23	7		48	6	43
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	158	4293		158	4289		186	180		187	222	359
Starvation Cap Reductn	0	0		0	644		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	0.09	0.43		0.08	0.57		0.04	0.01		0.16	0.00	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 75 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 5.3		Intersection LOS: A	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	555	1167	3	9	8	1097	43	2	0	1	18	1
Future Volume (vph)	555	1167	3	9	8	1097	43	2	0	1	18	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt						0.994			0.955			
Flt Protected	0.950				0.950				0.968		0.950	0.957
Satd. Flow (prot)	3467	5136	0	0	1805	5107	0	0	1756	0	1715	1727
Flt Permitted	0.950				0.950						0.950	0.957
Satd. Flow (perm)	3467	5136	0	0	1805	5107	0	0	1814	0	1715	1727
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											47%	
Lane Group Flow (vph)	572	1206	0	0	17	1175	0	0	3	0	10	10
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	30.0	65.0		15.0	15.0	50.0		20.0	20.0		25.0	25.0
Total Split (%)	24.0%	52.0%		12.0%	12.0%	40.0%		16.0%	16.0%		20.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	40.8	85.6			6.8	45.3			8.0		18.5	18.5
Actuated g/C Ratio	0.33	0.68			0.05	0.36			0.06		0.15	0.15

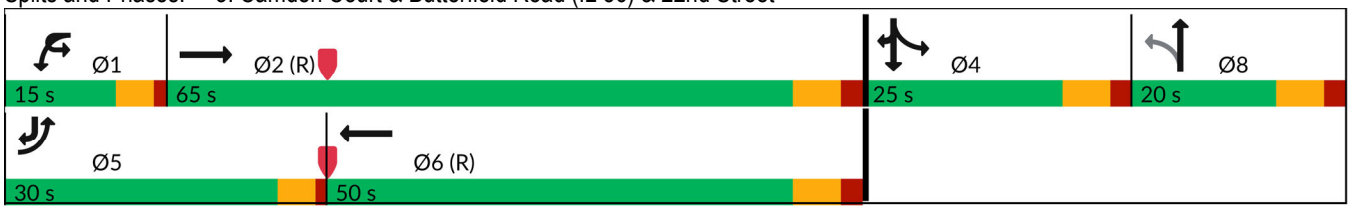


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	850
Future Volume (vph)	850
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	876
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
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	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	62.5
Actuated g/C Ratio	0.50

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.51	0.34			0.18	0.64			0.03		0.04	0.04
Control Delay (s/veh)	35.5	17.7			59.9	35.4			55.3		46.3	46.3
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	35.5	17.7			59.9	35.4			55.3		46.3	46.3
LOS	D	B			E	D			E		D	D
Approach Delay (s/veh)		23.4				35.7			55.3			24.8
Approach LOS		C				D			E			C
Queue Length 50th (ft)	231	233			13	293			2		7	7
Queue Length 95th (ft)	313	302			38	345			12		25	25
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1131	3517			151	1850			195		253	255
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.51	0.34			0.11	0.64			0.02		0.04	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 57.5 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 27.6		Intersection LOS: C	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

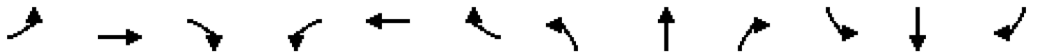
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.62
Control Delay (s/veh)	24.3
Queue Delay	0.0
Total Delay (s/veh)	24.3
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	253
Queue Length 95th (ft)	320
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1407
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.62

Intersection Summary

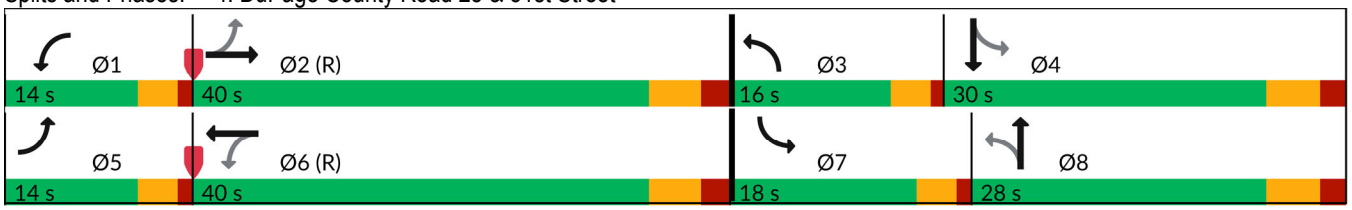


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	355	45	101	358	225	59	336	112	202	353	33
Future Volume (vph)	51	355	45	101	358	225	59	336	112	202	353	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.942			0.963			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3517	0	1805	3367	0	1805	3442	0	1770	3528	0
Flt Permitted	0.359			0.461			0.517			0.301		
Satd. Flow (perm)	682	3517	0	876	3367	0	982	3442	0	561	3528	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			804			1164			1125	
Travel Time (s)		21.1			12.2			19.8			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	412	0	104	601	0	61	461	0	208	398	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	14.0	40.0		14.0	40.0		16.0	28.0		18.0	30.0	
Total Split (%)	14.0%	40.0%		14.0%	40.0%		16.0%	28.0%		18.0%	30.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	47.1	39.2		49.5	40.4		31.1	21.6		40.5	28.9	
Actuated g/C Ratio	0.47	0.39		0.50	0.40		0.31	0.22		0.41	0.29	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.30		0.20	0.44		0.17	0.62		0.54	0.39	
Control Delay (s/veh)	13.9	23.2		14.2	24.3		19.2	39.5		25.4	30.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.9	23.2		14.2	24.3		19.2	39.5		25.4	30.5	
LOS	B	C		B	C		B	D		C	C	
Approach Delay (s/veh)		22.1			22.8			37.2			28.7	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	17	100		34	152		23	140		85	107	
Queue Length 95th (ft)	37	143		63	210		48	193		138	156	
Internal Link Dist (ft)		1311			724			1084			1045	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	447	1378		534	1359		448	762		396	1018	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.30		0.19	0.44		0.14	0.60		0.53	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 27.5		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: DuPage County Road 25 & 31st Street



Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1702	0	0	1925	31	0	0	0	22	0	17
Future Vol, veh/h	6	1702	0	0	1925	31	0	0	0	22	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	5	0	0
Mvmt Flow	6	1773	0	0	2005	32	0	0	0	23	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2038	0	-	1773	0	0	2588	3823	886	2743	3807	1019
Stage 1	-	-	-	-	-	-	1785	1785	-	2021	2021	-
Stage 2	-	-	-	-	-	-	802	2038	-	722	1785	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.5	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.8	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.85	4	3.9
Pot Cap-1 Maneuver	123	-	0	167	-	-	28	4	250	~ 20	4	204
Stage 1	-	-	0	-	-	-	56	135	-	36	103	-
Stage 2	-	-	0	-	-	-	316	101	-	343	135	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	123	-	-	167	-	-	23	4	250	~ 19	4	204
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	4	-	~ 19	4	-
Stage 1	-	-	-	-	-	-	52	125	-	36	103	-
Stage 2	-	-	-	-	-	-	288	101	-	317	125	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.8	0	0	$ 454.64
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	19	-	167	-	-	31
HCM Lane V/C Ratio	-	0.051	-	-	-	-	1.298
HCM Ctrl Dly (s/v)	0	35.9	2.7	0	-	-	-$ 454.6
HCM Lane LOS	A	E	A	A	-	-	F
HCM 95th %tile Q(veh)	-	0.2	-	0	-	-	4.5

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1703	1	1	1941	0	5
Future Vol, veh/h	1703	1	1	1941	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1774	1	1	2022	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1775	0	2585	888
Stage 1	-	-	-	-	1774	-
Stage 2	-	-	-	-	811	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	166	-	46	250
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	365	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	166	-	46	250
Mov Cap-2 Maneuver	-	-	-	-	46	-
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	19.73
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	250	-	-	166	-
HCM Lane V/C Ratio	0.021	-	-	0.006	-
HCM Ctrl Dly (s/v)	19.7	-	-	26.8	-
HCM Lane LOS	C	-	-	D	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	640	2	1	569
Future Vol, veh/h	1	3	640	2	1	569
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	3	674	2	1	599

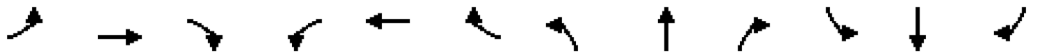
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	975	337	0	0	676	0
Stage 1	674	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	252	665	-	-	925	-
Stage 1	474	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	252	665	-	-	925	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.7	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	6	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Ctrl Dly (s/v)	-	-	12.7	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Morning Peak Hour



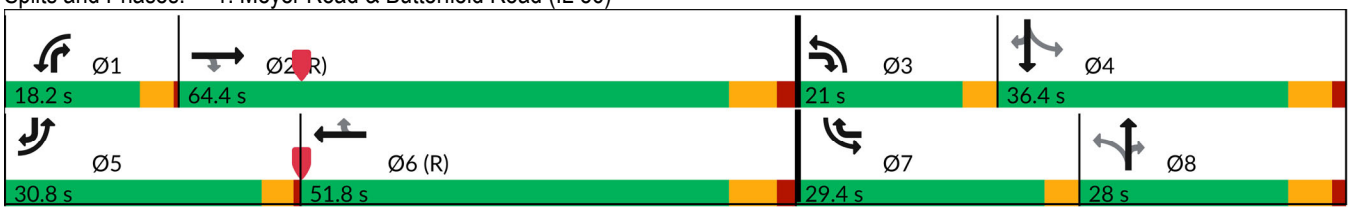
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	1350	76	163	935	205	165	360	237	344	435	271
Future Volume (vph)	148	1350	76	163	935	205	165	360	237	344	435	271
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	1615	1787	5250	1599	1787	3762	1599	1787	3762	1583
Flt Permitted	0.950			0.950			0.458			0.256		
Satd. Flow (perm)	1770	5301	1615	1787	5250	1599	862	3762	1599	482	3762	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			460			300			687	
Travel Time (s)		15.4			7.0			5.1			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	1%	4%	1%	1%	1%	1%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	1467	83	177	1016	223	179	391	258	374	473	295
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	30.8	64.4	21.0	18.2	51.8	29.4	21.0	28.0	18.2	29.4	36.4	30.8
Total Split (%)	22.0%	46.0%	15.0%	13.0%	37.0%	21.0%	15.0%	20.0%	13.0%	21.0%	26.0%	22.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	19.2	57.4	79.7	14.9	53.1	85.7	39.3	21.5	42.5	53.2	31.9	57.1
Actuated g/C Ratio	0.14	0.41	0.57	0.11	0.38	0.61	0.28	0.15	0.30	0.38	0.23	0.41

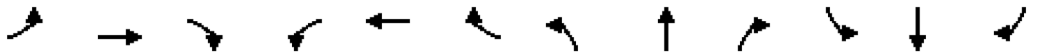
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.68	0.09	0.93	0.51	0.23	0.52	0.68	0.53	0.89	0.55	0.46
Control Delay (s/veh)	69.8	35.6	13.6	95.8	56.0	18.1	36.5	62.3	45.5	58.3	50.8	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.8	35.6	13.6	95.8	56.0	18.1	36.5	62.3	45.5	58.3	50.8	32.3
LOS	E	D	B	F	E	B	D	E	D	E	D	C
Approach Delay (s/veh)		37.8			55.0			51.5			48.5	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	142	395	33	155	320	93	111	178	196	263	202	194
Queue Length 95th (ft)	208	449	57	#319	409	183	171	235	289	#413	264	261
Internal Link Dist (ft)		936			380			220			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	338	2173	944	190	1991	982	371	591	484	424	857	731
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.68	0.09	0.93	0.51	0.23	0.48	0.66	0.53	0.88	0.55	0.40

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 60.2 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 47.2 Intersection LOS: D
Intersection Capacity Utilization 82.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





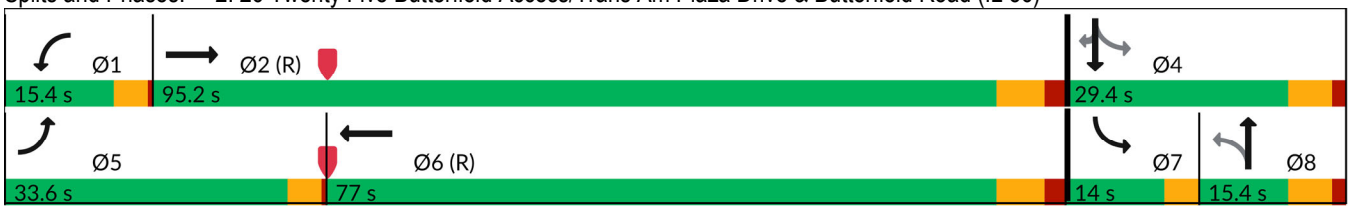
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1637	26	8	1279	105	2	1	2	36	1	32
Future Volume (vph)	245	1637	26	8	1279	105	2	1	2	36	1	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.989			0.900				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5028	0	1805	4984	0	1805	1710	0	1656	2000	1568
Flt Permitted	0.950			0.950						0.784		
Satd. Flow (perm)	1787	5028	0	1805	4984	0	1900	1710	0	1367	2000	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	0%	0%	3%	2%	0%	0%	0%	9%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1788	0	9	1488	0	2	3	0	39	1	34
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	33.6	95.2		15.4	77.0		15.4	15.4		14.0	29.4	29.4
Total Split (%)	24.0%	68.0%		11.0%	55.0%		11.0%	11.0%		10.0%	21.0%	21.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	25.2	117.2		6.3	89.0		8.0	8.0		13.1	11.6	11.6
Actuated g/C Ratio	0.18	0.84		0.05	0.64		0.06	0.06		0.09	0.08	0.08

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.82	0.42		0.11	0.47		0.02	0.03		0.26	0.01	0.26
Control Delay (s/veh)	84.9	3.9		75.5	14.0		63.0	63.3		60.1	54.0	62.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	84.9	3.9		75.5	14.0		63.0	63.3		60.1	54.0	62.8
LOS	F	A		E	B		E	E		E	D	E
Approach Delay (s/veh)		14.3			14.4			63.2			61.2	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	243	84		8	175		2	3		34	1	30
Queue Length 95th (ft)	m253	326		m17	492		12	13		66	6	61
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	381	4209		146	3168		127	114		161	334	262
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	0.69	0.42		0.06	0.47		0.02	0.03		0.24	0.00	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	654	971	50	1	62	521	80	7	2	4	32	35
Future Volume (vph)	654	971	50	1	62	521	80	7	2	4	32	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.993				0.980			0.958			
Flt Protected	0.950				0.950				0.974		0.950	0.996
Satd. Flow (prot)	3367	5055	0	0	1804	4866	0	0	1773	0	1665	1794
Flt Permitted	0.950				0.950				0.962		0.950	0.996
Satd. Flow (perm)	3367	5055	0	0	1804	4866	0	0	1751	0	1665	1794
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	0%	2%	0%	5%	1%	0%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											10%	
Lane Group Flow (vph)	688	1075	0	0	66	632	0	0	13	0	31	40
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	50.4	81.2		19.6	19.6	50.4		14.5	14.5		24.7	24.7
Total Split (%)	36.0%	58.0%		14.0%	14.0%	36.0%		10.4%	10.4%		17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	52.4	82.7			10.5	38.7			8.0		25.7	25.7
Actuated g/C Ratio	0.37	0.59			0.08	0.28			0.06		0.18	0.18

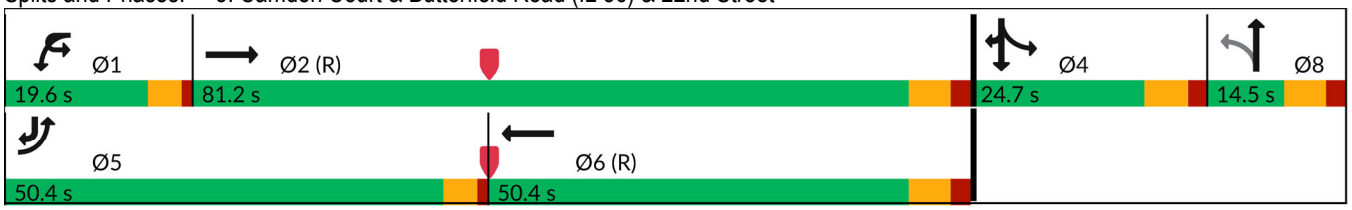


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	864
Future Volume (vph)	864
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2787
Flt Permitted	
Satd. Flow (perm)	2787
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	909
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
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	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	79.9
Actuated g/C Ratio	0.57

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.55	0.36			0.49	0.47			0.13		0.10	0.12
Control Delay (s/veh)	54.8	7.7			73.7	43.1			65.8		52.8	52.9
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	54.8	7.7			73.7	43.1			65.8		52.8	52.9
LOS	D	A			E	D			E		D	D
Approach Delay (s/veh)		26.0				46.0			65.8			22.8
Approach LOS		C				D			E			C
Queue Length 50th (ft)	237	80			59	182			12		25	31
Queue Length 95th (ft)	361	75			108	205			35		61	74
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1259	2987			194	1525			100		305	329
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.55	0.36			0.34	0.41			0.13		0.10	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 29.3		Intersection LOS: C	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

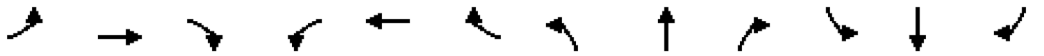
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.57
Control Delay (s/veh)	20.5
Queue Delay	0.0
Total Delay (s/veh)	20.5
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	223
Queue Length 95th (ft)	335
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1591
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.57

Intersection Summary



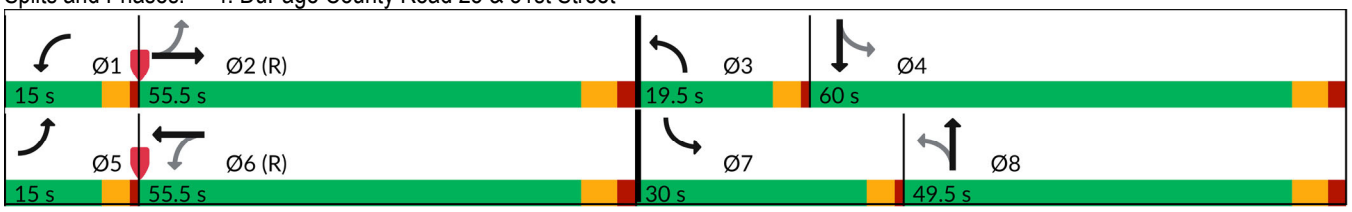
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	518	32	106	657	268	107	441	174	270	269	136
Future Volume (vph)	60	518	32	106	657	268	107	441	174	270	269	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.957			0.958			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3492	0	1787	3377	0	1752	3434	0	1805	3351	0
Flt Permitted	0.103			0.280			0.487			0.173		
Satd. Flow (perm)	192	3492	0	527	3377	0	898	3434	0	329	3351	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			804			1164			1125	
Travel Time (s)		21.1			12.2			19.8			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	1%	2%	3%	3%	1%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	625	0	120	1052	0	122	699	0	307	461	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	15.0	55.5		15.0	55.5		19.5	49.5		30.0	60.0	
Total Split (%)	10.0%	37.0%		10.0%	37.0%		13.0%	33.0%		20.0%	40.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	64.0	53.3		67.3	56.7		55.7	42.4		72.6	55.3	
Actuated g/C Ratio	0.43	0.36		0.45	0.38		0.37	0.28		0.48	0.37	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.39	0.50		0.38	0.82		0.31	0.72		0.77	0.37	
Control Delay (s/veh)	30.7	40.6		27.8	50.1		24.0	53.1		40.4	35.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	30.7	40.6		27.8	50.1		24.0	53.1		40.4	35.5	
LOS	C	D		C	D		C	D		D	D	
Approach Delay (s/veh)		39.7			47.8			48.8			37.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	38	263		69	515		62	322		176	166	
Queue Length 95th (ft)	68	317		110	#638		99	385		268	217	
Internal Link Dist (ft)		1311			724			1084			1045	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	200	1241		329	1276		447	997		415	1259	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.50		0.36	0.82		0.27	0.70		0.74	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 145.5 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay (s/veh): 44.1 Intersection LOS: D
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: DuPage County Road 25 & 31st Street



Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1895	7	4	1306	3	0	0	0	14	0	8
Future Vol, veh/h	1	1895	7	4	1306	3	0	0	0	14	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	14	0	3	33	0	0	0	0	0	0
Mvmt Flow	1	1995	7	4	1375	3	0	0	0	15	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1378	0	-	1995	0	0	2555	3383	997	2185	3382	689
Stage 1	-	-	-	-	-	-	1997	1997	-	1385	1385	-
Stage 2	-	-	-	-	-	-	558	1386	-	800	1997	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	261	-	0	129	-	-	29	8	211	50	8	337
Stage 1	-	-	0	-	-	-	40	106	-	109	213	-
Stage 2	-	-	0	-	-	-	444	212	-	317	106	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	261	-	-	129	-	-	27	7	211	47	7	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	7	-	47	7	-
Stage 1	-	-	-	-	-	-	39	105	-	104	203	-
Stage 2	-	-	-	-	-	-	414	203	-	315	105	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	1.56	0	81.58
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	3	-	16	-	-	69
HCM Lane V/C Ratio	-	0.004	-	0.033	-	-	0.336
HCM Ctrl Dly (s/v)	0	18.9	0.1	33.9	1.5	-	81.6
HCM Lane LOS	A	C	A	D	A	-	F
HCM 95th %tile Q(veh)	-	0	-	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1900	31	11	1303	0	3
Future Vol, veh/h	1900	31	11	1303	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	2043	33	12	1401	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2076	0	2644	1038
Stage 1	-	-	-	-	2060	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	117	-	43	198
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	479	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	117	-	39	198
Mov Cap-2 Maneuver	-	-	-	-	39	-
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.33	23.44
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	-	-	117	-
HCM Lane V/C Ratio	0.016	-	-	0.101	-
HCM Ctrl Dly (s/v)	23.4	-	-	39.1	-
HCM Lane LOS	C	-	-	E	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	757	26	20	654
Future Vol, veh/h	0	5	757	26	20	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	6	912	31	24	788

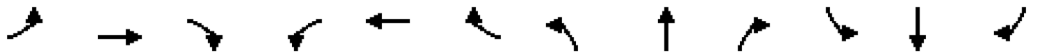
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1354	456	0	0	943	0
Stage 1	912	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	143	557	-	-	735	-
Stage 1	357	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	557	-	-	735	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.53	0	0.68
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	557	107	-
HCM Lane V/C Ratio	-	-	0.011	0.033	-
HCM Ctrl Dly (s/v)	-	-	11.5	10.1	0.4
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1502	268	216	1662	508	208	413	220	333	688	236
Future Volume (vph)	215	1502	268	216	1662	508	208	413	220	333	688	236
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1787	5406	1599	1787	3762	1583	1787	3762	1599
Flt Permitted	0.950			0.950			0.225			0.188		
Satd. Flow (perm)	1787	5406	1599	1787	5406	1599	423	3762	1583	354	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			462			303			687	
Travel Time (s)		15.4			7.0			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	1533	273	220	1696	518	212	421	224	340	702	241
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	26.6	64.4	18.2	26.6	64.4	25.2	18.2	23.8	26.6	25.2	30.8	26.6
Total Split (%)	19.0%	46.0%	13.0%	19.0%	46.0%	18.0%	13.0%	17.0%	19.0%	18.0%	22.0%	19.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	21.0	59.0	80.7	21.0	59.0	87.7	35.0	17.8	44.8	45.5	24.8	51.8
Actuated g/C Ratio	0.15	0.42	0.58	0.15	0.42	0.63	0.25	0.13	0.32	0.33	0.18	0.37

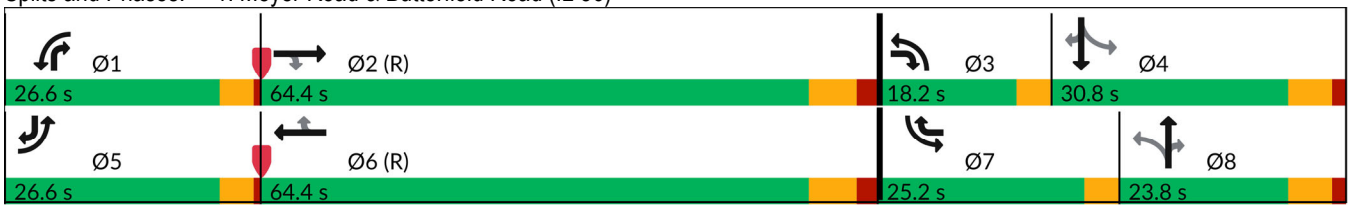
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.82	0.67	0.30	0.82	0.74	0.52	0.85	0.88	0.44	1.01	1.05	0.41
Control Delay (s/veh)	81.2	34.8	16.6	90.5	27.5	7.1	68.1	80.2	40.6	91.9	104.4	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.2	34.8	16.6	90.5	27.5	7.1	68.1	80.2	40.6	91.9	104.4	34.9
LOS	F	C	B	F	C	A	E	F	D	F	F	C
Approach Delay (s/veh)		37.4			28.9			66.9			88.0	
Approach LOS		D			C			E			F	
Queue Length 50th (ft)	193	416	126	214	317	68	148	201	159	~259	~366	159
Queue Length 95th (ft)	#309	472	184	m#301	378	85	#272	#292	238	#467	#495	235
Internal Link Dist (ft)		936			382			223			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	288	2277	921	288	2278	1002	248	478	524	337	666	609
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.67	0.30	0.76	0.74	0.52	0.85	0.88	0.43	1.01	1.05	0.40

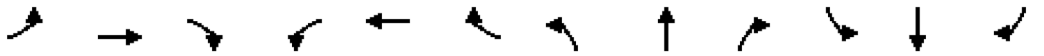
Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 98 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay (s/veh): 47.9 Intersection LOS: D
Intersection Capacity Utilization 90.9% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	2056	2	20	2116	33	51	2	17	122	1	228
Future Volume (vph)	35	2056	2	20	2116	33	51	2	17	122	1	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.864				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5085	0	1805	5126	0	1805	1642	0	1805	2000	1615
Flt Permitted	0.950			0.950			0.757			0.576		
Satd. Flow (perm)	1805	5085	0	1805	5126	0	1438	1642	0	1094	2000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	2286	0	22	2388	0	57	21	0	136	1	253
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.4	81.2		15.4	81.2		28.0	28.0		15.4	43.4	43.4
Total Split (%)	11.0%	58.0%		11.0%	58.0%		20.0%	20.0%		11.0%	31.0%	31.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	8.4	91.6		7.2	88.3		13.6	13.6		30.6	28.1	28.1
Actuated g/C Ratio	0.06	0.65		0.05	0.63		0.10	0.10		0.22	0.20	0.20

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	0.69		0.24	0.74		0.41	0.13		0.44	0.00	0.78
Control Delay (s/veh)	69.7	11.4		48.1	30.3		66.5	56.8		49.4	40.0	69.1
Queue Delay	0.0	0.0		0.0	0.7		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	69.7	11.4		48.1	31.1		66.5	56.8		49.4	40.0	69.1
LOS	E	B		D	C		E	E		D	D	E
Approach Delay (s/veh)		12.4			31.2			63.9			62.1	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	36	287		17	668		50	18		106	1	221
Queue Length 95th (ft)	m55	m319		m22	m694		92	43		157	5	299
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	146	3325		146	3233		225	258		309	534	431
Starvation Cap Reductn	0	0		0	462		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	0.27	0.69		0.15	0.86		0.25	0.08		0.44	0.00	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 88.2 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 25.6		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	841	1347	6	5	18	1219	18	46	30	60	58	10
Future Volume (vph)	841	1347	6	5	18	1219	18	46	30	60	58	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.999				0.998			0.941			
Flt Protected	0.950				0.950				0.983		0.950	0.966
Satd. Flow (prot)	3433	5131	0	0	1798	5126	0	0	1758	0	1681	1719
Flt Permitted	0.950				0.950				0.871		0.950	0.966
Satd. Flow (perm)	3433	5131	0	0	1798	5126	0	0	1557	0	1681	1719
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	2%	0%	1%	0%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											42%	
Lane Group Flow (vph)	924	1487	0	0	25	1360	0	0	150	0	37	38
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	37.8	78.4		14.0	14.0	54.6		25.2	25.2		22.4	22.4
Total Split (%)	27.0%	56.0%		10.0%	10.0%	39.0%		18.0%	18.0%		16.0%	16.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	34.7	79.6			7.4	48.1			17.3		15.9	15.9
Actuated g/C Ratio	0.25	0.57			0.05	0.34			0.12		0.11	0.11



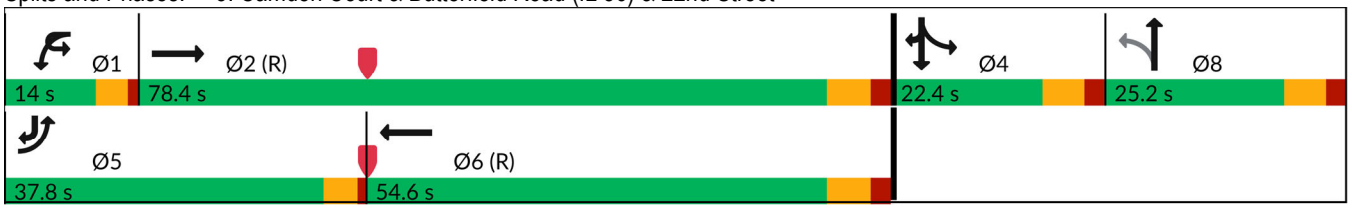
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	905
Future Volume (vph)	905
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	995
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
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	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	48.6
Actuated g/C Ratio	0.35

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	1.09	0.51			0.26	0.77			0.79		0.19	0.19
Control Delay (s/veh)	90.0	22.3			69.9	44.7			86.1		59.1	59.1
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	90.0	22.3			69.9	44.7			86.1		59.1	59.1
LOS	F	C			E	D			F		E	E
Approach Delay (s/veh)		48.2				45.1			86.1			84.7
Approach LOS		D				D			F			F
Queue Length 50th (ft)	~489	489			22	404			133		32	33
Queue Length 95th (ft)	#625	547			54	463			#232		71	72
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	851	2916			122	1761			207		190	195
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	1.09	0.51			0.20	0.77			0.72		0.19	0.19

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 25.2 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay (s/veh): 56.3 Intersection LOS: E
Intersection Capacity Utilization 79.7% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

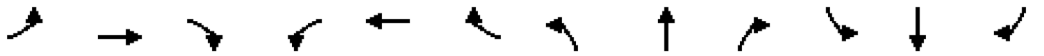
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	1.02
Control Delay (s/veh)	69.0
Queue Delay	17.6
Total Delay (s/veh)	86.6
LOS	F
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	~373
Queue Length 95th (ft)	#565
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	977
Starvation Cap Reductn	0
Spillback Cap Reductn	46
Storage Cap Reductn	0
Reduced v/c Ratio	1.07

Intersection Summary

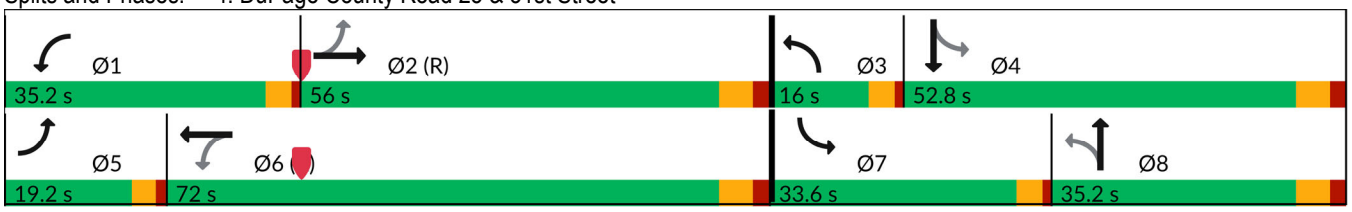


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	891	98	237	561	290	75	397	176	348	590	56
Future Volume (vph)	125	891	98	237	561	290	75	397	176	348	590	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.985			0.949			0.954			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3521	0	1805	3392	0	1805	3410	0	1787	3513	0
Flt Permitted	0.231			0.086			0.363			0.120		
Satd. Flow (perm)	435	3521	0	163	3392	0	690	3410	0	226	3513	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			804			1164			1125	
Travel Time (s)		21.1			12.2			19.8			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	0%	1%	1%	1%	1%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1052	0	252	906	0	80	609	0	370	688	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	19.2	56.0		35.2	72.0		16.0	35.2		33.6	52.8	
Total Split (%)	12.0%	35.0%		22.0%	45.0%		10.0%	22.0%		21.0%	33.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	72.2	58.9		87.2	69.8		40.9	29.2		64.8	49.1	
Actuated g/C Ratio	0.45	0.37		0.55	0.44		0.26	0.18		0.41	0.31	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.46	0.81		0.79	0.61		0.33	0.98		0.97	0.64	
Control Delay (s/veh)	24.6	52.1		54.1	37.2		35.4	95.4		86.6	51.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	24.6	52.1		54.1	37.2		35.4	95.4		86.6	51.4	
LOS	C	D		D	D		D	F		F	D	
Approach Delay (s/veh)		49.0			40.9			88.5			63.7	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	67	521		183	380		52	338		334	328	
Queue Length 95th (ft)	105	#712		277	471		90	#468		#549	408	
Internal Link Dist (ft)		1311			724			1084			1045	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	335	1295		409	1480		269	622		380	1078	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.81		0.62	0.61		0.30	0.98		0.97	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 126.4 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 57.2		Intersection LOS: E	
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: DuPage County Road 25 & 31st Street



Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	2077	1	0	2378	17	0	0	9	7	0	9
Future Vol, veh/h	4	2077	1	0	2378	17	0	0	9	7	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	6	0	0	0	0	0	0
Mvmt Flow	4	2186	1	0	2503	18	0	0	9	7	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2521	0	-	2186	0	0	3196	4716	1093	3395	4707	1261
Stage 1	-	-	-	-	-	-	2195	2195	-	2512	2512	-
Stage 2	-	-	-	-	-	-	1001	2521	-	883	2195	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	70	-	0	103	-	-	11	1	182	8	1	141
Stage 1	-	-	0	-	-	-	28	84	-	17	58	-
Stage 2	-	-	0	-	-	-	238	57	-	282	84	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	70	-	-	103	-	-	9	1	182	~ 7	1	141
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	1	-	~ 7	1	-
Stage 1	-	-	-	-	-	-	26	76	-	17	58	-
Stage 2	-	-	-	-	-	-	222	57	-	240	76	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	6.14	0	25.82	$ 606.29
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	182	10	-	103	-	-	15
HCM Lane V/C Ratio	0.052	0.061	-	-	-	-	1.102
HCM Ctrl Dly (s/v)	25.8	60.1	6	0	-	-	-$ 606.3
HCM Lane LOS	D	F	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0.2	-	0	-	-	2.6

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2052	3	2	2386	0	30
Future Vol, veh/h	2052	3	2	2386	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	2230	3	2	2593	0	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2234	0	3274	1117
Stage 1	-	-	-	-	2232	-
Stage 2	-	-	-	-	1042	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	98	-	19	176
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	275	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	98	-	19	176
Mov Cap-2 Maneuver	-	-	-	-	19	-
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	269	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	30.07
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	-	-	98	-
HCM Lane V/C Ratio	0.185	-	-	0.022	-
HCM Ctrl Dly (s/v)	30.1	-	-	42.7	-
HCM Lane LOS	D	-	-	E	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	63	778	5	0	1173
Future Vol, veh/h	15	63	778	5	0	1173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	16	68	837	5	0	1261

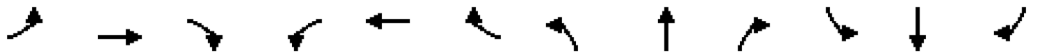
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1467	418	0	0	842	0
Stage 1	837	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	121	589	-	-	802	-
Stage 1	390	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	589	-	-	802	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	338	802	-
HCM Lane V/C Ratio	-	-	0.248	-	-
HCM Ctrl Dly (s/v)	-	-	19.2	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Capacity Analysis Summary Sheets

Year 2032 No-Build Saturday Midday Peak Hour



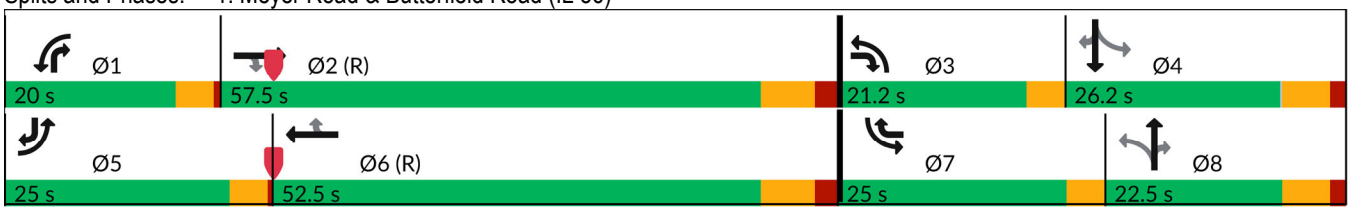
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1325	202	106	1551	362	196	348	125	322	285	250
Future Volume (vph)	176	1325	202	106	1551	362	196	348	125	322	285	250
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1805	5406	1615	1805	3762	1599	1787	3762	1599
Flt Permitted	0.950			0.950			0.574			0.271		
Satd. Flow (perm)	1787	5406	1599	1805	5406	1615	1091	3762	1599	510	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			453			305			687	
Travel Time (s)		15.4			6.9			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	0%	0%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	1352	206	108	1583	369	200	355	128	329	291	255
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	25.0	57.5	21.2	20.0	52.5	25.0	21.2	22.5	20.0	25.0	26.2	25.0
Total Split (%)	20.0%	46.0%	17.0%	16.0%	42.0%	20.0%	17.0%	18.0%	16.0%	20.0%	21.0%	20.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	17.8	53.5	76.1	13.2	48.9	77.0	34.7	16.7	35.9	43.8	22.2	46.1
Actuated g/C Ratio	0.14	0.43	0.61	0.11	0.39	0.62	0.28	0.13	0.29	0.35	0.18	0.37

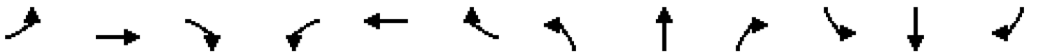
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.71	0.58	0.21	0.57	0.75	0.37	0.51	0.71	0.28	0.84	0.43	0.43
Control Delay (s/veh)	66.0	28.9	11.8	74.8	26.5	7.3	35.1	60.4	35.8	52.0	48.6	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.0	28.9	11.8	74.8	26.5	7.3	35.1	60.4	35.8	52.0	48.6	32.2
LOS	E	C	B	E	C	A	D	E	D	D	D	C
Approach Delay (s/veh)		30.7			25.6			48.4			45.1	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	139	303	70	82	247	93	117	146	80	210	112	153
Queue Length 95th (ft)	215	364	112	156	264	25	182	201	131	#325	160	228
Internal Link Dist (ft)		936			373			225			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	300	2314	1000	231	2113	999	423	501	494	398	669	630
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.58	0.21	0.47	0.75	0.37	0.47	0.71	0.26	0.83	0.43	0.40

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 82.5 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay (s/veh): 33.4 Intersection LOS: C
Intersection Capacity Utilization 86.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1764	15	12	2003	11	7	0	1	29	1	24
Future Volume (vph)	14	1764	15	12	2003	11	7	0	1	29	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.999			0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5131	0	1805	5131	0	1583	1615	0	1805	1000	1615
Flt Permitted	0.950			0.950						0.755		
Satd. Flow (perm)	1805	5131	0	1805	5131	0	1667	1615	0	1434	1000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	14%	0%	0%	0%	100%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1913	0	13	2166	0	8	1	0	31	1	26
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.0	76.2		15.0	76.2		20.0	20.0		13.8	33.8	33.8
Total Split (%)	12.0%	61.0%		12.0%	61.0%		16.0%	16.0%		11.0%	27.0%	27.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	6.6	104.5		6.5	104.4		8.2	8.2		12.0	11.3	11.3
Actuated g/C Ratio	0.05	0.84		0.05	0.84		0.07	0.07		0.10	0.09	0.09

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.45		0.14	0.51		0.07	0.01		0.19	0.01	0.18
Control Delay (s/veh)	57.7	3.6		66.0	4.8		56.3	54.0		50.9	47.0	52.8
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	57.7	3.6		66.0	4.9		56.3	54.0		50.9	47.0	52.8
LOS	E	A		E	A		E	D		D	D	D
Approach Delay (s/veh)		4.0			5.2			56.0			51.6	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	12	56		11	62		6	1		24	1	20
Queue Length 95th (ft)	m22	190		m16	584		23	7		49	6	45
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	158	4291		158	4287		186	180		188	222	359
Starvation Cap Reductn	0	0		0	643		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	0.09	0.45		0.08	0.59		0.04	0.01		0.16	0.00	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 75 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 5.4		Intersection LOS: A	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	577	1214	3	9	8	1141	45	2	0	1	19	1
Future Volume (vph)	577	1214	3	9	8	1141	45	2	0	1	19	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt						0.994			0.955			
Flt Protected	0.950				0.950				0.968		0.950	0.957
Satd. Flow (prot)	3467	5136	0	0	1805	5107	0	0	1756	0	1715	1727
Flt Permitted	0.950				0.950						0.950	0.957
Satd. Flow (perm)	3467	5136	0	0	1805	5107	0	0	1814	0	1715	1727
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											48%	
Lane Group Flow (vph)	595	1255	0	0	17	1222	0	0	3	0	10	11
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	30.0	65.0		15.0	15.0	50.0		20.0	20.0		25.0	25.0
Total Split (%)	24.0%	52.0%		12.0%	12.0%	40.0%		16.0%	16.0%		20.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	41.3	85.6			6.8	44.8			8.0		18.5	18.5
Actuated g/C Ratio	0.33	0.68			0.05	0.36			0.06		0.15	0.15

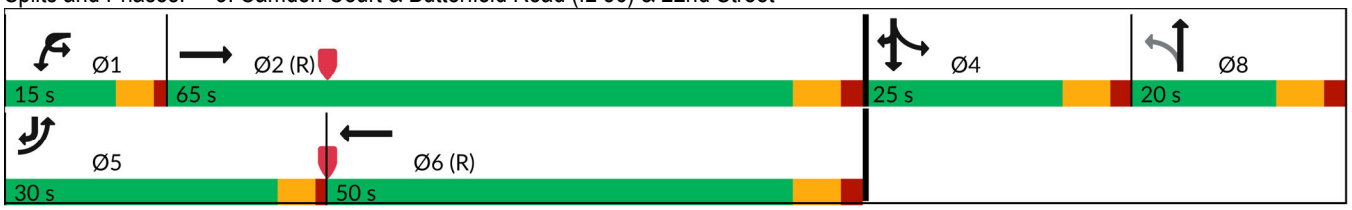


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	884
Future Volume (vph)	884
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	911
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
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	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	63.0
Actuated g/C Ratio	0.50

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.52	0.36			0.18	0.67			0.03		0.04	0.04
Control Delay (s/veh)	35.1	17.4			59.9	36.3			55.3		46.3	46.4
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	35.1	17.4			59.9	36.3			55.3		46.3	46.4
LOS	D	B			E	D			E		D	D
Approach Delay (s/veh)		23.1				36.7			55.3			25.2
Approach LOS		C				D			E			C
Queue Length 50th (ft)	243	245			13	308			2		7	8
Queue Length 95th (ft)	325	312			38	362			12		25	27
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1145	3517			151	1829			195		253	255
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.52	0.36			0.11	0.67			0.02		0.04	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 57.5 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 27.8		Intersection LOS: C	
Intersection Capacity Utilization 76.9%		ICU Level of Service D	
Analysis Period (min) 15			

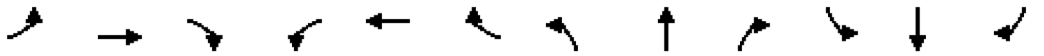
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.64
Control Delay (s/veh)	24.7
Queue Delay	0.0
Total Delay (s/veh)	24.7
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	268
Queue Length 95th (ft)	338
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1418
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.64

Intersection Summary

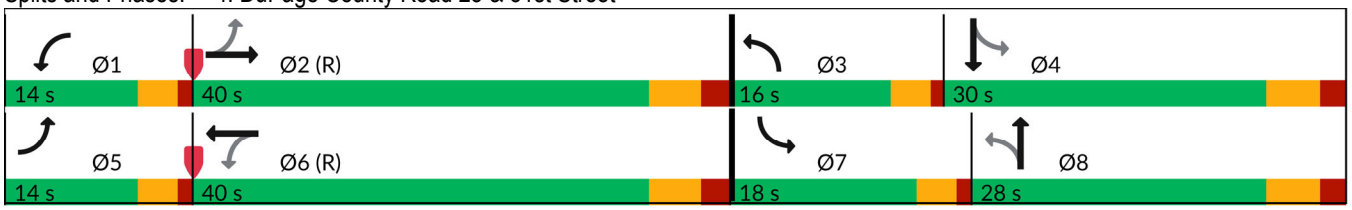


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	369	47	105	372	234	61	349	116	210	367	34
Future Volume (vph)	53	369	47	105	372	234	61	349	116	210	367	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.942			0.962			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3517	0	1805	3367	0	1805	3438	0	1770	3528	0
Flt Permitted	0.352			0.429			0.510			0.288		
Satd. Flow (perm)	669	3517	0	815	3367	0	969	3438	0	536	3528	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			804			1164			1125	
Travel Time (s)		21.1			12.2			19.8			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	428	0	108	625	0	63	480	0	216	413	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	14.0	40.0		14.0	40.0		16.0	28.0		18.0	30.0	
Total Split (%)	14.0%	40.0%		14.0%	40.0%		16.0%	28.0%		18.0%	30.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	45.8	36.8		49.2	40.0		31.4	21.8		40.8	29.2	
Actuated g/C Ratio	0.46	0.37		0.49	0.40		0.31	0.22		0.41	0.29	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.14	0.33		0.22	0.46		0.17	0.64		0.57	0.40	
Control Delay (s/veh)	14.0	24.4		14.5	24.8		19.2	40.0		26.0	30.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.0	24.4		14.5	24.8		19.2	40.0		26.0	30.5	
LOS	B	C		B	C		B	D		C	C	
Approach Delay (s/veh)		23.2			23.3			37.6			28.9	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	17	104		35	160		24	146		89	112	
Queue Length 95th (ft)	38	148		65	220		49	201		144	162	
Internal Link Dist (ft)		1311			724			1084			1045	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	439	1292		506	1346		447	765		391	1029	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.33		0.21	0.46		0.14	0.63		0.55	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 28.0		Intersection LOS: C	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: DuPage County Road 25 & 31st Street



Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1770	0	0	2002	32	0	0	0	23	0	18
Future Vol, veh/h	6	1770	0	0	2002	32	0	0	0	23	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	5	0	0
Mvmt Flow	6	1844	0	0	2085	33	0	0	0	24	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2119	0	-	1844	0	0	2690	3975	922	2852	3958	1059
Stage 1	-	-	-	-	-	-	1856	1856	-	2102	2102	-
Stage 2	-	-	-	-	-	-	834	2119	-	750	1856	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.5	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.8	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.85	4	3.9
Pot Cap-1 Maneuver	112	-	0	154	-	-	24	3	237	~ 17	3	192
Stage 1	-	-	0	-	-	-	50	125	-	31	94	-
Stage 2	-	-	0	-	-	-	302	92	-	330	125	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	112	-	-	154	-	-	20	3	237	~ 16	3	192
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	3	-	~ 16	3	-
Stage 1	-	-	-	-	-	-	46	114	-	31	94	-
Stage 2	-	-	-	-	-	-	272	92	-	302	114	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.4	0	0	$ 617
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	18	-	154	-	-	27
HCM Lane V/C Ratio	-	0.056	-	-	-	-	1.604
HCM Ctrl Dly (s/v)	0	39.2	3.3	0	-	-	$ 617
HCM Lane LOS	A	E	A	A	-	-	F
HCM 95th %tile Q(veh)	-	0.2	-	0	-	-	5.1

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1771	1	1	2019	0	5
Future Vol, veh/h	1771	1	1	2019	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1845	1	1	2103	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1846	0	2689	923
Stage 1	-	-	-	-	1845	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	153	-	40	237
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	351	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	153	-	40	237
Mov Cap-2 Maneuver	-	-	-	-	40	-
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	348	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	20.56
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	153	-
HCM Lane V/C Ratio	0.022	-	-	0.007	-
HCM Ctrl Dly (s/v)	20.6	-	-	28.7	-
HCM Lane LOS	C	-	-	D	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	666	2	1	592
Future Vol, veh/h	1	3	666	2	1	592
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	3	701	2	1	623

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1015	351	0	0	703	0
Stage 1	701	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	238	652	-	-	904	-
Stage 1	458	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	652	-	-	904	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.01	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	454	6	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Ctrl Dly (s/v)	-	-	13	9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Morning Peak Hour

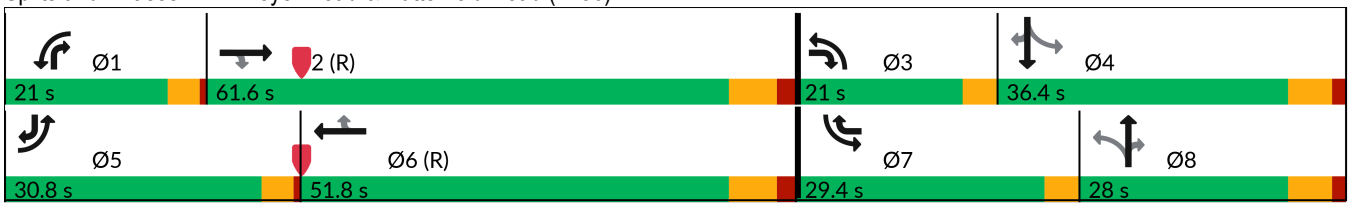
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	1383	76	170	949	206	177	364	237	379	421	271
Future Volume (vph)	149	1383	76	170	949	206	177	364	237	379	421	271
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	1615	1787	5250	1599	1787	3762	1599	1787	3762	1583
Flt Permitted	0.950			0.950			0.479			0.250		
Satd. Flow (perm)	1770	5301	1615	1787	5250	1599	901	3762	1599	470	3762	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			704			300			687	
Travel Time (s)		15.4			10.7			5.1			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	1%	4%	1%	1%	1%	1%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	1503	83	185	1032	224	192	396	258	412	458	295
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	30.8	61.6	21.0	21.0	51.8	29.4	21.0	28.0	21.0	29.4	36.4	30.8
Total Split (%)	22.0%	44.0%	15.0%	15.0%	37.0%	21.0%	15.0%	20.0%	15.0%	21.0%	26.0%	22.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	19.3	55.3	78.0	16.7	52.7	85.6	39.7	21.6	44.3	53.5	31.8	57.2
Actuated g/C Ratio	0.14	0.40	0.56	0.12	0.38	0.61	0.28	0.15	0.32	0.38	0.23	0.41

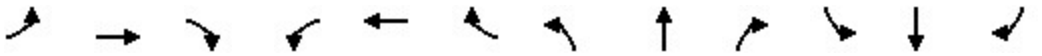
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.72	0.09	0.87	0.52	0.23	0.54	0.68	0.51	0.97	0.54	0.46
Control Delay (s/veh)	69.7	38.3	14.7	78.3	53.8	16.9	36.9	62.6	43.1	74.2	50.6	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.7	38.3	14.7	78.3	53.8	16.9	36.9	62.6	43.1	74.2	50.6	32.3
LOS	E	D	B	E	D	B	D	E	D	E	D	C
Approach Delay (s/veh)		40.1			51.2			50.8			54.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	145	434	34	156	322	89	121	182	192	300	197	199
Queue Length 95th (ft)	212	492	60	#290	427	190	184	241	282	#502	257	264
Internal Link Dist (ft)		936			624			220			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	338	2095	921	216	1976	977	378	591	508	423	854	730
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.72	0.09	0.86	0.52	0.23	0.51	0.67	0.51	0.97	0.54	0.40

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 60.2 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay (s/veh): 48.1 Intersection LOS: D
Intersection Capacity Utilization 85.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





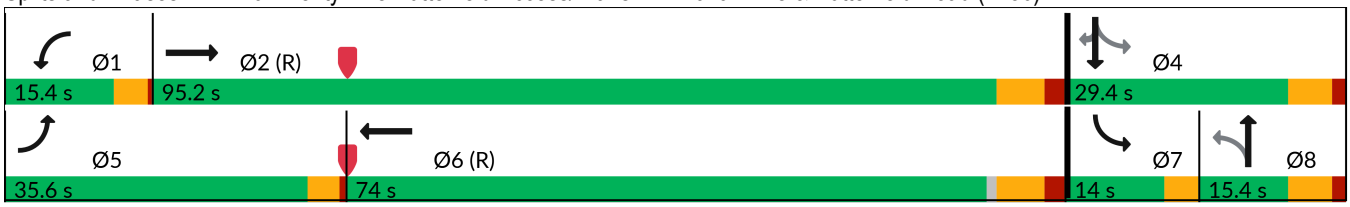
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1657	26	8	1326	105	2	1	2	36	1	32
Future Volume (vph)	245	1657	26	8	1326	105	2	1	2	36	1	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	260		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.989			0.900				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5028	0	1805	4984	0	1805	1710	0	1656	2000	1568
Flt Permitted	0.950			0.950						0.784		
Satd. Flow (perm)	1787	5028	0	1805	4984	0	1900	1710	0	1367	2000	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	0%	0%	3%	2%	0%	0%	0%	9%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1810	0	9	1539	0	2	3	0	39	1	34
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	35.6	95.2		15.4	74.0		15.4	15.4		14.0	29.4	29.4
Total Split (%)	25.4%	68.0%		11.0%	52.9%		11.0%	11.0%		10.0%	21.0%	21.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	25.6	117.2		6.3	88.6		8.0	8.0		13.1	11.6	11.6
Actuated g/C Ratio	0.18	0.84		0.05	0.63		0.06	0.06		0.09	0.08	0.08

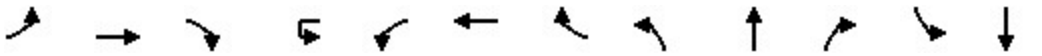
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.81	0.43		0.11	0.49		0.02	0.03		0.26	0.01	0.26
Control Delay (s/veh)	84.1	1.9		75.8	15.7		63.0	63.3		60.1	54.0	62.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	84.1	1.9		75.8	15.7		63.0	63.3		60.1	54.0	62.8
LOS	F	A		E	B		E	E		E	D	E
Approach Delay (s/veh)		12.3			16.1			63.2			61.2	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	254	4		8	216		2	3		36	1	31
Queue Length 95th (ft)	261	226		m15	538		12	13		70	6	63
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	260			155						140		
Base Capacity (vph)	407	4209		146	3152		127	114		161	334	262
Starvation Cap Reductn	0	384		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	0.65	0.47		0.06	0.49		0.02	0.03		0.24	0.00	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	664	981	50	1	62	541	80	7	2	4	32	35
Future Volume (vph)	664	981	50	1	62	541	80	7	2	4	32	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.993				0.981			0.958			
Flt Protected	0.950				0.950				0.974		0.950	0.996
Satd. Flow (prot)	3367	5055	0	0	1804	4870	0	0	1773	0	1665	1794
Flt Permitted	0.950				0.950				0.962		0.950	0.996
Satd. Flow (perm)	3367	5055	0	0	1804	4870	0	0	1751	0	1665	1794
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	0%	2%	0%	5%	1%	0%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											10%	
Lane Group Flow (vph)	699	1086	0	0	66	653	0	0	13	0	31	40
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	50.4	81.2		19.6	19.6	50.4		14.5	14.5		24.7	24.7
Total Split (%)	36.0%	58.0%		14.0%	14.0%	36.0%		10.4%	10.4%		17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	52.9	83.0			10.5	38.4			8.0		25.4	25.4
Actuated g/C Ratio	0.38	0.59			0.08	0.27			0.06		0.18	0.18

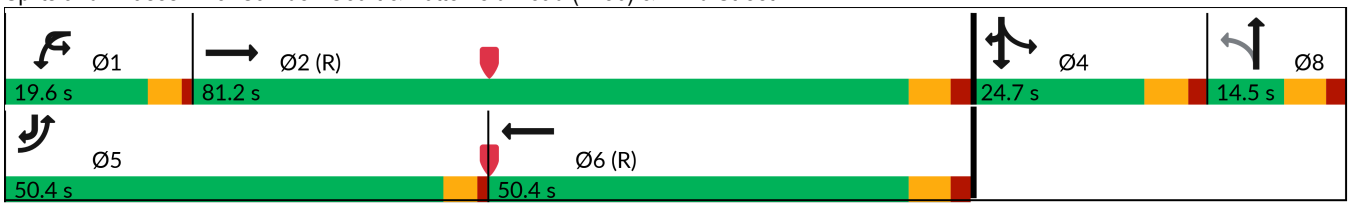


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	891
Future Volume (vph)	891
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2787
Flt Permitted	
Satd. Flow (perm)	2787
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	938
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
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	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	80.2
Actuated g/C Ratio	0.57

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.55	0.36			0.49	0.49			0.13		0.10	0.12
Control Delay (s/veh)	55.6	6.9			73.7	43.5			65.8		53.1	53.2
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	55.6	6.9			73.7	43.5			65.8		53.1	53.2
LOS	E	A			E	D			E		D	D
Approach Delay (s/veh)		26.0				46.3			65.8			23.3
Approach LOS		C				D			E			C
Queue Length 50th (ft)	261	74			59	194			12		25	32
Queue Length 95th (ft)	364	64			108	220			35		62	74
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1272	2998			194	1527			100		301	325
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.55	0.36			0.34	0.43			0.13		0.10	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 29.5		Intersection LOS: C	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

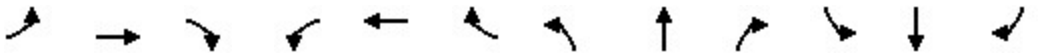
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.59
Control Delay (s/veh)	21.0
Queue Delay	0.0
Total Delay (s/veh)	21.0
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	246
Queue Length 95th (ft)	356
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1596
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.59

Intersection Summary

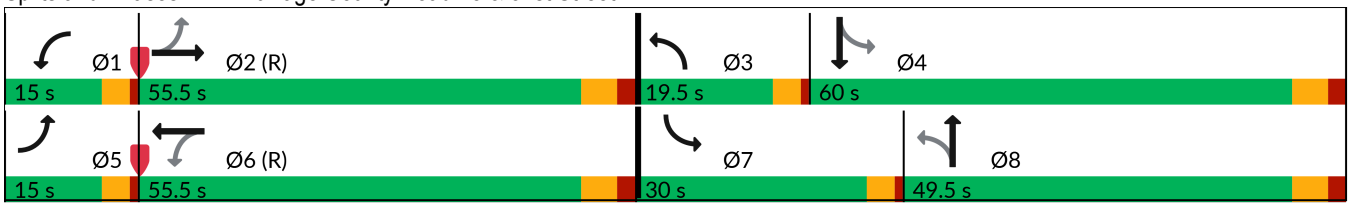


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	518	32	106	657	272	107	425	174	272	272	138
Future Volume (vph)	64	518	32	106	657	272	107	425	174	272	272	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.956			0.956			0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3492	0	1787	3374	0	1752	3427	0	1805	3348	0
Flt Permitted	0.094			0.288			0.484			0.180		
Satd. Flow (perm)	175	3492	0	542	3374	0	893	3427	0	342	3348	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			804			1164			1125	
Travel Time (s)		21.1			12.2			19.8			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	1%	2%	3%	3%	1%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	625	0	120	1056	0	122	681	0	309	466	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	15.0	55.5		15.0	55.5		19.5	49.5		30.0	60.0	
Total Split (%)	10.0%	37.0%		10.0%	37.0%		13.0%	33.0%		20.0%	40.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	64.7	53.9		67.2	55.1		55.2	41.9		72.1	54.7	
Actuated g/C Ratio	0.43	0.36		0.45	0.37		0.37	0.28		0.48	0.36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.43	0.50		0.37	0.85		0.31	0.71		0.77	0.38	
Control Delay (s/veh)	31.9	40.3		27.5	52.4		24.3	53.2		40.0	35.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	31.9	40.3		27.5	52.4		24.3	53.2		40.0	35.9	
LOS	C	D		C	D		C	D		D	D	
Approach Delay (s/veh)		39.4			49.9			48.8			37.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	42	267		70	527		64	314		177	171	
Queue Length 95th (ft)	74	322		111	#654		101	376		266	224	
Internal Link Dist (ft)		1311			724			1084			1045	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	194	1254		336	1239		441	993		417	1251	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.50		0.36	0.85		0.28	0.69		0.74	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 145.5 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 44.7		Intersection LOS: D	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: DuPage County Road 25 & 31st Street



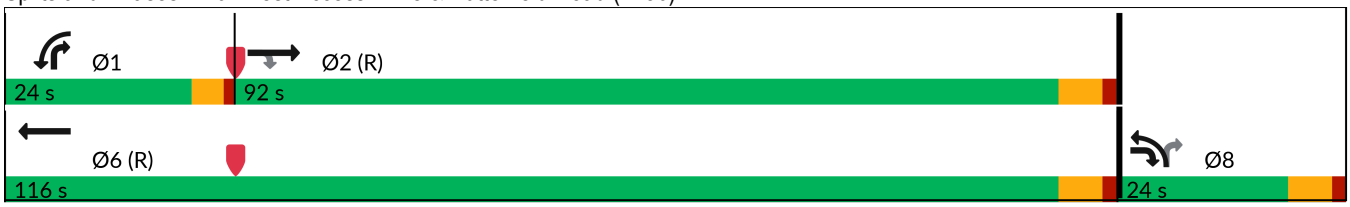
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1917	82	68	1297	28	30
Future Volume (vph)	1917	82	68	1297	28	30
Ideal Flow (vphpl)	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		215	340		0	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5353	1615	1805	5301	3502	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5353	1615	1805	5301	3502	1615
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	704			250	553	
Travel Time (s)	10.7			3.8	15.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2018	86	72	1365	29	32
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2				8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0	8.0	3.0	15.0	8.0	3.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	9.5
Total Split (s)	92.0	24.0	24.0	116.0	24.0	24.0
Total Split (%)	65.7%	17.1%	17.1%	82.9%	17.1%	17.1%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Min	None	None	C-Min	None	None
Act Effct Green (s)	106.6	122.0	10.9	119.8	8.2	25.1
Actuated g/C Ratio	0.76	0.87	0.08	0.86	0.06	0.18

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.50	0.06	0.51	0.30	0.14	0.11
Control Delay (s/veh)	4.0	1.5	56.6	2.0	64.1	47.5
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.2	1.5	56.6	2.0	64.1	47.5
LOS	A	A	E	A	E	D
Approach Delay (s/veh)	4.1			4.7	55.4	
Approach LOS	A			A	E	
Queue Length 50th (ft)	128	8	60	18	13	25
Queue Length 95th (ft)	m143	m12	118	125	30	54
Internal Link Dist (ft)	624			170	473	
Turn Bay Length (ft)		215	340			
Base Capacity (vph)	4076	1497	251	4535	450	388
Starvation Cap Reductn	898	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.06	0.29	0.30	0.06	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 57 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 5.2		Intersection LOS: A	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 6: West Access Drive & Butterfield Road (IL 56)



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1916	31	0	1357	3	0	0	12	0	0	8
Future Vol, veh/h	0	1916	31	0	1357	3	0	0	12	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	33	0	0	0	0	0	0
Mvmt Flow	0	2017	33	0	1428	3	0	0	13	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1008	-	-	716
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.9
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	208	0	0	323
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	208	-	-	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	23.46	16.43
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	208	-	-	-	323
HCM Lane V/C Ratio	0.061	-	-	-	0.026
HCM Ctrl Dly (s/v)	23.5	-	-	-	16.4
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	751	24	6	661
Future Vol, veh/h	0	27	751	24	6	661
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	33	905	29	7	796

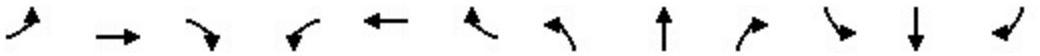
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1317	452	0	0	934	0
Stage 1	905	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	194	560	-	-	741	-
Stage 1	360	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %	0		-	-		-
Mov Cap-1 Maneuver	191	560	-	-	741	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.83	0	0.21
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	560	32	-
HCM Lane V/C Ratio	-	-	0.058	0.01	-
HCM Ctrl Dly (s/v)	-	-	11.8	9.9	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Evening Peak Hour



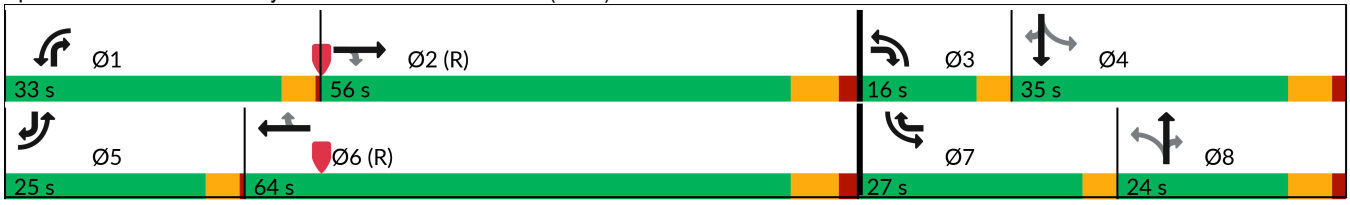
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	1642	268	257	1800	514	235	408	220	384	699	236
Future Volume (vph)	219	1642	268	257	1800	514	235	408	220	384	699	236
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1787	5406	1599	1787	3762	1583	1787	3762	1599
Flt Permitted	0.950			0.950			0.222			0.186		
Satd. Flow (perm)	1787	5406	1599	1787	5406	1599	418	3762	1583	350	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			704			303			687	
Travel Time (s)		15.4			10.7			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1676	273	262	1837	524	240	416	224	392	713	241
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	25.0	56.0	16.0	33.0	64.0	27.0	16.0	24.0	33.0	27.0	35.0	25.0
Total Split (%)	17.9%	40.0%	11.4%	23.6%	45.7%	19.3%	11.4%	17.1%	23.6%	19.3%	25.0%	17.9%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	20.3	52.8	72.3	25.2	57.7	88.2	33.0	18.0	49.2	47.5	29.0	55.3
Actuated g/C Ratio	0.15	0.38	0.52	0.18	0.41	0.63	0.24	0.13	0.35	0.34	0.21	0.40

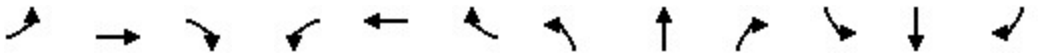
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.86	0.82	0.33	0.81	0.82	0.52	1.09	0.86	0.40	1.09	0.92	0.38
Control Delay (s/veh)	88.0	44.1	21.9	81.0	35.0	10.0	124.2	77.7	36.1	112.2	71.5	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.0	44.1	21.9	81.0	35.4	10.3	124.2	77.7	36.1	112.2	71.5	32.2
LOS	F	D	C	F	D	B	F	E	D	F	E	C
Approach Delay (s/veh)		45.8			34.9			79.8			76.3	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	202	513	145	257	384	121	~187	200	154	~346	340	155
Queue Length 95th (ft)	#341	595	221	350	503	170	#360	#285	224	#557	#453	230
Internal Link Dist (ft)		936			624			223			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	268	2037	825	370	2229	1007	220	483	599	359	779	639
Starvation Cap Reductn	0	0	0	0	91	115	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.82	0.33	0.71	0.86	0.59	1.09	0.86	0.37	1.09	0.92	0.38

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 98 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay (s/veh): 51.9 Intersection LOS: D
Intersection Capacity Utilization 96.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





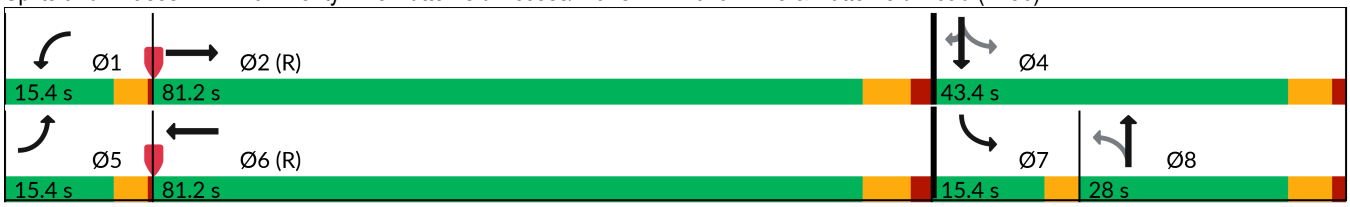
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	2162	2	20	2243	33	51	2	17	122	1	228
Future Volume (vph)	35	2162	2	20	2243	33	51	2	17	122	1	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	260		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.864				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5085	0	1805	5126	0	1805	1642	0	1805	2000	1615
Flt Permitted	0.950			0.950			0.757			0.576		
Satd. Flow (perm)	1805	5085	0	1805	5126	0	1438	1642	0	1094	2000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	2404	0	22	2529	0	57	21	0	136	1	253
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.4	81.2		15.4	81.2		28.0	28.0		15.4	43.4	43.4
Total Split (%)	11.0%	58.0%		11.0%	58.0%		20.0%	20.0%		11.0%	31.0%	31.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	8.4	91.6		7.2	88.3		13.6	13.6		30.6	28.1	28.1
Actuated g/C Ratio	0.06	0.65		0.05	0.63		0.10	0.10		0.22	0.20	0.20

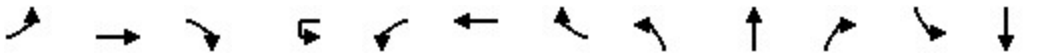
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	0.72		0.24	0.78		0.41	0.13		0.44	0.00	0.78
Control Delay (s/veh)	80.9	7.7		47.5	30.2		66.5	56.8		49.4	40.0	69.1
Queue Delay	0.0	0.0		0.0	0.9		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	80.9	7.7		47.5	31.1		66.5	56.8		49.4	40.0	69.1
LOS	F	A		D	C		E	E		D	D	E
Approach Delay (s/veh)		8.8			31.2			63.9			62.1	
Approach LOS		A			C			E			E	
Queue Length 50th (ft)	37	124		18	678		50	18		106	1	221
Queue Length 95th (ft)	m64	198		m20	m736		92	43		157	5	299
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	260			155						140		
Base Capacity (vph)	146	3325		146	3233		225	258		309	534	431
Starvation Cap Reductn	0	0		0	384		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	0.27	0.72		0.15	0.89		0.25	0.08		0.44	0.00	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 88.2 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 23.9		Intersection LOS: C	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	903	1391	6	5	18	1291	18	46	30	60	58	10
Future Volume (vph)	903	1391	6	5	18	1291	18	46	30	60	58	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.999				0.998			0.941			
Flt Protected	0.950				0.950				0.983		0.950	0.966
Satd. Flow (prot)	3433	5131	0	0	1798	5126	0	0	1758	0	1681	1719
Flt Permitted	0.950				0.950				0.871		0.950	0.966
Satd. Flow (perm)	3433	5131	0	0	1798	5126	0	0	1557	0	1681	1719
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	2%	0%	1%	0%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											42%	
Lane Group Flow (vph)	992	1536	0	0	25	1439	0	0	150	0	37	38
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	45.0	82.0		14.0	14.0	51.0		26.0	26.0		18.0	18.0
Total Split (%)	32.1%	58.6%		10.0%	10.0%	36.4%		18.6%	18.6%		12.9%	12.9%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	42.3	83.6			7.4	44.5			17.7		11.5	11.5
Actuated g/C Ratio	0.30	0.60			0.05	0.32			0.13		0.08	0.08



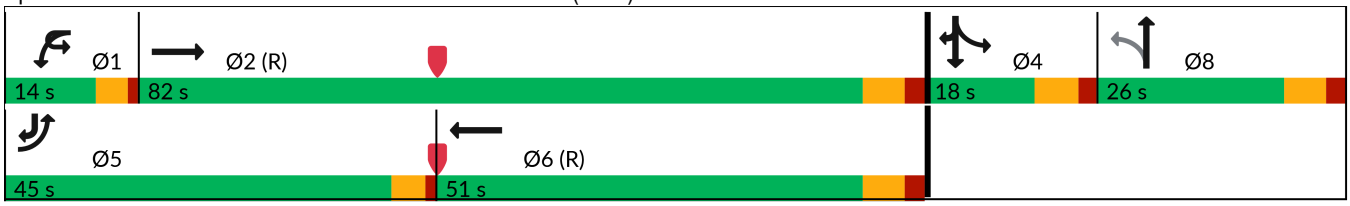
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	960
Future Volume (vph)	960
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	1055
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
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	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	51.8
Actuated g/C Ratio	0.37

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.96	0.50			0.26	0.88			0.77		0.27	0.27
Control Delay (s/veh)	47.9	16.9			69.9	52.9			83.3		65.7	65.6
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	47.9	16.9			69.9	52.9			83.3		65.7	65.6
LOS	D	B			E	D			F		E	E
Approach Delay (s/veh)		29.0				53.2			83.3			97.7
Approach LOS		C				D			F			F
Queue Length 50th (ft)	407	410			22	459			132		34	34
Queue Length 95th (ft)	#616	520			54	524			#224		75	74
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1037	3063			122	1629			216		138	141
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.96	0.50			0.20	0.88			0.69		0.27	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 25.2 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay (s/veh): 52.0		Intersection LOS: D	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

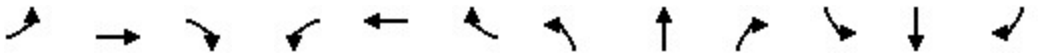
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	1.01
Control Delay (s/veh)	68.1
Queue Delay	31.8
Total Delay (s/veh)	99.9
LOS	F
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	~459
Queue Length 95th (ft)	#604
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1041
Starvation Cap Reductn	0
Spillback Cap Reductn	85
Storage Cap Reductn	0
Reduced v/c Ratio	1.10

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	891	98	237	561	299	75	410	176	358	597	66
Future Volume (vph)	125	891	98	237	561	299	75	410	176	358	597	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.985			0.948			0.955			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3521	0	1805	3388	0	1805	3413	0	1787	3503	0
Flt Permitted	0.227			0.086			0.346			0.120		
Satd. Flow (perm)	427	3521	0	163	3388	0	657	3413	0	226	3503	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			804			1164			1125	
Travel Time (s)		21.1			12.2			19.8			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	0%	1%	1%	1%	1%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1052	0	252	915	0	80	623	0	381	705	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	19.2	56.0		35.2	72.0		16.0	35.2		33.6	52.8	
Total Split (%)	12.0%	35.0%		22.0%	45.0%		10.0%	22.0%		21.0%	33.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	72.2	58.9		87.2	69.8		40.9	29.2		64.8	49.1	
Actuated g/C Ratio	0.45	0.37		0.55	0.44		0.26	0.18		0.41	0.31	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.46	0.81		0.79	0.62		0.34	1.00		1.00	0.66	
Control Delay (s/veh)	24.8	52.1		54.1	37.4		35.7	100.6		93.9	51.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	24.8	52.1		54.1	37.4		35.7	100.6		93.9	51.9	
LOS	C	D		D	D		D	F		F	D	
Approach Delay (s/veh)		49.0			41.0			93.2			66.7	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	67	525		183	388		52	~350		~352	341	
Queue Length 95th (ft)	106	#718		277	482		90	#488		#580	423	
Internal Link Dist (ft)		1311			724			1084			1045	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	332	1295		409	1478		263	622		380	1075	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.81		0.62	0.62		0.30	1.00		1.00	0.66	

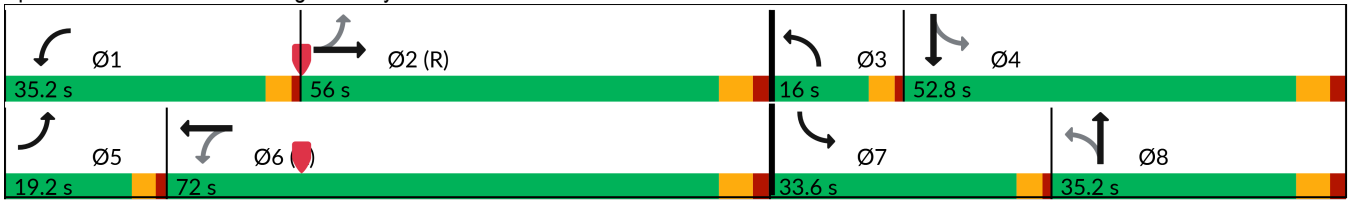
Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 126.4 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay (s/veh): 58.9 Intersection LOS: E
Intersection Capacity Utilization 94.3% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: DuPage County Road 25 & 31st Street



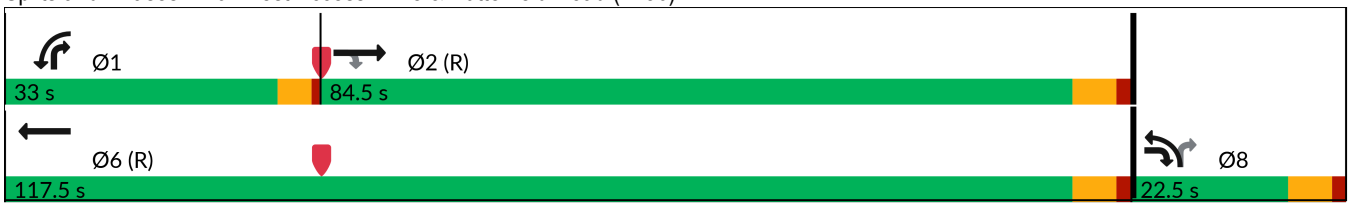
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2063	183	148	2367	204	139
Future Volume (vph)	2063	183	148	2367	204	139
Ideal Flow (vphpl)	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		215	340		0	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5406	1615	1805	5406	3502	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5406	1615	1805	5406	3502	1615
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	704			250	553	
Travel Time (s)	10.7			3.8	15.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2172	193	156	2492	215	146
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2				8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0	8.0	3.0	15.0	8.0	3.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	84.5	22.5	33.0	117.5	22.5	33.0
Total Split (%)	60.4%	16.1%	23.6%	83.9%	16.1%	23.6%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Min	None	None	C-Min	None	None
Act Effct Green (s)	92.4	112.1	17.4	114.3	13.7	37.1
Actuated g/C Ratio	0.66	0.80	0.12	0.82	0.10	0.27

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.61	0.15	0.70	0.56	0.63	0.34
Control Delay (s/veh)	8.5	2.2	77.6	2.3	68.9	42.4
Queue Delay	0.2	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	8.7	2.2	77.6	2.4	68.9	42.4
LOS	A	A	E	A	E	D
Approach Delay (s/veh)	8.1			6.8	58.2	
Approach LOS	A			A	E	
Queue Length 50th (ft)	185	20	149	90	98	108
Queue Length 95th (ft)	m198	m25	m194	125	139	157
Internal Link Dist (ft)	624			170	473	
Turn Bay Length (ft)		215	340			
Base Capacity (vph)	3568	1325	367	4414	412	555
Starvation Cap Reductn	450	0	0	364	0	0
Spillback Cap Reductn	0	0	0	18	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.15	0.43	0.62	0.52	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 90 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 10.8		Intersection LOS: B	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 6: West Access Drive & Butterfield Road (IL 56)



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2134	68	0	2505	17	0	0	65	0	0	9
Future Vol, veh/h	0	2134	68	0	2505	17	0	0	65	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	6	0	0	0	0	0	0
Mvmt Flow	0	2246	72	0	2637	18	0	0	68	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1123	-	-	1327
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.9
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	174	0	0	127
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	174	-	-	127
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	38.45	35.62
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	174	-	-	-	127
HCM Lane V/C Ratio	0.393	-	-	-	0.075
HCM Ctrl Dly (s/v)	38.4	-	-	-	35.6
HCM Lane LOS	E	-	-	-	E
HCM 95th %tile Q(veh)	1.7	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	104	759	55	11	1214
Future Vol, veh/h	0	104	759	55	11	1214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	112	816	59	12	1305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1492	408	0	0	875	0
Stage 1	816	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*182	598	-	-	780	-
Stage 1	*400	-	-	-	-	-
Stage 2	*777	-	-	-	-	-
Platoon blocked, %	0		-	-		-
Mov Cap-1 Maneuver	*178	598	-	-	780	-
Mov Cap-2 Maneuver	*178	-	-	-	-	-
Stage 1	*400	-	-	-	-	-
Stage 2	*759	-	-	-	-	-

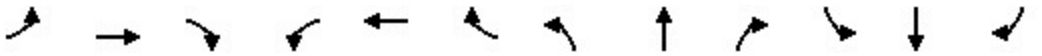
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.4	0	0.31
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	598	32	-
HCM Lane V/C Ratio	-	-	0.187	0.015	-
HCM Ctrl Dly (s/v)	-	-	12.4	9.7	0.2
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

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

Capacity Analysis Summary Sheets

Year 2032 Total Projected Saturday Midday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1588	202	170	1755	372	250	431	125	426	304	250
Future Volume (vph)	182	1588	202	170	1755	372	250	431	125	426	304	250
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1805	5406	1615	1805	3762	1599	1787	3762	1599
Flt Permitted	0.950			0.950			0.563			0.195		
Satd. Flow (perm)	1787	5406	1599	1805	5406	1615	1070	3762	1599	367	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			704			305			687	
Travel Time (s)		15.4			10.7			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	0%	0%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1620	206	173	1791	380	255	440	128	435	310	255
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	20.0	55.0	23.7	20.0	55.0	27.0	23.7	23.0	20.0	27.0	26.2	20.0
Total Split (%)	16.0%	44.0%	19.0%	16.0%	44.0%	21.6%	19.0%	18.4%	16.0%	21.6%	21.0%	16.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	48.7	73.7	15.3	48.4	78.9	37.5	17.0	38.3	46.4	22.5	44.1
Actuated g/C Ratio	0.12	0.39	0.59	0.12	0.39	0.63	0.30	0.14	0.31	0.37	0.18	0.35

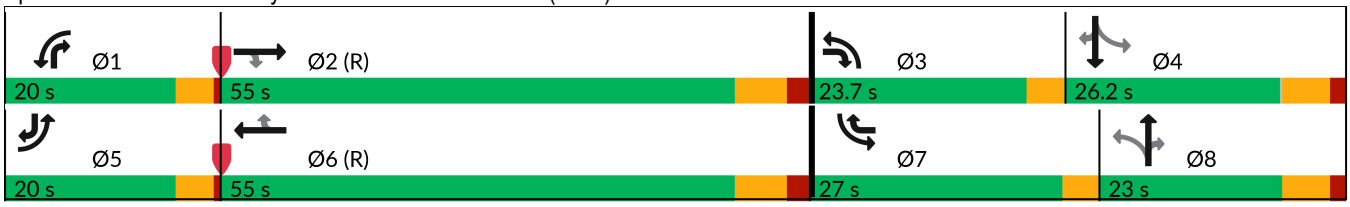
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.84	0.77	0.22	0.78	0.86	0.37	0.60	0.86	0.26	1.08	0.46	0.45
Control Delay (s/veh)	83.7	36.5	12.6	79.6	32.0	11.2	35.6	70.2	34.2	101.8	49.0	34.9
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.7	36.7	12.6	79.6	32.0	11.2	35.6	70.2	34.2	101.8	49.0	34.9
LOS	F	D	B	E	C	B	D	E	C	F	D	C
Approach Delay (s/veh)		38.5			32.1			53.9			68.4	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	150	420	74	131	449	139	150	187	78	~337	122	161
Queue Length 95th (ft)	#272	482	113	#251	463	86	223	#274	132	#548	171	246
Internal Link Dist (ft)		936			624			225			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	228	2104	970	231	2094	1020	458	511	498	403	677	569
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	73	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.80	0.21	0.75	0.86	0.37	0.56	0.86	0.26	1.08	0.46	0.45

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 82.5 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay (s/veh): 43.0 Intersection LOS: D
Intersection Capacity Utilization 95.9% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)



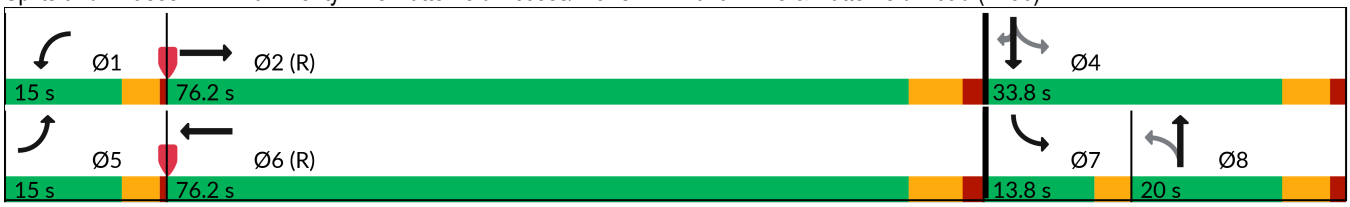
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1984	15	12	2239	11	7	0	1	29	1	24
Future Volume (vph)	14	1984	15	12	2239	11	7	0	1	29	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	260		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.999			0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5131	0	1805	5131	0	1583	1615	0	1805	1000	1615
Flt Permitted	0.950			0.950						0.755		
Satd. Flow (perm)	1805	5131	0	1805	5131	0	1667	1615	0	1434	1000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	14%	0%	0%	0%	100%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	2149	0	13	2420	0	8	1	0	31	1	26
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.0	76.2		15.0	76.2		20.0	20.0		13.8	33.8	33.8
Total Split (%)	12.0%	61.0%		12.0%	61.0%		16.0%	16.0%		11.0%	27.0%	27.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	6.6	104.5		6.5	104.4		8.2	8.2		12.0	11.3	11.3
Actuated g/C Ratio	0.05	0.84		0.05	0.84		0.07	0.07		0.10	0.09	0.09

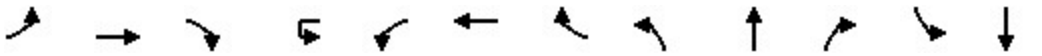
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.50		0.14	0.56		0.07	0.01		0.19	0.01	0.18
Control Delay (s/veh)	52.7	4.1		65.3	5.5		56.3	54.0		50.9	47.0	52.8
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	52.7	4.1		65.3	5.6		56.3	54.0		50.9	47.0	52.8
LOS	D	A		E	A		E	D		D	D	D
Approach Delay (s/veh)		4.4			5.9			56.0			51.6	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	12	42		11	98		7	1		24	1	20
Queue Length 95th (ft)	m21	228		m15	679		26	7		49	11	45
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	260			155						140		
Base Capacity (vph)	158	4291		158	4287		186	180		188	222	359
Starvation Cap Reductn	0	58		0	631		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	0.09	0.51		0.08	0.66		0.04	0.01		0.16	0.00	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 75 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 5.9		Intersection LOS: A	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	673	1338	3	9	8	1275	45	2	0	1	19	1
Future Volume (vph)	673	1338	3	9	8	1275	45	2	0	1	19	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt						0.995			0.955			
Flt Protected	0.950				0.950				0.968		0.950	0.957
Satd. Flow (prot)	3467	5136	0	0	1805	5112	0	0	1756	0	1715	1727
Flt Permitted	0.950				0.950						0.950	0.957
Satd. Flow (perm)	3467	5136	0	0	1805	5112	0	0	1814	0	1715	1727
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											48%	
Lane Group Flow (vph)	694	1382	0	0	17	1360	0	0	3	0	10	11
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	30.0	65.0		15.0	15.0	50.0		20.0	20.0		25.0	25.0
Total Split (%)	24.0%	52.0%		12.0%	12.0%	40.0%		16.0%	16.0%		20.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	42.6	85.6			6.8	43.5			8.0		18.5	18.5
Actuated g/C Ratio	0.34	0.68			0.05	0.35			0.06		0.15	0.15

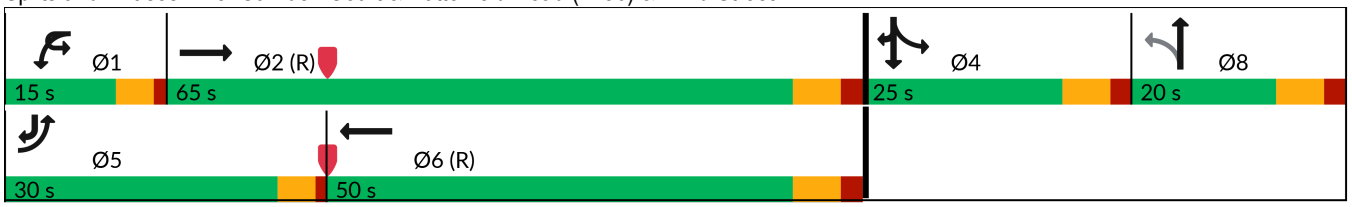


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	986
Future Volume (vph)	986
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	1016
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
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	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	64.3
Actuated g/C Ratio	0.51

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.59	0.39			0.18	0.76			0.03		0.04	0.04
Control Delay (s/veh)	31.4	17.3			59.9	39.7			55.3		46.3	46.4
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	31.4	17.3			59.9	39.7			55.3		46.3	46.4
LOS	C	B			E	D			E		D	D
Approach Delay (s/veh)		22.0				39.9			55.3			26.5
Approach LOS		C				D			E			C
Queue Length 50th (ft)	294	344			13	358			2		7	8
Queue Length 95th (ft)	375	335			38	417			12		25	27
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1181	3517			151	1778			195		253	255
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.59	0.39			0.11	0.76			0.02		0.04	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 57.5 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 28.6		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

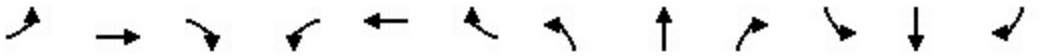
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.70
Control Delay (s/veh)	26.1
Queue Delay	0.0
Total Delay (s/veh)	26.1
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	319
Queue Length 95th (ft)	#475
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1447
Starvation Cap Reductn	0
Spillback Cap Reductn	4
Storage Cap Reductn	0
Reduced v/c Ratio	0.70

Intersection Summary

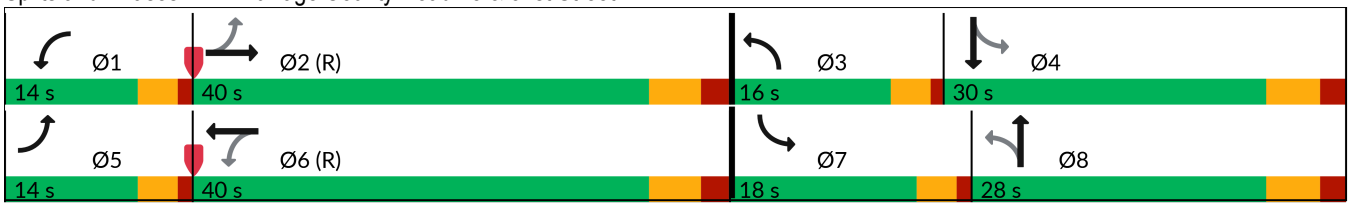


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	369	47	105	372	251	61	381	116	226	398	50
Future Volume (vph)	70	369	47	105	372	251	61	381	116	226	398	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.940			0.965			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3517	0	1805	3360	0	1805	3449	0	1770	3513	0
Flt Permitted	0.334			0.433			0.486			0.261		
Satd. Flow (perm)	635	3517	0	823	3360	0	923	3449	0	486	3513	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			804			1164			1125	
Travel Time (s)		21.1			12.2			19.8			19.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	428	0	108	643	0	63	513	0	233	462	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	14.0	40.0		14.0	40.0		16.0	28.0		18.0	30.0	
Total Split (%)	14.0%	40.0%		14.0%	40.0%		16.0%	28.0%		18.0%	30.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	46.0	36.5		48.4	39.3		31.4	21.9		41.1	29.4	
Actuated g/C Ratio	0.46	0.37		0.48	0.39		0.31	0.22		0.41	0.29	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.33		0.22	0.49		0.18	0.68		0.63	0.45	
Control Delay (s/veh)	14.4	24.5		14.5	25.6		19.3	41.1		28.0	31.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.4	24.5		14.5	25.6		19.3	41.1		28.0	31.0	
LOS	B	C		B	C		B	D		C	C	
Approach Delay (s/veh)		23.0			24.0			38.7			30.0	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	23	105		35	168		24	160		98	128	
Queue Length 95th (ft)	46	150		65	232		49	217		158	183	
Internal Link Dist (ft)		1311			724			1084			1045	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	424	1283		503	1319		437	764		379	1034	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.33		0.21	0.49		0.14	0.67		0.61	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 28.8		Intersection LOS: C	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: DuPage County Road 25 & 31st Street



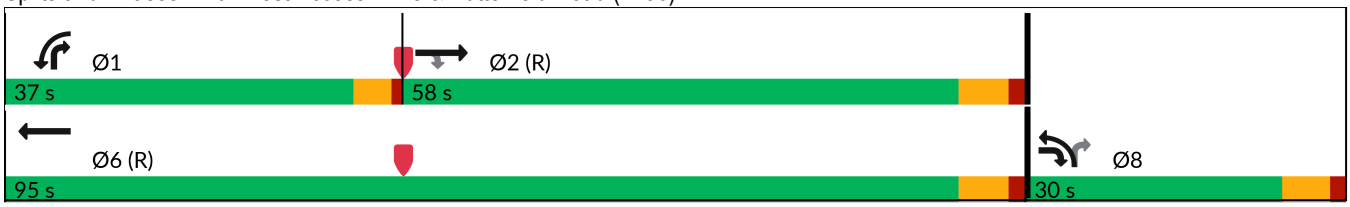
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1811	328	270	1986	311	221
Future Volume (vph)	1811	328	270	1986	311	221
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		215	340		0	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5136	1615	1805	5406	3502	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5136	1615	1805	5406	3502	1615
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	704			250	553	
Travel Time (s)	10.7			3.8	15.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1906	345	284	2091	327	233
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2				8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0	8.0	3.0	15.0	8.0	3.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	58.0	30.0	37.0	95.0	30.0	37.0
Total Split (%)	46.4%	24.0%	29.6%	76.0%	24.0%	29.6%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Min	None	None	C-Min	None	None
Act Effct Green (s)	65.9	89.5	25.0	95.4	17.6	48.6
Actuated g/C Ratio	0.53	0.72	0.20	0.76	0.14	0.39

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.70	0.30	0.79	0.51	0.66	0.37
Control Delay (s/veh)	14.1	3.3	72.9	3.8	57.2	27.5
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.2	3.3	72.9	3.8	57.2	27.5
LOS	B	A	E	A	E	C
Approach Delay (s/veh)	12.5			12.1	44.9	
Approach LOS	B			B	D	
Queue Length 50th (ft)	161	35	234	88	130	133
Queue Length 95th (ft)	m489	m36	298	52	172	165
Internal Link Dist (ft)	624			170	473	
Turn Bay Length (ft)		215	340			
Base Capacity (vph)	2708	1239	471	4125	672	726
Starvation Cap Reductn	108	0	0	301	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.28	0.60	0.55	0.49	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 92 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 15.8		Intersection LOS: B	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 6: West Access Drive & Butterfield Road (IL 56)



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1909	123	0	2238	32	0	0	103	0	0	18
Future Vol, veh/h	0	1909	123	0	2238	32	0	0	103	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	5	0	0
Mvmt Flow	0	1989	128	0	2331	33	0	0	107	0	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	994	-	-	1182
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.9
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	212	0	0	159
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	212	-	-	159
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	38.14	30.64
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	212	-	-	-	159
HCM Lane V/C Ratio	0.506	-	-	-	0.118
HCM Ctrl Dly (s/v)	38.1	-	-	-	30.6
HCM Lane LOS	E	-	-	-	D
HCM 95th %tile Q(veh)	2.6	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	173	633	101	20	656
Future Vol, veh/h	0	173	633	101	20	656
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	182	666	106	21	691

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1054	333	0	0	773	0
Stage 1	666	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	297	668	-	-	852	-
Stage 1	478	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %	0		-	-		-
Mov Cap-1 Maneuver	288	668	-	-	852	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.39	0	0.54
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	668	107	-
HCM Lane V/C Ratio	-	-	0.272	0.025	-
HCM Ctrl Dly (s/v)	-	-	12.4	9.3	0.3
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

Application for Planned Development
Oakbrook TH LLC
Village of Oak Brook, Illinois

Anticipated Effect on Village Services

It is not anticipated that the proposed development will create a significant marginal burden on Village services over and above the current draw on services required by established comparable uses in the vicinity of the Property. The site plan includes adequate stormwater management facilities. The proposal also includes traffic management and mitigation strategies developed in light of a traffic study of the proposed development. The Applicant and retail operators will work closely with the Village before and during development and throughout the life of the retail locations to mitigate the project's burden on Village resources and facilitate Village services as needed.

Statement of Viability and Economic Benefits

The Applicant is submitting this application in cooperation with the eventual operators of the Amazon Retail Building and the Furniture Outlet, which occupants will underwrite development costs. The proposed Amazon Retail Building is a key and highly publicized initiative of the retail division of Amazon.com, Inc. As one of the largest and best capitalized corporations in the world and the owner of several national retail chains, including Whole Foods Markets, Amazon clearly has the financial wherewithal and operational experience to reasonably project the viability of the proposed development. Likewise, the Furniture Outlet has been planned in cooperation with an established national furniture retailer with an extensive record of successfully funding and operating stores similar to the Furniture Outlet throughout the United States.

The Amazon Retail Building is expected to generate approximately 500 permanent jobs. The proposed development will also generate considerable new municipal sales tax revenue.

Security Plan

Amazon Retail's asset protection strategy is built on multiple integrated layers designed to minimize loss, ensure safety, and protect both people and the asset. Physical access control is deployed at all sensitive and restricted areas, supported by comprehensive CCTV coverage enhanced with Computer Vision and Video AI for proactive safety and compliance monitoring. A site-wide alarm system secures all entry points and the cash office during non-operational hours, and a customer-friendly product protection solution (Indyme/Freedom Case) is in place for high-theft categories. Store operational hours are 7am to 11pm, seven days a week, subject to change. Operationally, a dedicated in-house Asset Protection Manager and associates cover investigations, audits, claims, and safety compliance around the clock, reinforced by Exception Based Reporting (EBR) that correlates transaction data with video to surface theft and training gaps in real time, and a minimum of two licensed security guards stationed at the front entrance during all hours of operation.

Safety of customers, employees, and vendors is the primary focus of all site controls. The site accommodates multiple traffic types — customer, associate, truck, and FLEX driver — and the site design strives to separate these flows to avoid unsafe interactions. Key design methodologies include site lighting to achieve 5 foot-candles, speed tables at the main entry to reduce vehicle speeds, and extensive use of crosswalks throughout the site. To further reduce conflict points, associate parking is separated from customer parking, and customer pickup stalls are located adjacent to the building sidewalk wherever possible to keep people out of active drive aisles. Truck traffic is isolated and its interaction with all other site users is minimized to the greatest extent practicable, and FLEX driver parking and site access/egress are similarly isolated from all other traffic flows.

MEMORANDUM

To:	**Butterfield Road Development Project**
From:	Sarah Skowronski *Kimley-Horn and Associates, Inc.*
Date:	February 2, 2026
Subject:	*Village of Oak Brook, DuPage County, Illinois –* *DuPage Road & Butterfield Road Retail Environmental Impact Study*

INTRODUCTION

Kimley-Horn was contracted by DuPage Road & Butterfield Road Retail to review the DuPage Road & Butterfield Road Retail project study area for any environmental constraints present on the subject property. See **Figure 1** for project location and **Figure 2** for the project study area boundary. The project study area lies within the municipal boundaries of the village of Oak Brook in DuPage County, Illinois. The study area is approximately 30.5 acres in size and is located in Section 28 of Township 39N, Range 11E. Kimley-Horn reviewed available background data to assist in determining if there are any potential environmental constraints for the study area.

Current land use within the project study area includes commercial land, open water features, impervious surface associated with the parking lots and sidewalks, and landscaped trees/vegetation associated with a business park. The study area is bounded by I-88 to the south, DuPage County Road 25 (South Meyers Road) to the west, and Butterfield Road to the north. South of I-88 is a residential community.

Level 1 (Desktop) Wetland Delineation

Kimley-Horn reviewed available topographic maps, the National Wetlands Inventory (NWI), the National Hydrography Dataset (NHD), LiDAR, Natural Resources Conservation Service (NRCS) soil survey data, public waters, and aerial photography to identify potential wetlands or surface waters within the study area vicinity.

U.S. Geological Survey (USGS) Topographical Map

A review of the 2024 Hinsdale, Illinois 7.5-minute Quadrangle USGS topographical map[1] identified potential aquatic resources within the project study area, including two unnamed ponds situated in the central-eastern portion of the site. The USGS topographical map is shown on **Figure 3.**

National Wetlands Inventory (NWI)

Based on a review of the U.S. Fish and Wildlife Service's NWI,[2] there are 2 wetland features present within the project study area. The identified features on the NWI align with the features depicted in the USGS topographic map. The NWI-mapped features include two excavated freshwater ponds (PUBGx). It should be noted that aerial imagery revealed one unmarked R4SBr waterway (Ginger Creek) along

[1] USGS, 7.5-minute Quadrangle Topographical Map. Published January 1, 2024.
[2] USFWS. National Wetlands Inventory. Vector Digital Data. Published October 27, 2024.

the northern boundary of the study area. According to the EPA Water Geoviewer 2.0[3], this portion of Ginger Creek has no direct surface connection to the mapped Ginger Creek south of Interstate 88, which is a tributary to Salt Creek, a perennial waterway. The NWI-mapped features are presented in **Figure 4**.

USGS National Hydrography Dataset (NHD)

Based on a review of the USGS NHD,[4] there is one NHD Waterbody in the project study area. This feature corresponds to the NWI-mapped northern pond in the central-eastern portion of the project study area. There were no depicted NHD Flowlines within the project study area or within 0.5 miles of the site. The NHD-mapped resources are presented in **Figure 4**.

2-ft LiDAR Contours

Kimley-Horn reviewed two-foot contours[5] to assess if any wetland areas or drainage swales may be present on the study area. Precipitation flows towards the mapped pond features identified in the NWI, Ginger Creek in the north, and the south/southeast to offsite swales running parallel to I-88. The study area ranges in elevation from 700 to 724 feet above sea level. The study area generally slopes northwest to southeast towards I-88. The LiDAR contours are presented in **Figure 4**.

DuPage County Soil Survey

The NRCS *National Hydric Soil List* provides a hydric rating for soils and indicates the component representative percentage of map units that meet the criteria for hydric soils. The NRCS *Web Soil Survey* categorizes soils by hydric rating for each soil unit within the study area. The *Web Soil Survey* categorizes soils by hydric rating into five classes: zero percent, one to 32 percent, 33 to 65 percent, 66 to 99 percent, and 100 percent. According to the web soil survey reviewed for DuPage County, there are two soil mapping units within the study area, which are generally silty clay loam and clay. Approximately 1.6% of the study area was mapped with a hydric rating of 97. These soils have a high likelihood of being hydric within the specific landforms listed in the web soil survey report. Approximately 98.4% of the study area was mapped with a hydric rating of eight (8). These soils have a low likelihood of being hydric within the specific landforms listed in the web soil survey report. Information obtained from the NRCS web soil survey is presented in **Figure 5.**

Illinois Department of Natural Resources (IDNR) Public Waters Inventory

A review of the IDNR Public Waters Inventory[6] was completed. No IDNR Public Waters are located within the project vicinity.

Federal Emergency Management Agency (FEMA) Floodplain

The FEMA Flood Insurance Rate Maps (FIRM) reviewed for the study area includes Panels 17043C0176J and 17043C0178J (effective August 1, 2019). These panels depict Zone AE floodplain areas which are within the designated 100-year floodplain, and Zone X areas, which are outside of the designated 100-year floodplain. Zone AE floodplain areas within the study area are associated with the unnamed ponds in the central eastern portion of the study area. The FEMA floodplain data is presented in **Figure 6**.

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[3] EPA. Waters GeoViewer 2.0. Vector Digital Data. Published August 11, 2025
[4] USGS. National Hydrography Dataset. Vector Digital Data. Published December 27, 2023.
[5] USGS. USGS 1 Meter DEM Panels. Published December 8, 2022.
[6] IL DNR. 2023. Illinois Public Waters. Available online at https://idnr.maps.arcgis.com/apps/webappviewer/index.html?id=b64decfb69504164a46badb2841ebb11

Previous Study Area Disturbance

Historic aerials from 2004 to 2019 were reviewed to determine previous land use and disturbance on the study area and are presented in **Attachment A.** Several potential wetlands and waterway features were visible on the reviewed historic aerials **(Table 1 and Figure 7).** However, it should be noted that the study area has been used for commercial purposes since at least 1972.

Table 1. Study Area Historic Aerial Review

Year	Land Use	3-month Antecedent Precipitation Conditions	Comments
2004	Commercial	Normal	Study area consists of seven commercial buildings with associated parking lots. Two ponds are visible in the western central portion of the study area. Landscaped tree areas surround the ponds and landscaped trees/vegetation line the northern boundary of the study area. Ginger Creek is visible in the northern portion of the study area, but not as prominent as subsequent years.
2006	Commercial	Normal	There was no observable change to the study area.
2007	Commercial	Normal	The channel associated with Ginger Creek is visible parallel to the northern boundary of the study area. Same comment as above.
2011	Commercial	Wet	There was no observable change to the study area.
2014	Commercial	Wet	There was no observable change to the study area.
2015	Commercial	Normal	There was no observable change to the study area.
2019	Commercial	Normal	There was no observable change to the study area.

USFWS Federally Listed Threatened and Endangered Species

Kimley-Horn conducted a preliminary review of the potential for federally listed threatened, endangered, and proposed species to occur within the study area or be affected by the proposed project for the purposes of due diligence in compliance with the Endangered Species Act (ESA). A list of the threatened, endangered, and proposed species, and designated critical habitat that could occur in DuPage County was obtained and evaluated from the USFWS Information for Planning and Consultation (IPaC) online planning tool. The resource list is not considered official USFWS correspondence for ESA consultation. Habitat descriptions for the identified species were compared to the habitat within or near the study area. The resource list obtained via the USFWS IPaC for the project identified seven species that should be considered in an effects analysis. The resource list is included in **Attachment B** and the seven identified species are reviewed below in **Table 1.**

Table 1. USWFS Listed Threatened and Endangered Species

Species	Status	Preferred Habitat	Findings
Myotis septentrionalis (Northern Long-Eared Bat [NLEB])	Endangered	During summer, NLEB roost singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees. This bat uses tree species based on suitability to retain bark or provide cavities or crevices. It has also been found, rarely, roosting in structures like barns and sheds. Northern long-eared bats spend winter hibernating in caves and mines.	No critical habitat has been designated for this species. Minimal suitable habitat may be present within the study area. Any tree trimming or removal should be completed between October 1 and March 31.
Perimyotis subflavus (Tricolored Bat)	Proposed Endangered	During the spring, summer and fall, tricolored bats roost among leaf clusters of live or recently dead deciduous hardwood trees. They are also found in Spanish moss, pine trees, and human structures. In winter, tricolored bats hibernate in caves and mines.	No critical habitat has been designated for this species. Minimal suitable habitat may be present within the study area. Tree trimming or removal would not be restricted to a specific season; however, USFWS recommends tree clearing activities be conducted in the winter.

Species	Status	Preferred Habitat	Findings
Grus americana (Whooping crane)	Experimental population, Non-essential	The whooping crane breeds, migrates, winters and forages in a variety of habitats, including coastal marshes and estuaries, inland marshes, lakes, open ponds, shallow bays, salt marsh and sand or tidal flats, upland swales, wet meadows and rivers, pastures, and agricultural fields.	No critical habitat has been designated for this species. Minimal preferred habitat occurs within the study area and it is located on land outside of a federal National Wildlife Refuge or National Park. "Experimental population, non-essential" status does not provide species protection under the ESA listing process outside of federal lands.
Platanthera leucophaea (Eastern Prairie Fringed Orchid)	Threatened	The eastern prairie fringed orchid occurs in a wide variety of habitats, from wet to mesic prairie, to wetland communities, including sedge meadow, fen, marsh and marsh edge. It can occupy a very wide moisture gradient of prairie and wetland vegetation. In general, the habitat is moist or moderately moist.	No critical habitat has been designated for this species. Minimal preferred habitat may appear within the study area. Wetlands may be present within the study area which are listed as habitat for the eastern prairie fringed orchid. The area is primarily highly developed commercial land. No adverse impacts are anticipated.
Dalea foliosa (Leafy Prairie-clover)	Endangered	The leafy prairie-clover preferred habitat is limestone or dolomite glades. In Illinois, this plat is restricted to a very rare plat community, dolomite prairie.	No critical habitat has been designated for this species. No suitable habitat was identified within the study area; therefore, impacts to the species are not anticipated.
Somatochlora hineana (Hine's Emerald Dragonfly)	Endangered	Hine's emerald dragonfly lives in wetlands that are dominated by graminoid, or grass-like plants, fed primarily by water from a mineral source or fens. Important characteristics common to wetlands that are inhabited by Hine's emerald dragonfly appear to be groundwater fed, with slow flowing shallow water, dolomitic bedrock or calcareous limestone, co-inhabited by crayfish, and open, vegetated areas adjacent to forest edge or uplands.	Final critical habitat has been designated for this species but does not overlap with the study area. Suitable habitat is unlikely due to the highly developed land surrounding the open water and the lack of vegetation identified throughout the study area. No fens were identified on-site. Impacts to wetland areas should be avoided or minimized.
Danaus plexippus (Monarch butterfly)	Proposed Threatened	The monarch butterfly requires grassland habitats where	No critical habitat has been designated for this species.

Species	Status	Preferred Habitat	Findings
		milkweed and flowers are present. North American populations of the monarch butterfly typically follow a seasonal migration pattern.	Minimal preferred habitat may appear within the study area. The area is primarily highly-developed commercial land. No adverse impacts are anticipated. To avoid potential impacts, reseeding with native seed mixes is recommended, although not required.

Migratory Birds

According to the IPaC resource list, 17 migratory species on the Birds of Conservation Concern (BCC) list have been identified within the study area. The BCC list was updated in 2023 by the USFWS and is an effort to "identify species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under the Endangered Species Act."

The Migratory Bird Treaty Act (MBTA) makes it illegal for anyone to "take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations by the USFWS". Typically, if active nests of bird species protected by the MBTA are identified, the USFWS recommends avoiding tree clearing or nest removal until at least the peak of the nesting season (generally March through August) has passed or until the nest is abandoned.

The U.S. Department of the Interior, Office of the Solicitor, published a memorandum (M-37050) dated December 22, 2017, regarding the MBTA and how "incidental take" is viewed by the Department. The memorandum analyzes whether the MBTA prohibits the accidental or "incidental" taking or killing of migratory birds. "Incidental take" is take that results from an activity, but is not the purpose of that activity. In this memorandum, the Department of the Interior concluded that "the MBTA's prohibition on pursuing, hunting, taking, capturing, killing, or attempting to do the same applies only to direct and affirmative purposeful actions that reduce migratory birds, their eggs, or their nests, by killing or capturing, to human control." Therefore, according to the Department of the Interior, the MBTA does not prohibit "incidental take." Courts have different opinions and decisions with respect to including or excluding "incidental take" when considering the prohibitions under the MBTA. In 2015, the Fifth Circuit in United States v. Citgo Petroleum Corp. issued an opinion that agreed with the Eighth and Ninth circuits that a taking is limited to deliberate acts done directly and intentionally to migratory birds. Therefore, the Fifth Circuit decided that the MBTA only prohibits intentional take and does not prohibit incidental take. This decision by the Fifth Circuit set precedent within the Fifth Circuit's jurisdiction.

On January 7, 2021, the USFWS published a final rule ("MBTA rule") defining the scope of the MBTA which excluded incidental take of migratory birds from being unlawful. This interpretation of the MBTA was effective as of March 8, 2021. On May 7, 2021, the USFWS proposed to revoke the January 7, 2021 final regulation and opened a public comment period which closed on June 7, 2021. On September 29, 2021, the U.S. Department of Interior announced a series of actions to unwind the most recent rulemaking in an effort "to ensure that the MBTA conserves birds today and into the future." On October 4, 2021, the USFWS published a final rule revoking the most recent rule enacted by the Trump Administration that limited the scope of the MBTA. According to the Federal Register, the final MBTA revocation rule will go into effect on December 3, 2021.

In addition, on October 4, 2021, the USFWS published an Advanced Notice of Proposed Rulemaking announcing the intent to solicit public comments and information to help develop proposed regulations that would establish a permitting system to authorize the incidental take of migratory birds in certain circumstances. The USFWS issued a Director's Order establishing criteria for the types of conduct that will be a priority for enforcement activities with respect to incidental take of migratory birds.

It should be noted that the regulatory climate with respect to the MBTA is changing; however, it is our understanding that as of December 3, 2021 incidental take of migratory birds will be liable under the MBTA. As of December 1, 2023, the USFWS withdrew its proposed rule revising the MBTA regulations and additional review is ongoing as of the date of this report. This should be considered until a rulemaking process is complete. Kimley-Horn recommends evaluating the MBTA regulation prior to ground disturbance activities commencing.

Kimley-Horn downloaded the Trust Resources Report Migratory Bird List from the IPaC online planning tool. The IPaC results are included in **Attachment B.** Kimley-Horn conducted a preliminary desktop review of the potential for migratory bird habitat (focusing primarily on trees and shrubs) to occur on the proposed study area or be affected by the proposed study area for the purposes of due diligence in complying with the MBTA. The desktop review revealed the presence of minimal potential migratory bird habitat within the study area. It is our understanding that as of December 1, 2023, incidental take would be enforceable under the MBTA.

IDNR State Listed Threatened, Endangered, and Species of Special Concern

The IDNR identified no state listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the study area; therefore, the IDNR determined that adverse effects are unlikely. The IDNR Consultation Letter is included in **Attachment B.**

Historic Resources Database Review

A Kimley-Horn cultural resources expert meeting the Secretary of Interior's professional qualifications in archaeology reviewed the Illinois Inventory of Archaeological Sites (IIAS) and Historic and Architectural Resources Geographic Information System (HARGIS) to determine any adverse impacts by the project to documented historic resources. Kimley-Horn did not identify any previously recorded cultural resources or previous surveys in the study area during the review. According to the IIAS database, the study area does not appear within an area of archaeological resource potential. Four previous studies were identified within a half-mile radius of the study area, but no resources were identified. (**see Attachment C**). Therefore, there are no known resources listed in or eligible for inclusion in the National Register of Historic Places within 0.5 miles of the study area. The results of the IIAS review are sensitive in nature and should not be shared publicly. Correspondence with the Illinois State Historic Preservation Office (SHPO) is ongoing and results are pending.

CONCLUSIONS

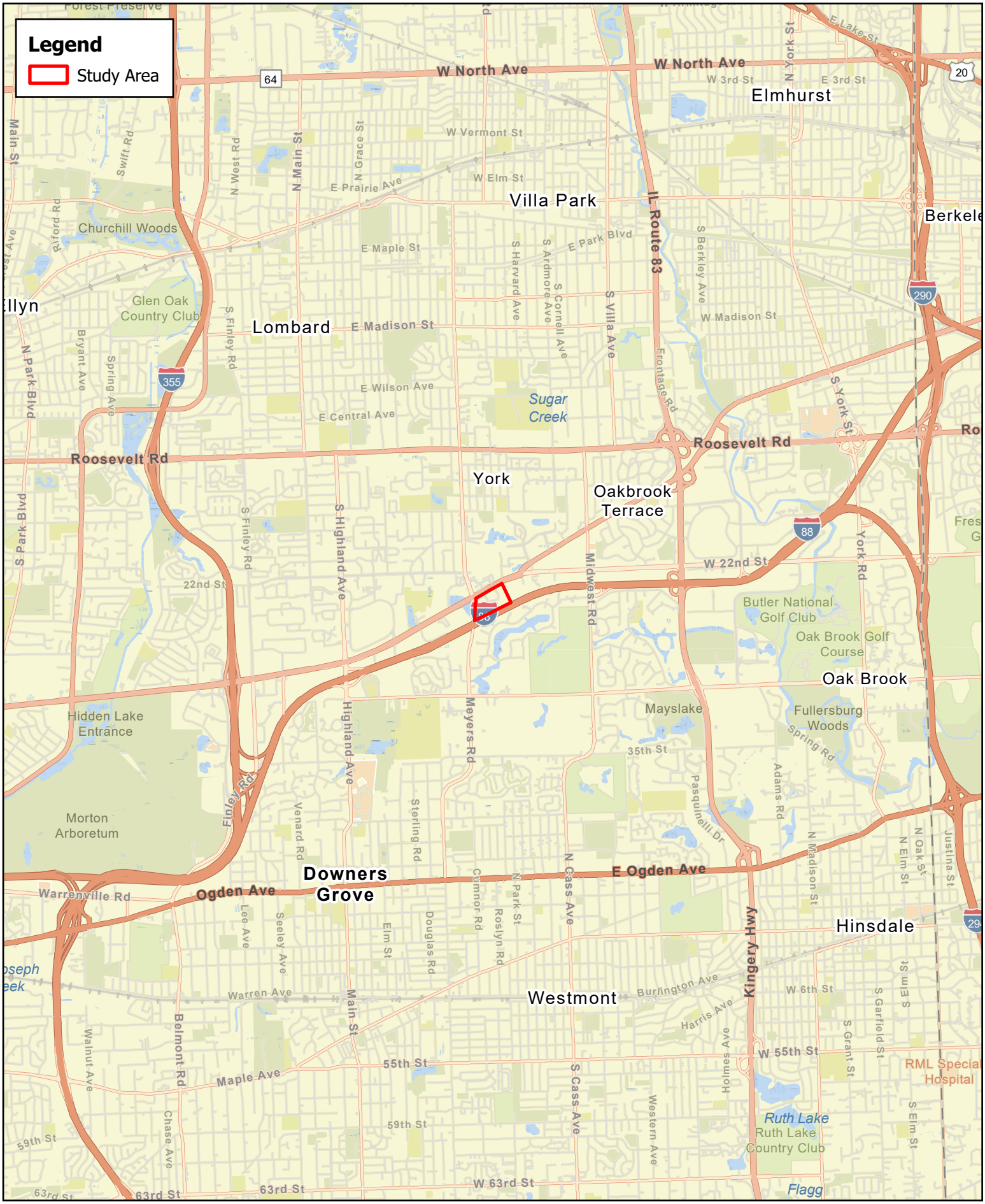
Based on the information reviewed, Kimley-Horn has identified potential environmental critical issues that could require additional planning.

Based on the Level 1 (Desktop) Wetland Delineation, Kimley-Horn identified three (3) potential wetlands and waterways within the study area. A Level 2 (Field) wetland delineation is recommended to determine the extents of wetlands and waterways within the study area.

Potential suitable habitat for listed federal species may be present within the study area. If tree clearing or structure demolition is anticipated, it is recommended to be completed between October 1 and March 31, which is outside of the active bat season. The IDNR determined that adverse effects to state listed species or protected resources are unlikely.

No impacts to known IHPD-listed resources are anticipated. Correspondence with the Illinois State Historic Preservation Office (SHPO) is ongoing and results are pending.

Figures



Kimley»Horn

Figure 1. Project Location
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Kimley»Horn

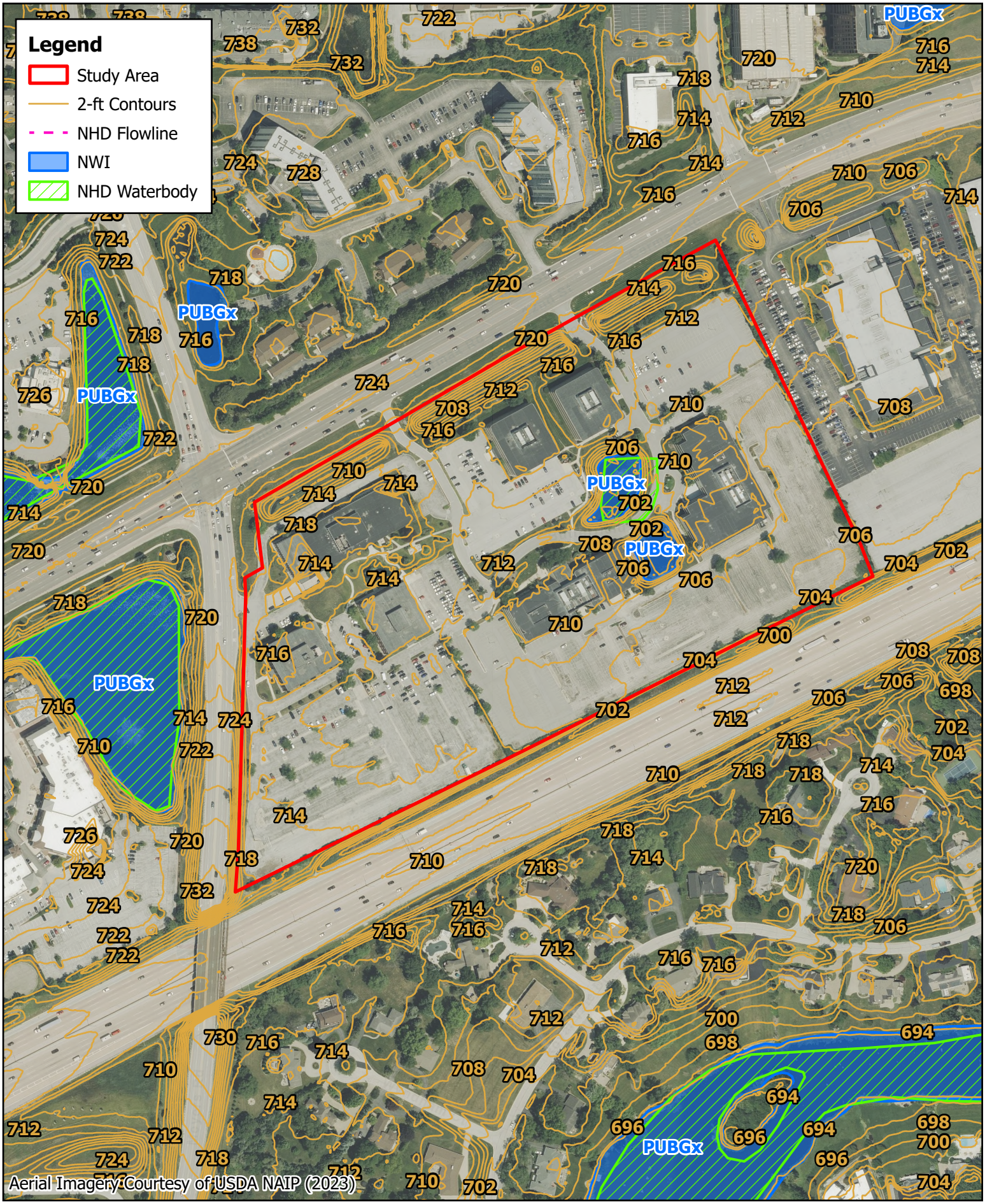
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Figure 2. Study Area Boundary
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Figure 3. USGS Topographic Map
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Kimley»Horn

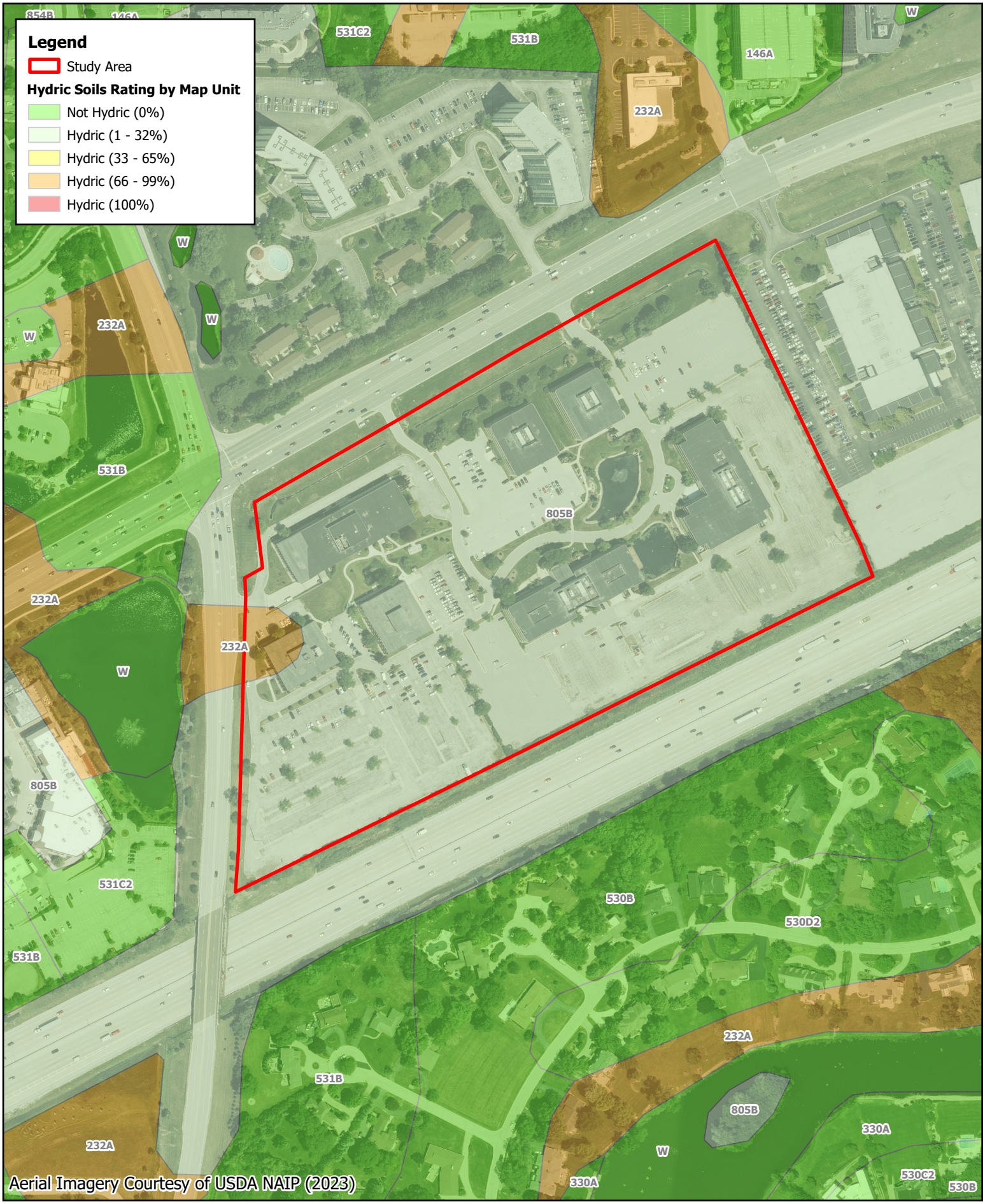
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Figure 4. NWI, NHD, and 2-ft Contours Map

Village of Oak Brook, DuPage County

DuPage Road & Butterfield Road Retail

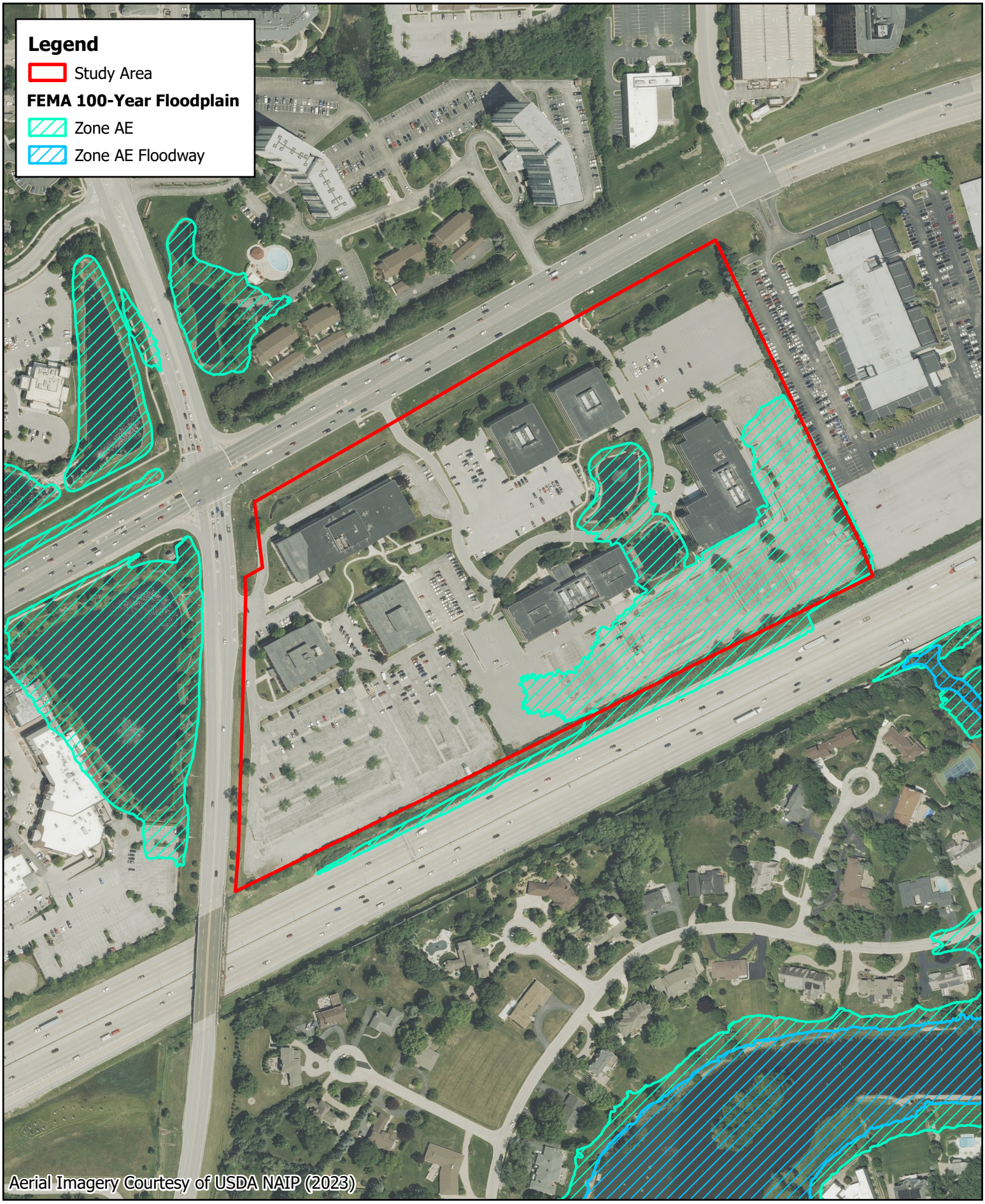


Kimley»Horn

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Figure 5. Hydric Soils Rating
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Kimley»Horn

Figure 6. FEMA Flood Hazard Map
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Kimley»Horn

0 150 300 Feet

N

Figure 7. Level 1 Delineation Summary
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail

ATTACHMENT A

Historic Aerials



Kimley»Horn

0 125 250 US Feet

N

Historic Aerials (2004)
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Kimley»Horn

0 125 250 US Feet

N

Historic Aerials (2006)
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Kimley»Horn

0 125 250
Feet

N

Historic Aerials (2007)
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Kimley»Horn

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Historic Aerials (2011)
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail

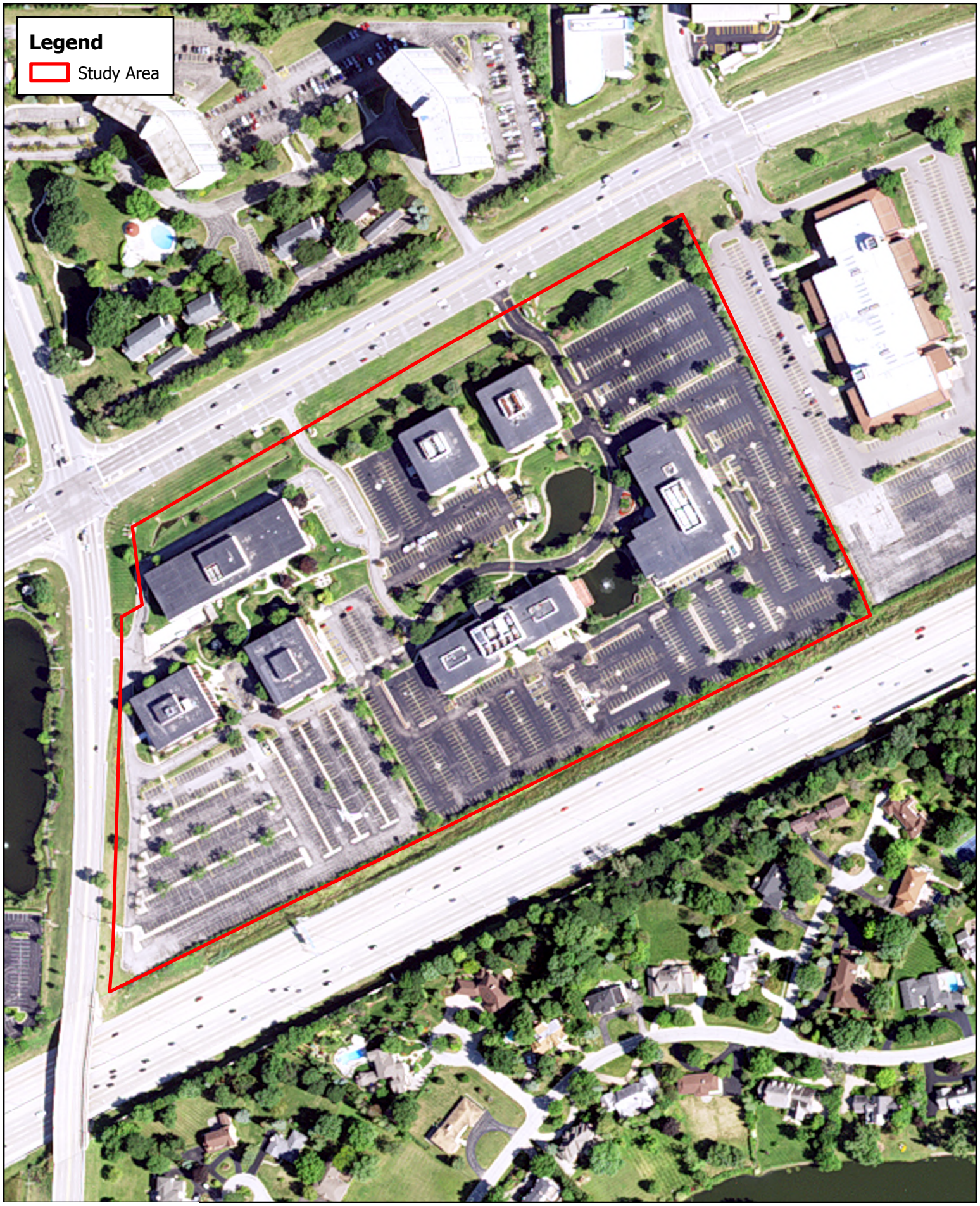


Kimley»Horn

0 125 250 US Feet

N

Historic Aerials (2014)
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Kimley»Horn

0 125 250
Feet

N

Historic Aerials (2015)
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail



Kimley»Horn

0 125 250 US Feet

N

Historic Aerials Map (2019)
Village of Oak Brook, DuPage County
DuPage Road & Butterfield Road Retail

ATTACHMENT B

Species Resources

EcoCAT
Ecological Compliance Assessment Tool

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Applicant: Kimley Horn and Associates
Contact: Ian Van Wazer
Address: 570 Lake Cook Road Suite 200
Deerfield, IL 60015

Project: DuPage Road & Butterfield Road Retail
Address: 2901 Butterfield Road, Oak Brook

IDNR Project Number: 2609782
Date: 01/20/2026

Description: Commercial Development of property.

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

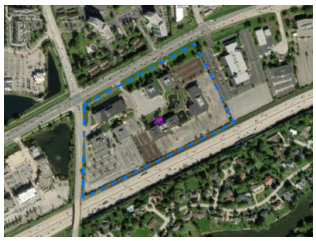
The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: DuPage

Township, Range, Section:
39N, 11E, 28



IL Department of Natural Resources Contact
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

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EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Service Field Office
1511 47th Ave
Moline, IL 61265-7022
Phone: (309) 757-5800

In Reply Refer To: 01/20/2026 14:49:58 UTC
Project Code: 2026-0038267
Project Name: DuPage Road & Butterfield Road Retail

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Additionally, please note that on March 23, 2022, the Service published a proposal to reclassify the northern long-eared bat (NLEB) as endangered under the Endangered Species Act. The U.S. District Court for the District of Columbia has ordered the Service to complete a new final listing

determination for the NLEB by November 2022 (Case 1:15-cv-00477, March 1, 2021). The bat, currently listed as threatened, faces extinction due to the range-wide impacts of white-nose syndrome (WNS), a deadly fungal disease affecting cave-dwelling bats across the continent. The proposed reclassification, if finalized, would remove the current 4(d) rule for the NLEB, as these rules may be applied only to threatened species. Depending on the type of effects a project has on NLEB, the change in the species' status may trigger the need to re-initiate consultation for any actions that are not completed and for which the Federal action agency retains discretion once the new listing determination becomes effective (anticipated to occur by December 30, 2022). If your project may result in incidental take of NLEB after the new listing goes into effect this will first need to addressed in an updated consultation that includes an Incidental Take Statement. If your project may require re-initiation of consultation, please contact our office for additional guidance.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Chicago Ecological Service Field Office
1511 47th Ave
Moline, IL 61265-7022
(309) 757-5800

PROJECT SUMMARY

Project Code: 2026-0038267
Project Name: DuPage Road & Butterfield Road Retail
Project Type: Commercial Development
Project Description: Development of a commercial facility.
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.84269485,-87.98763602450205,14z



Counties: DuPage County, Illinois

ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane *Grus americana* Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

INSECTS

NAME	STATUS
Hine's Emerald Dragonfly *Somatochlora hineana* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7877	Endangered
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

FLOWERING PLANTS

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	Threatened
Leafy Prairie-clover *Dalea foliosa* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5498	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency:	Private Entity
Name:	Ian Van Wazer
Address:	570 Lake Cook Rd
Address Line 2:	Unit 200
City:	Deerfield
State:	IL
Zip:	60015
Email	ian.vanwazer@kimley-horn.com
Phone:	8722703674

ATTACHMENT C

Historic Resources

IIAS Oak Brook



1/5/2026, 1:58:48 PM

Study Area

ISM Cemeteries

Surveys

Archaeological Resource Potential

1:18,056

0 0.1 0.2 0.4 mi

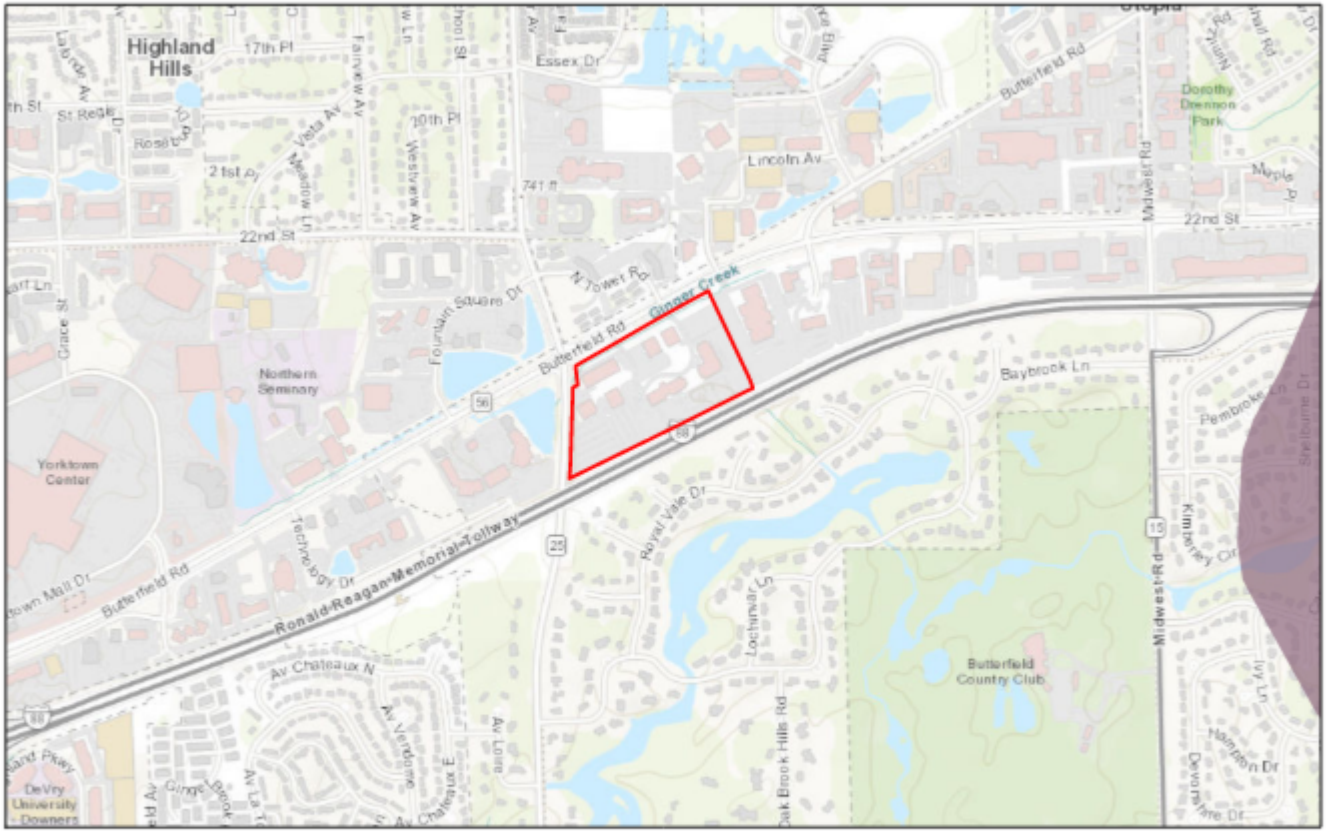
0 0.17 0.35 0.7 km

County of DuPage, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

ArcGIS Web AppBuilder

County of DuPage, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA | Data capture, compilation and library maintenance: Margo Bargh, Colin Trewogry, and other ISGS Coal Section staff Compilation of library tiles to create this

HARGIS Oak Brook



1/6/2026, 10:00:16 AM

Study Area

Archaeological Resource Potential

1:18,056

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

Illinois State Historic Preservation Office

County of DuPage, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA |

Preliminary Drainage Report

Planned Development Oak Brook
Butterfield Road Development Project
Oak Brook, IL

Prepared For:
Village of Oak Brook

Prepared By:
Kimley-Horn and Associates, Inc.

April 20th, 2026

Kimley»Horn

Introduction

Kimley-Horn serves as the engineering consultant for a potential development in the southeast quadrant of Butterfield Road and DuPage County Road 25 in Oak Brook, Illinois. The existing site consists of commercial land use that has existed since at least 1987 according to the DuPage County GIS portal. The Lombard Tributary (SCGC) is a regulatory Federal Emergency Management Agency (FEMA) special flood hazard area (SFHA) consisting of regulatory Zone AE floodplain. This waterway is conveyed through the site via a series of open channels and culverts and contains floodplain located on site.

The site is proposed to be redeveloped with similar commercial land use. The southern portion of the site contains existing parking lot associated with the current development. This area is currently shown as a Nicor easement and is anticipated to be converted from impervious parking lot to vegetated open space in the proposed condition. The easement will no longer be associated with the commercial development.

Values detailed below are preliminary and subject to change as the design process moves forward.

Compensatory Storage

The Lombard Tributary of Ginger Creek (SCGC) regulatory floodplain is proposed to be filled in some locations, which triggers a requirement for compensatory storage. The amount of compensatory storage is required to be 1.5 times the amount of fill introduced within the floodplain according to section 15-81.D.1 of the county ordinance. The FEMA flood insurance study (FIS) profile for the waterway shows a 10-year base flood elevation (BFE) of 706.9-feet and a 100-year base flood elevation of 707.5-feet. Near the southern property limit, the site is drained via a culvert underneath the tollway and creates a level pool at the regulatory water surface elevations listed above.

Cross sections were cut through the floodplain on site that show both existing and proposed grades. The area of fill below the 10-year and 100-year BFEs was measured for each cross section. The average end area was then used by averaging the fill areas between adjacent cross sections and multiplying the average by the distance between sections to obtain a volume. The total amount of proposed fill is 5.3 ac-ft which results in a required compensatory storage value of 7.95 ac-ft.

Detention

The existing site contains approximately 13.1 ac-ft of storage that, at a minimum, will need to be maintained under proposed conditions. Preliminary detention modeling shows that the site requires approximately 13.6 ac-ft of storage in order to store the 100-year 24-hour rainfall event and release it at the allowable rate of 0.1 cfs/acre per the DuPage County Ordinance. The two proposed stormwater basins contain a combined volume of 23.51 ac-ft, which is sufficient volume to meet detention requirements and compensatory storage requirements. For stormwater detention, the west pond is proposed to provide approximately 6.64 ac-ft of stormwater storage volume. The east pond is proposed to provide approximately 6.94 ac-ft of stormwater storage volume. In the event of the Lombard Tributary (SCGC) flood elevation being at the 100-year BFE of 707.5-feet, there is enough storage volume in the basins for both compensatory storage and detention.

Water Quality

Native vegetated wetland bottom stormwater storage basins are proposed to provide necessary storage volume and water quality volume. The basin bottom can be proposed approximately 2-feet below the control structure outlet elevation in order to promote settling of solids and enhanced water quality[SG1]. Depths will be verified as design progresses to ensure drawdown times are met. This would provide approximately 2 ac-ft of water quality volume for the site. Additionally, Snouts can be strategically placed at the end of storm sewer runs before discharging into the stormwater basins. Snouts allow for oil and floating debris to stay at the surface of the water while allowing heavy sediment and particles to settle to the bottom. The pressure head from the upstream runoff pushes the clean water into the outlet pipe where it would then discharge into the stormwater basin. Drainage structures within the parking lots can provide a sump below the storm sewer invert elevations to allow particles and debris to settle. A water quality device can be placed at the downstream end of the ponds so that discharge is further filtered before leaving the site. All water quality devices proposed as part of the development will be included in the maintenance plan to verify that routine maintenance will occur.

Kimley»Horn

April 16, 2026

Village of Oak Brook
1200 Oak Brook
Oak Brook, IL 60523

RE: Butterfield Road Development Project
Planned Development Oak Brook
Demand for Village Services

Dear Ms. Von Drasek,

The proposed project is anticipated to have the following impacts on village services:

1. **Water Service** – The proposed project is anticipated to require a 10-inch water service for domestic water and fire protection needs. A water main is proposed to be extended from Butterfield Road and loop the proposed building.

2. **Sanitary Sewer Service** – The proposed project is anticipated to require an 8-inch service for sanitary sewer discharge. A sanitary sewer main is proposed to be extended from an existing sanitary manhole in Butterfield Road to the rear of the building. A proposed stub will also be provided for the adjacent proposed development.

3. **Police Department Service** – The proposed retail use is not anticipated to cause an undue burden on the Oak Brook Police Department.

4. **Fire Department Service –** The proposed retail use is not anticipated to cause an undue burden on the Oak Brook Fire Department.

5. **School District –** The proposed project will have no impact on the school district. The increased assessment created by the project will generate additional property tax revenue for the school district.

6. **Library District –** The proposed project will have no impact on the library district. The increased assessment created by the project will generate additional property tax revenue for the library district.

We hope our responses address your concerns satisfactorily. Should you require further clarification or have additional questions, please do not hesitate to contact us.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Brooks Stickler, PE

Sr. Vice President

Email: Brooks.Stickler@kimley-horn.com

Phone: 407-427-1677

Plotted By:Teeters, Scott Sheet Set:OAK BROOK COMMERCIAL Layout:Layout1 March 04, 2026 12:20:53pm K:\LKN_Civil\149621091-Oak Brook IL-Project Kobe\CADD\PUD\PlanSheets\C3.0-OVERALL AERIAL.dwg
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SHEET NUMBER C3.0

OAK BROOK COMMERCIAL

VILLAGE OF OAK BROOK ILLINOIS

AERIAL PLAN

KHA PROJECT	149621091
DATE	MARCH 3, 2026
SCALE	AS SHOWN
DESIGNED BY	---
DRAWN BY	---
CHECKED BY	---

LICENSED PROFESSIONAL

LIC PROF 1

ILLINOIS LICENSE NUMBER

LIC PROF 1 #

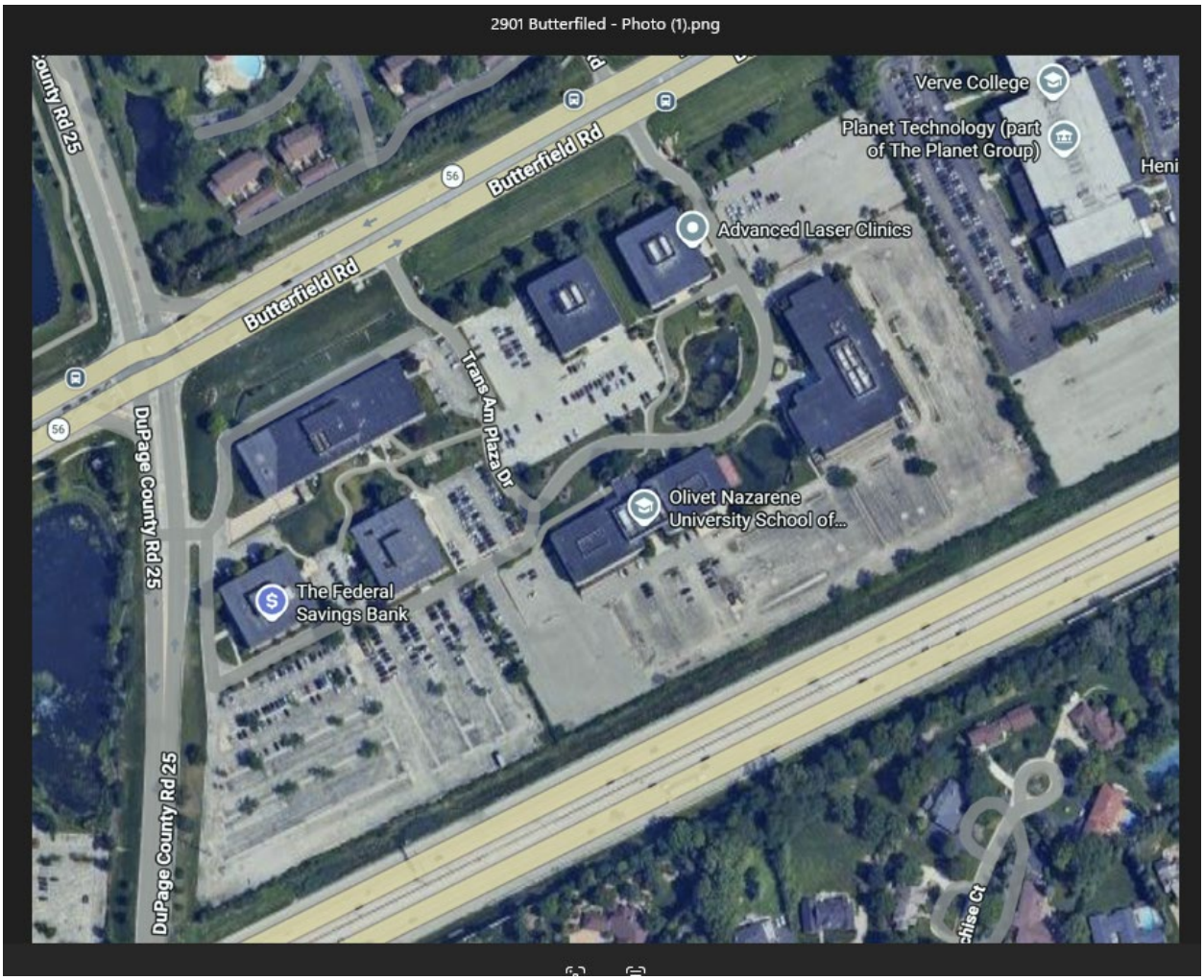
DATE: _____

Kimley»Horn

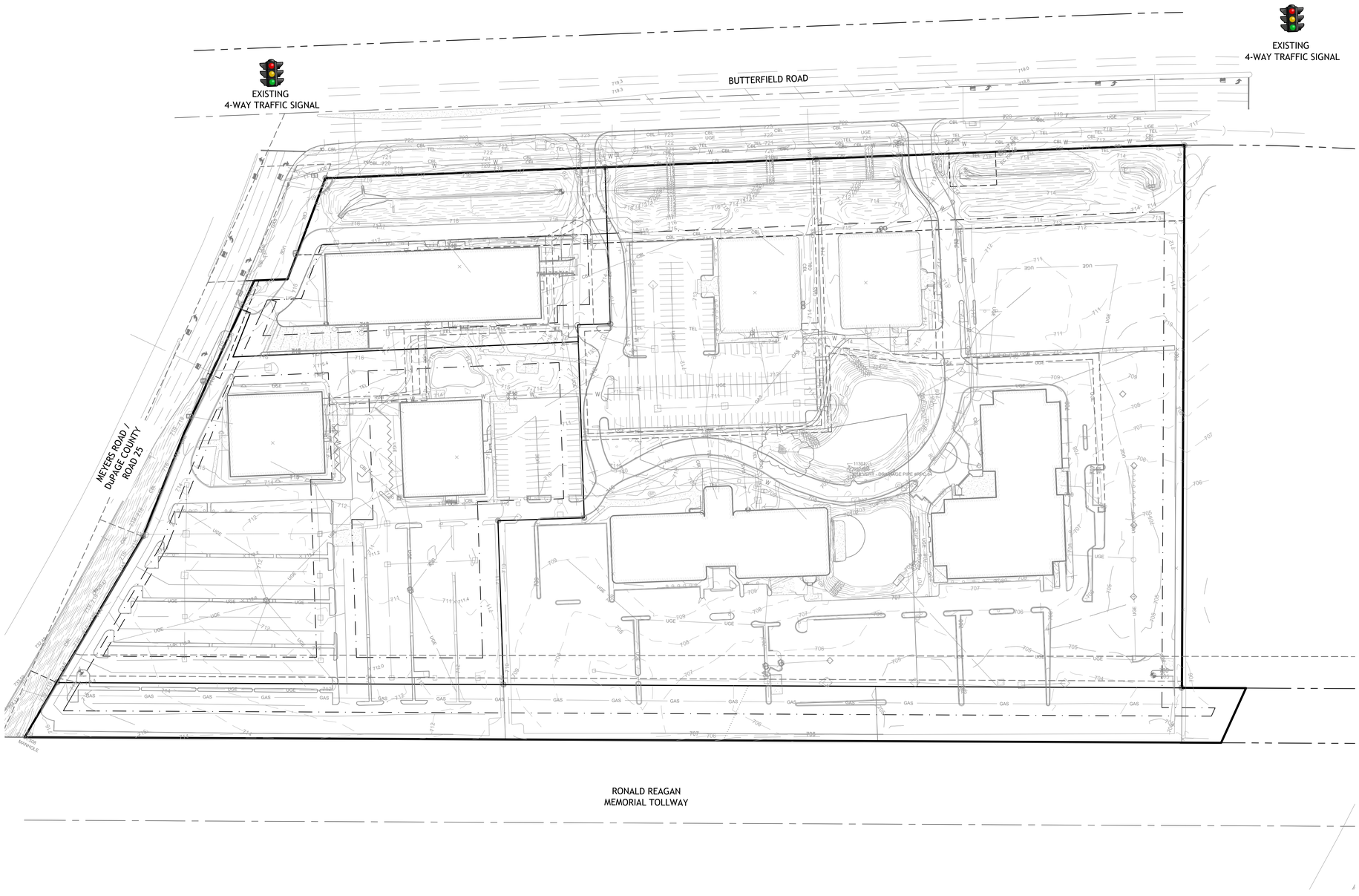
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PHONE: (407) 602-0423
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

No.	REVISIONS	DATE	BY
1	RESPOND TO VILLAGE COMMENTS	03/04/26	KH


2901 Butterfiled - Photo (1).png
Verve College
Planet Technology (part of The Planet Group)
Heni
Advanced Laser Clinics
Butterfield Rd
Butterfield Rd
56
56
Trans Am Plaza Dr
DuPage County Rd 25
DuPage County Rd 25
Olivet Nazarene University School of...
The Federal Savings Bank

Plotted By:Ferrer, Jorge Sheet Set:BUTTERFIELD ROAD DEVELOPMENT PROJECT Layout:Layout1 April 20, 2026 08:38:32am K:\LN_Civil\149621091-Oak Brook IL-Project Kobe\CADD\PLID\PlanSheets\C2.0-EX COND.dwg
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ILLINOIS LICENSE NUMBER
LIC PROF 1 #

DATE APRIL 20, 2026

KHA PROJECT	149621091
DATE	APRIL 20, 2026
SCALE	AS SHOWN
DESIGNED BY	---
DRAWN BY	---
CHECKED BY	---

EXISTING CONDITIONS

BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK ILLINOIS

SHEET NUMBER
C2.0

BOH RETAIL SUPPORT
70,000 SF

FOH RETAIL
125,000 SF

RECEIVING
10,000 SF

PICKUP SUPPORT
15,000 SF

MECHANICAL
5,000 SF

ILLUSTRATIVE BUILDING FOOTPRINT AND CONCEPTUAL USE ALLOCATION

Depicts overall building organization and anticipated operational zones. Final configuration subject to refinement during design development.

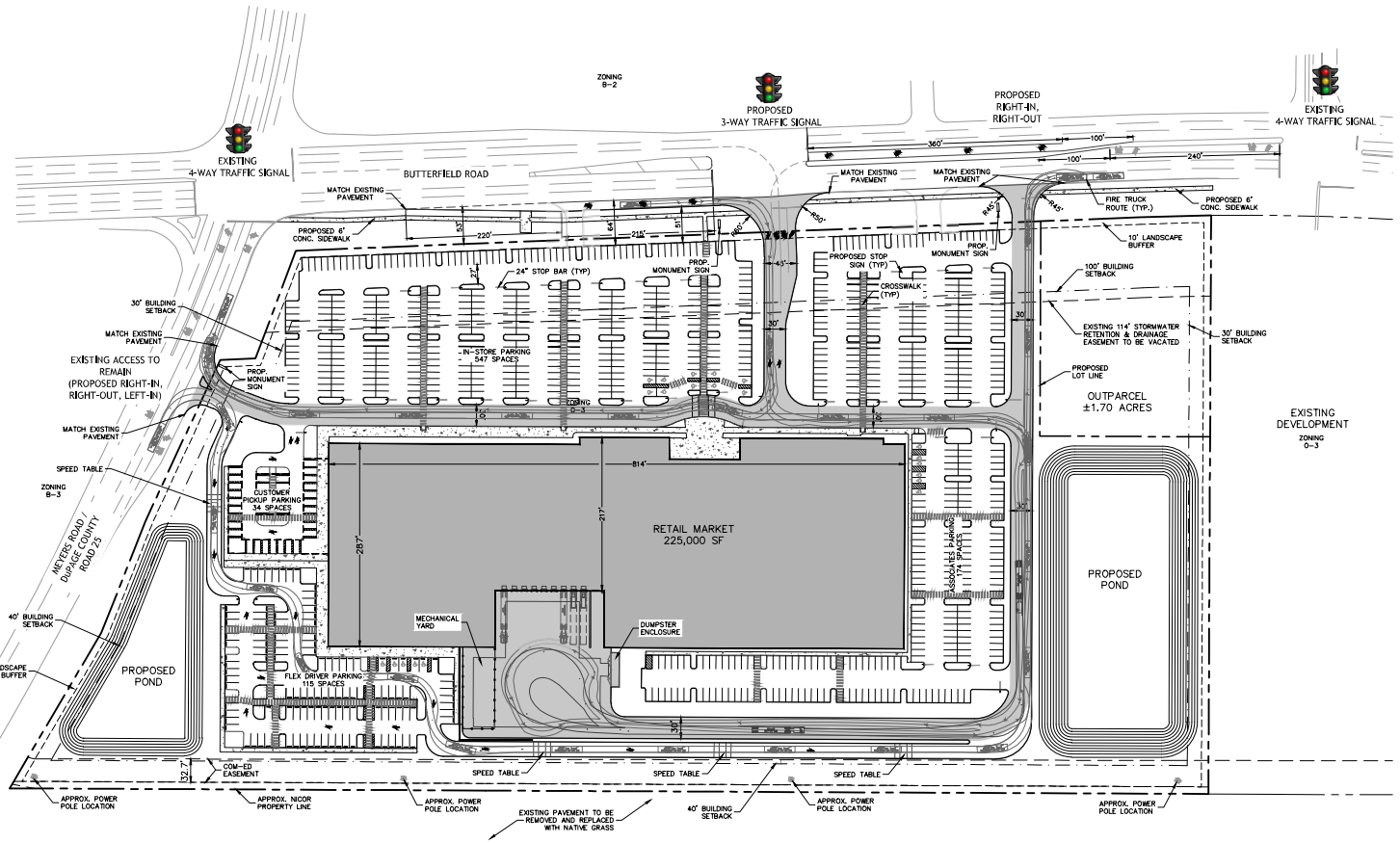
FRONT OF HOUSE (FOH) RETAIL	125,000 SF
BACK OF HOUSE (BOH) RETAIL SUPPORT	70,000 SF
PICKUP SUPPORT	15,000 SF
RECEIVING	10,000 SF
MECHANICAL	5,000 SF
ESTIMATED TOTAL	225,000 SF

Building configuration, floor areas, and operational zones are illustrative and subject to refinement during final design and permitting.

brr Butterfield Road Development Project

DESIGN REPRESENTATION ONLY - NOT FOR CONSTRUCTION

The images provided throughout this package area representation of the current design only. The images may not reflect variations in color, tone, hue, tint, shading, ambient light intensity, materials, texture, contrast, font style and construction variations required by building codes or inspectors, material availability or final design detailing. All images and artwork associated/provided should be reviewed by client with their print and/or production vendors and adjusted as needed during the proof and shop drawing submittals. Those client-approved drawings take precedence and provide final direction for design, printing and production.



GRAPHIC SCALE IN FEET
0 40 80 160

SITE DATA

RETAIL MARKET:	±25.28 ACRES
OUTPARCEL:	±1.70 ACRES
TOTAL AREA:	±26.98 ACRES
RETAIL MARKET BUILDING AREA:	225,000 SF
LOT AREA:	1,175,249 SF
PROPOSED FAR:	0.19 (0.48 MAX.)
IMPERVIOUS COVER:	736,455 SF / 62.7%
BUILDING HEIGHT:	43 FEET (5 STORIES OR 76' MAX.)

PARKING REQUIRED: (VILLAGE OF OAK BROOK, IL)

13-12-5: OFF-STREET PARKING SPACES REQUIRED.
B2 REGIONAL SHOPPING CENTER DISTRICTS:
PARKING SPACES AND AISLES NOT LESS IN AREA THAN 2 ¼ TIMES THE FLOOR AREA OF BUILDINGS CONSTRUCTED.

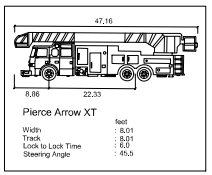
PARKING AREA REQUIRED:	225,000 SF x 2.25 = 506,250 SF
PARKING AREA PROPOSED:	511,455 SF

PAVING LEGEND

- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.



No.	REVISIONS	DATE	BY
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DRAWN BY —
CHECKED BY —

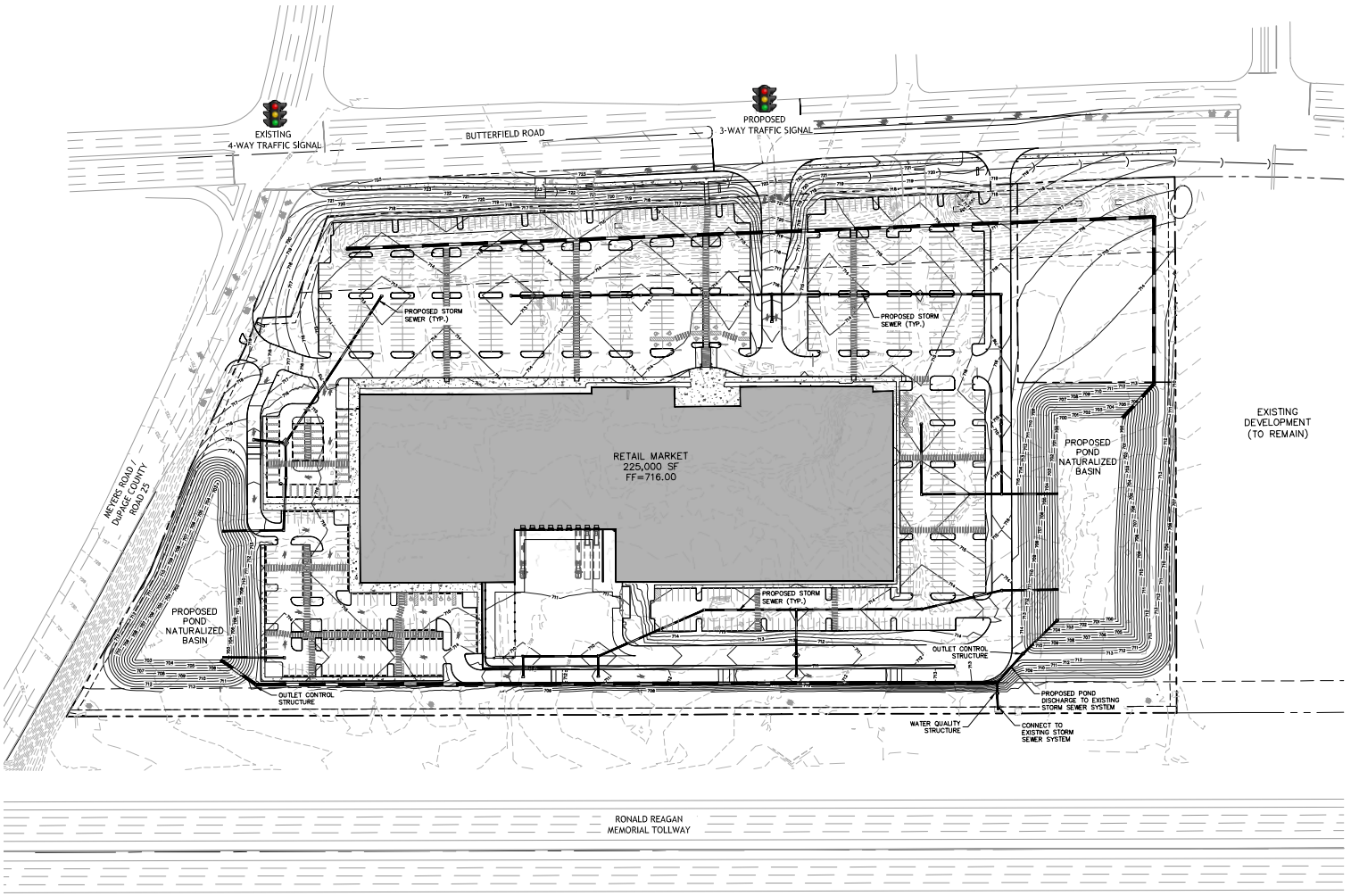
SITE PLAN

BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK ILLINOIS

SHEET NUMBER
C4.0

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NORTH

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0 40 80 160

PRELIMINARY STORMWATER CALCULATIONS

REQUIRED COMPENSATING VOLUME BELOW 10-YR BFE OF 706.90 =	±3.9 AC-FT
REQUIRED COMPENSATING VOLUME BETWEEN 10-YR BFE OF 706.90 AND 100-YR BFE OF 707.50 =	±1.4 AC-FT
TOTAL REQUIRED COMPENSATION TO MEET 1.5:1 RATIO =	±8.0 AC-FT

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL ELEVATIONS SHOWN DEPICT PRELIMINARY FINISHED GRADE
3. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1 UNLESS OTHERWISE NOTED.
4. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2% IN ALL DIRECTIONS.
5. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
6. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
7. MATCH EXISTING ELEVATIONS AT PROPERTY LIMITS.

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146621091
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CHECKED BY —

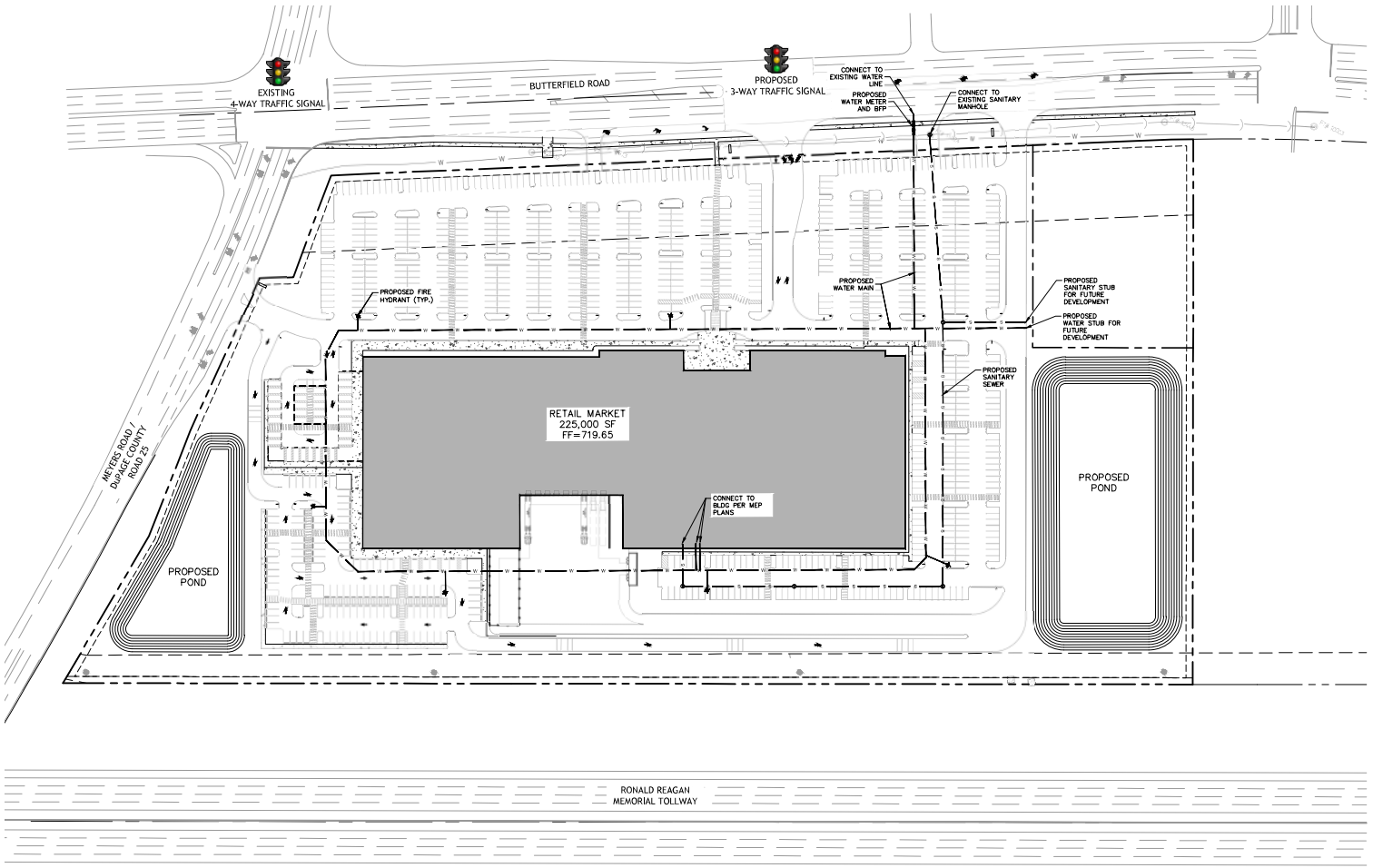
PAVING, GRADING, AND DRAINAGE PLAN

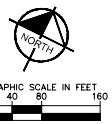
BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK ILLINOIS

SHEET NUMBER
C5.0

Plotted By: Trevens, Brent Sheet Set: BUTTERFIELD ROAD DEVELOPMENT PROJECT Layout: RSD April 20, 2026 01:48:32pm K:\Ilo_civil\146621091-oak brook tempest\civil\CAD\DRU\Sheet Sets\C5.0_RSD.dwg
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UTILITY NOTES

1. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
2. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
3. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
4. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/ DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE VILLAGE OF OAK BROOK SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
5. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
6. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.

No.	REVISIONS	DATE	BY
1	RESPOND TO VILLAGE COMMENTS	03/04/26	KH

Kimley»Horn

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767 EUREKA LAKE, SUITE 100, ORLANDO, FL
PHONE: (407) 825-0423
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DATE: —

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149621091

DATE
APRIL 20, 2026

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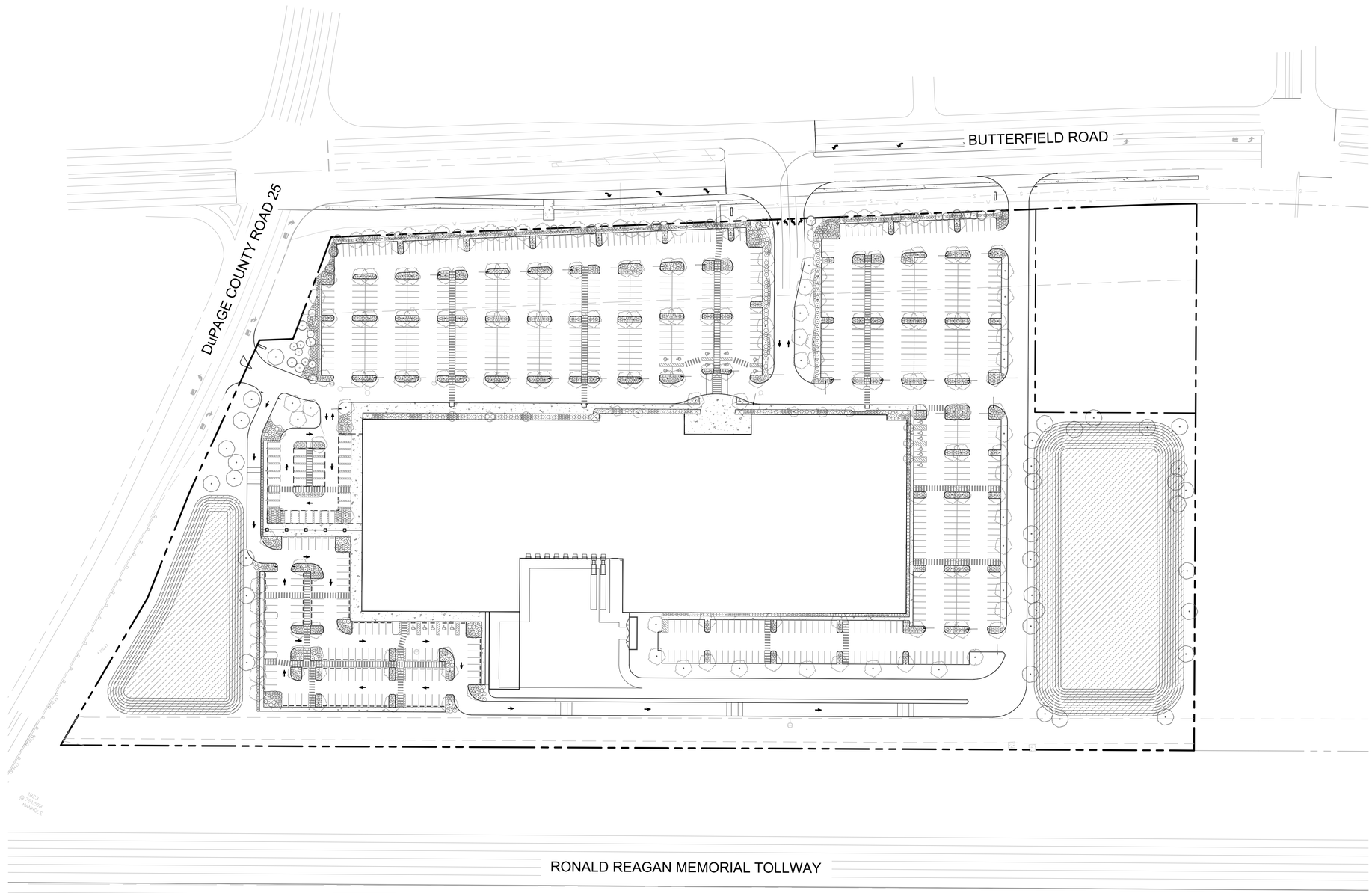
BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK ILLINOIS

UTILITY PLAN

SHEET NUMBER
C6.0

Plotted By: Connor, Jorge Sheet Set: BUTTERFIELD ROAD DEVELOPMENT PROJECT | Layout: UTL April 20, 2026 08:39:10am K:\KN_Civil\149621091-Oak Brook Ln-Project Action\CAD\PLAN\Sheets\C6.0_UTL.dwg
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NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

CONCEPT PLANT SCHEDULE

SHADE TREE 3" CAL, 12` HT MIN.	34
INTERIOR PARKING LOT SHADE TREE 3" CAL, 12` HT MIN.	187
PERIMETER SHADE TREE 3" CAL, 12` HT MIN.	30
PERIMITER EVERGREEN TREE 5` HT MIN.	24
PERIMETER ORNAMENTAL TREE 2" CAL, 6` HT MIN.	21
FOUNDATION COLUMNAR SHADE TREE 3" CAL, 12` HT MIN.	6
FOUNDATION ORNAMENTAL TREE 2" CAL, 6` HT MIN.	6
PERIMETER EVERGREEN SHRUB 3` HT MIN.	391
PERIMETER DECIDUOUS SHRUB 3` HT MIN.	157
SMALL SHRUB 18" HT MIN.	1,631
LARGE SHRUB 3` HT MIN.	174
FOUNDATION LARGE SHRUB 3` HT MIN.	212
FOUNDATION SMALL SHRUB 18" HT MIN.	285

LOW SHRUBS AND PERRENIALS

DETENTION BASIN PLANTING

NOTE:
ALL AREAS NOT PLANTED WITH LANDSCAPE BEDS OR NATURALIZED PLANTINGS SHALL BE PLANTED WITH TURF SOD. ALL DISTURBED AREAS SHALL BE RESTORED IN KIND.

Call Before You Dig
JULIE
1-800-892-0123

No.	REVISIONS	DATE	BY
1	RESPOND TO VILLAGE COMMENTS	03/04/26	KH

Kimley»Horn

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PHONE: (407) 602-0423
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LIC PROF 1
ILLINOIS LICENSE NUMBER
LIC PROF 1 #
DATE: ---

KHA PROJECT 149621091
DATE APRIL 20, 2026
SCALE AS SHOWN
DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

OVERALL LANDSCAPE PLAN

BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK
ILLINOIS

SHEET NUMBER
L1.0

Plotted By: Ferrer, Jorge Sheet Set: BUTTERFIELD ROAD DEVELOPMENT PROJECT Layout: L1.0 April 20, 2026 08:34:57pm K:\LKN_CHI\149621091-Oak Brook IL-Project Kobe\CADD\PUD Plan Sheets\L1.0-OVERALL LANDSCAPE PLAN.dwg
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LEGEND

- POLE MOUNTED LIGHT FIXTURE
- BUILDING MOUNTED LIGHT FIXTURE (DESIGNED BY OTHERS)
- +X.X CALCULATION POINT

SHEET NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY/STATE REGULATION AND CODES.
2. ALL PHOTOMETRIC VALUES SHOWN ON SITE PLAN IN TABLES ARE IN FOOTCANDLES (FC). 1FC = 10.76 LUX.
3. CALCULATED VALUES ARE DERIVED THROUGH A COMPUTER BASED MODEL WITH LIGHT FIXTURE DATA AS SUPPLIED BY MANUFACTURER THROUGH IES FILES.
4. ANY DEVIATION FROM SPECIFIED FIXTURE MODELS AND MOUNTING HEIGHTS IN THIS EXHIBIT WILL DISCOUNT THE VALIDITY OF THESE CALCULATIONS.
5. THE PHOTOMETRIC ANALYSIS EXCLUDES ALL EXISTING PROPOSED OFF SITE STREET LIGHTING AND LANDSCAPE LIGHTING.
6. ALL LUMINAIRE SYMBOLS ARE DIAGRAMMATIC ONLY. CONTRACTOR TO FIELD COORDINATE EXACT LOCATIONS AND SETBACKS AGAINST UNDERGROUND UTILITY AND OTHER OBSTRUCTIONS.
7. PROPOSED POLE MOUNTED LIGHTS TO BE MOUNTED ON 27' POLE WITH 3' CONCRETE FOUNDATION.
8. PROPOSED BUILDING MOUNTED LIGHTS ARE SHOWN MOUNTED AT 20'.

CALCULATION SUMMARY

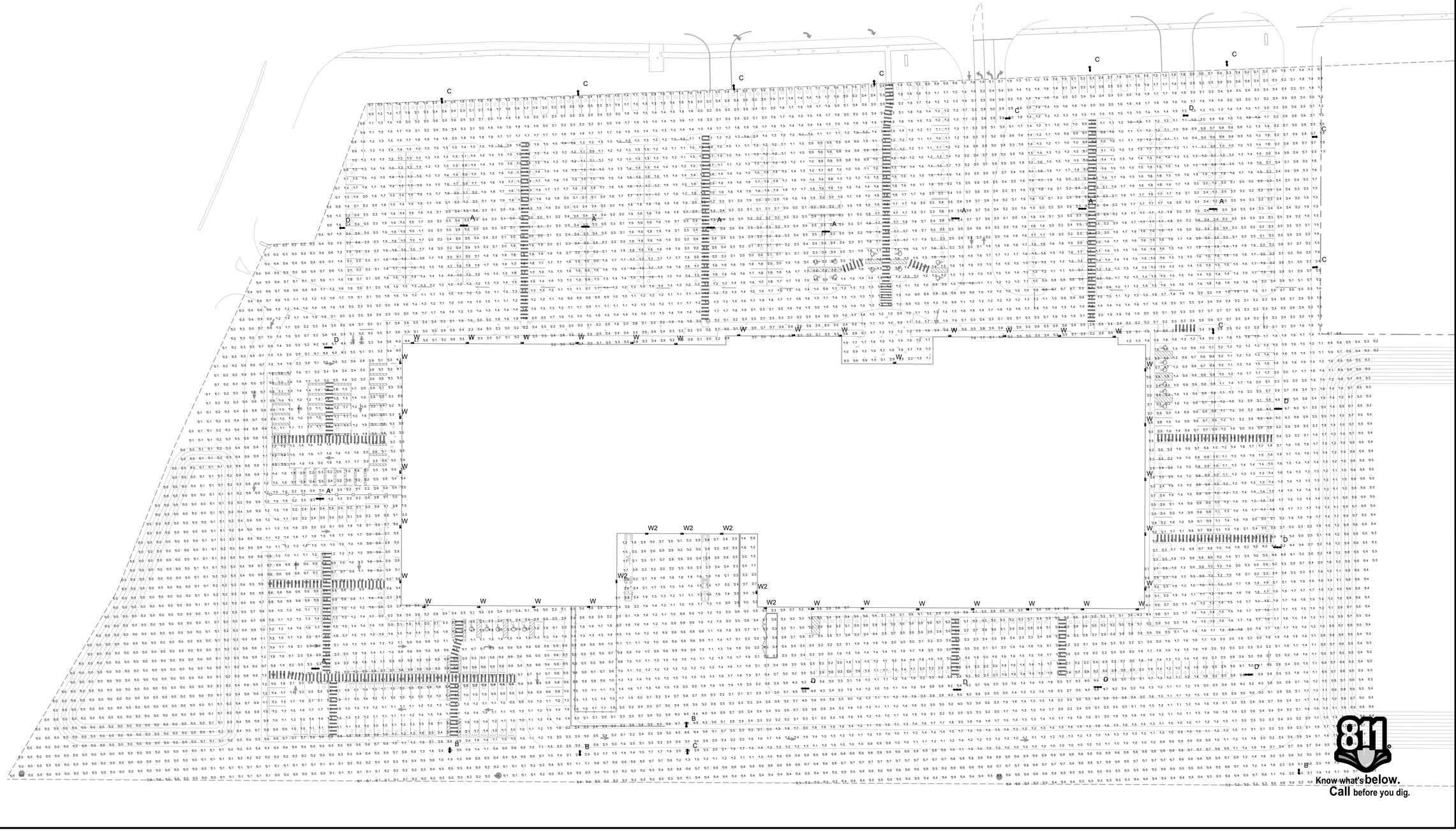
LABEL	CALC TYPE	UNITS	AVERAGE	MAX	MIN	AVG/MIN	MAX/MIN
Perimeter	ILLUMINANCE	FC	0.5	2.5	0.0	N.A.	N.A.
North East Parking	ILLUMINANCE	FC	1.6	4.8	0.6	2.7	8.0
Front of Building Drive	ILLUMINANCE	FC	1.8	2.7	0.4	4.5	6.8
North Drive	ILLUMINANCE	FC	2.4	3.2	1.3	1.8	2.5
North Parking	ILLUMINANCE	FC	1.7	2.6	0.6	2.9	4.3
South Drive	ILLUMINANCE	FC	1.9	4.9	0.7	2.7	7.0
South Parking	ILLUMINANCE	FC	2.2	3.9	1.1	2.0	3.6
Truck Lot	ILLUMINANCE	FC	1.8	4.0	0.5	3.7	8.0
West Parking	ILLUMINANCE	FC	1.5	4.3	0.5	3.0	8.6

LIGHTING FIXTURE SCHEDULE

LABEL	QTY	ARRANGEMENT	DESCRIPTION	MOUNTING HEIGHT (FT)	TOTAL ARR. WATTS	TOTAL ARR. LUMENS	LLF	BUG RATING
A	9	Back-Back	DSX1 LED P7 30K 70CRI T5M	30	369	44,498	0.9	B5-U0-G3
B	4	Single	DSX1 LED P8 30K 70CRI TFTM HS	30	216	23,048	0.9	B2-U0-G4
C	12	Single	DSX1 LED P8 30K 70CRI T2M HS	30	216	23,067	0.9	B2-U0-G4
D	7	Back-Back	DSX1 LED P8 30K 70CRI T4M	30	432	54,588	0.9	B3-U0-G5
W	35	Single	WDGE3 LED P1 70CRI R3 40K	20	51	7,524	0.9	B1-U0-G2
W2	6	Single	DSXW1 P7 30K 80CRI TFTM	20	73	8,973	0.9	B2-U0-G3

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100



Know what's below.
Call before you dig.

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No.	REVISIONS	DATE	BY

Kimley»Horn

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PHONE: (916) 858-5800
WWW.KIMLEY-HORN.COM

KHA PROJECT
DATE 04/20/2026
SCALE
DESIGNED BY
DRAWN BY
CHECKED BY

SITE PLAN

BUTTERFIELD ROAD DEVELOPMENT
PROJECT PHOTOMETRICS PLAN
PREPARED FOR
CLIENT NAME
VILLAGE OF OAK BROOK, ILLINOIS

SHEET NUMBER
E-100



Enlarged Plaza Elevation

Enlarged Plaza Elevation

	ELEVATION KEYNOTES
01	PRECAST CONCRETE PANEL - COLOR: WARM GRAY
02	PRECAST CONCRETE PANEL - COLOR: DARK WARM GRAY
03	MASONRY - COLOR: GRAY
04	MASONRY - COLOR: GRAY
05	METAL PANEL - COLOR: DARK GREEN
06	METAL COPING - COLOR: DARK GREEN
07	METAL COPING - COLOR: GRAY
08	METAL PANEL - COLOR: WOOD APPEARANCE
09	METAL PANEL - COLOR: WHITE
10	METAL PANEL - COLOR: WOOD APPEARANCE
11	METAL PANEL - COLOR: GREEN
12	METAL PANEL - COLOR: CREAM
13	METAL PANEL ENTRY SOFFIT - COLOR: WOOD APPEARANCE
14	CANTILEVERED PREFINISHED CANOPIES - COLOR: DARK GREEN



Enlarged One Medical Elevation



Enlarged Entry Elevation



Front Elevation - North

Butterfield Road Development Project

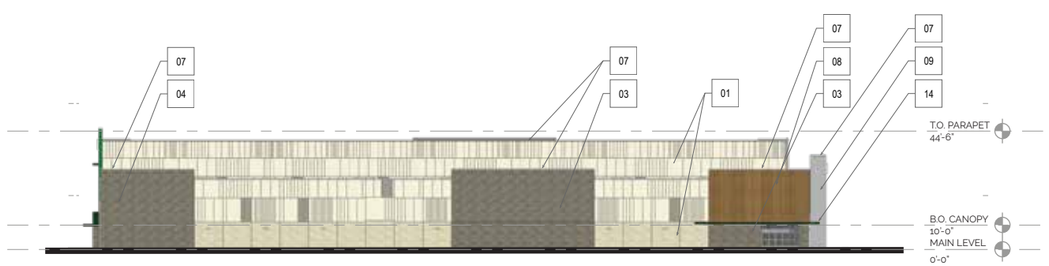
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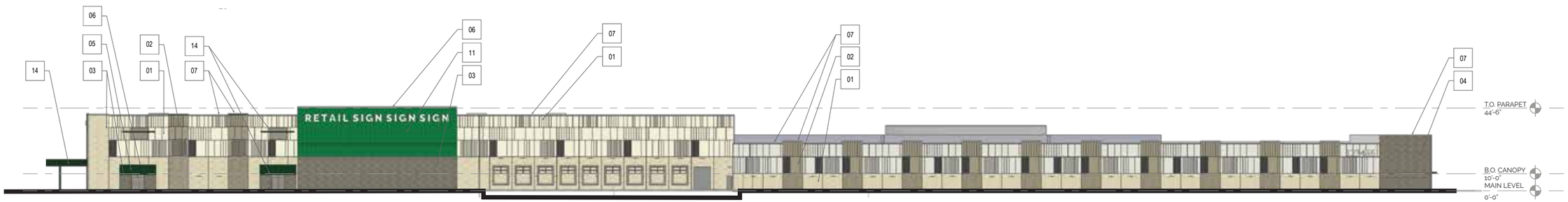
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13	METAL PANEL ENTRY SOFFIT - COLOR: WOOD APPEARANCE
14	CANTILEVERED PREFINISHED CANOPIES - COLOR: DARK GREEN



Side Elevation - West



Side Elevation - East



Back Elevation - South

Butterfield Road Development Project

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Butterfield Road Development Project Main Entrance

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Butterfield Road Development Project Southwest Corner

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Butterfield Road Development Project Northwest Corner

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Butterfield Road Development Project Northeast Corner

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Butterfield Road Development Project Main Entrance

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Butterfield Road Development Project Northeast Corner

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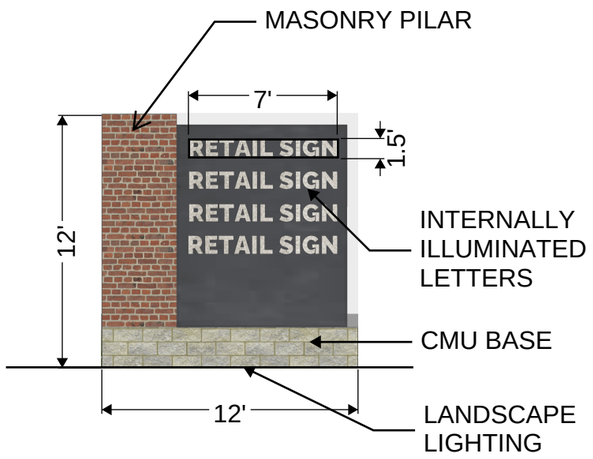


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Butterfield Road Development Project Southwest Corner

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Monument Sign

MONUMENT SIGNAGE CALCULATIONS
#7.C area:
10.5 sf per sign x 4 signs = 42 sf x 2 sides= 84 sf

#8.C area:
10.5 sf per sign x 4 signs = 42 sf x 2 sides= 84 sf

TOTAL ALLOWED: 200 sf
TOTAL PROPOSED: 168 sf

PER SIDE ALLOWED: 100 sf
PER SIDE PROPOSED: 42 sf



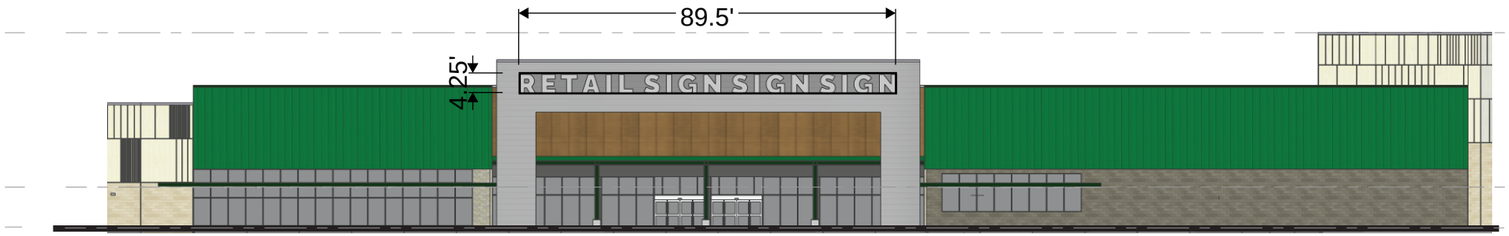
Enlarged Plaza Elevation

Enlarged Plaza Elevation



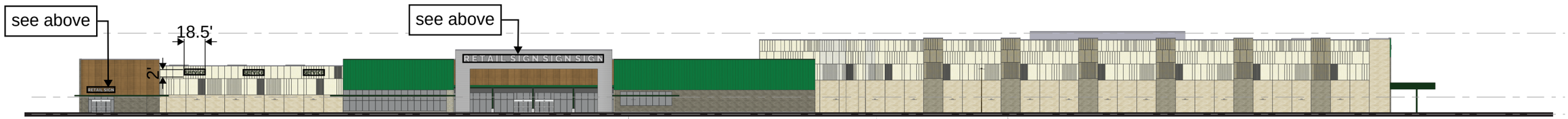
Enlarged One Medical Elevation

#2.B area: 32 sf



Enlarged Entry Elevation

#1.A area: 370 sf



Front Elevation - North

#3.D area: 37 sf
#4.D area: 37 sf
#5.D area: 37 sf

Butterfield Road Development Project

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Wall Sign

TOTAL WALL SIGNAGE AREA:
#Sign Number. Sign Type @ Area

#1.A @ 381 sf
#2.B @ 32 sf
#3.D @ 37 sf
#4.D @ 37 sf
#5.D @ 37 sf
#6.A @ 381 sf
#7.C @ 84 sf
#8.C @ 84 sf
#9.A @ 126 sf

TOTAL ALLOWED: 1500 sf
TOTAL PROPOSED: 1199 sf

WAIVERS AND VARIATIONS

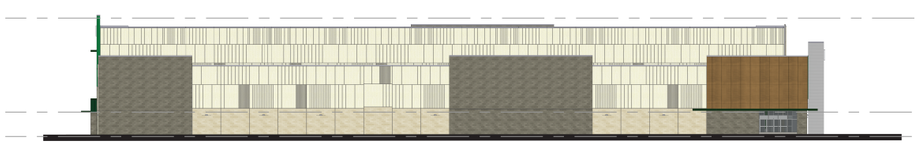
1. Variance for individual signage area, Zoning Ordinance Section 13-11-10(D)(2)(c)
Not to exceed 100 sf per sign face for signs mounted less than 50' high
Proposed: 381 sf, which meets requirements that apply to office buildings on 22nd Street. 250 sf up to 10 letters plus 17.5 sf per additional letter up to 385 sf

2. Variance for number of wall signs per street, Zoning Ordinance Section 13-11-10(C)(8)
One wall sign per street frontage per building, limit two (2) per building
Proposed: (1) sign per tenant (2 signs) plus (3) service signs on north elevation. (1) sign per frontage on west elevation and (1) sign on south elevation. Total of (7) wall signs proposed.



Side Elevation - West

#9.A area: 126 sf



Side Elevation - East



Back Elevation - South

#6.A area: 370 sf

brr Butterfield Road Development Project

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ALTA/NSPS LAND TITLE SURVEY

OF

PARCEL 1: LOTS 1 AND 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER R76-78775 IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING EAST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 410.90 FEET; THENCE SOUTH 54 DEGREES 55 MINUTES 07 SECONDS WEST FOR A DISTANCE OF 125.02 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 1 FOR A DISTANCE OF 407.01 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF BUTTERFIELD ROAD, SAID POINT BEING ALSO ON THE NORTH MOST NORTHWESTERLY CORNER OF SAID LOT 2 OF SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR TERMINATION OF SAID LINE, TO ENTER UPON THE FOLLOWING DESCRIBED REAL ESTATE TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSES, AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT R73-62108, OVER THE FOLLOWING DESCRIBED REAL ESTATE: THAT PART OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSSESSMENT PLAT NUMBER 1 SHOWING RIGHTOF WAY OF NORTHERN ILLINOIS GAS COMPANY THROUGH PART OF SECTIONS 31, 30, 29, 28, 27, 26 AND 25 IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R64-28042, IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTHEASTERLY CORNER OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION BEING A SUBDIVISION IN PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R76-78775 IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, SAID POINT BEING ALSO ON THE NORTHWESTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 24 DEGREES 32 MINUTES 23 SECONDS EAST ALONG THE PROLONGATION OF THE NORTHEASTERLY LINE OF LOT 2 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 82.50 FEET TO THE SOUTHEASTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY FOR A DISTANCE OF 457.82 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST ALONG A LINE FOR A DISTANCE OF 82.58 FEET TO A POINT ON SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, SAID POINT BEING ALSO ON THE SOUTHEASTERLY LINE OF SAID LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 65 DEGREES 27 MINUTES 37 SECONDS EAST ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY BEING SAID SOUTHEASTERLY LINE OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 461.47 FEET TO SAID POINT OF BEGINNING.

PARCEL 3: A PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING WEST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 410.90 FEET; THENCE SOUTH 54 DEGREES 55 MINUTES 07 SECONDS WEST FOR A DISTANCE OF 125.02 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 1 FOR A DISTANCE OF 407.00 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF BUTTERFIELD ROAD, SAID POINT BEING ALSO ON THE NORTH MOST NORTHWESTERLY CORNER OF SAID LOT 2 OF SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR THE TERMINATION OF SAID LINE, TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSES, AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT R73-62108, THE FOLLOWING DESCRIBED REAL ESTATE: THAT PART OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSESSMENT PLAT NUMBER 1 SHOWING RIGHT OF WAY OF NORTHERN ILLINOIS GAS COMPANY THROUGH PART OF SECTIONS 31, 30, 29, 28, 27, 26 AND 25 IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R64-28042 IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTHEASTERLY CORNER OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION BEING A SUBDIVISION IN PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS RECORDED AS DOCUMENT R76-78775 IN THE RECORDER'S OFFICE IN DUPAGE COUNTY, ILLINOIS; SAID POINT BEING ALSO ON THE NORTHWESTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 24 DEGREES 32 MINUTES 23 SECONDS EAST ALONG THE PROLONGTION OF THE NORTHEASTERLY LINE OF LOT 2 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 82.50 FEET TO THE SOUTHEASTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY FOR A DISTANCE OF 457.82 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE LAST DESCRIBED LINE FOR A DISTANCE OF 560.85 FEET; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 82.56 FEET TO A POINT ON SAID NORTHWESTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; SAID POINT BEING ALSO ON THE SOUTHEASTERLY LINE OF SAID LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 65 DEGREES 27 MINUTES 37 SECONDS EAST ALONG SAID NORTHWESTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY BEING SAID SOUTHEASTERLY LINE OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, FOR A DISTANCE OF 560.37 FEET; THENCE SOUTH 27 DEGREES 04 MINUTES 28 SECONDS EAST FOR A DISTANCE OF 82.58 FEET TO SAID POINT OF BEGINNING.

PARCEL 4: EASEMENT FOR THE BENEFIT OF PARCEL 1, AS CREATED BY DECLARATION AND GRANT OF EASEMENTS MADE BY LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 3, 1971 AND KNOWN AS TRUST NUMBER 43529; LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 4, 1973 AND KNOWN AS TRUST NUMBER 46570; AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 27, 1976 AND KNOWN AS TRUST NUMBER 51894, DATED MAY 27, 1977 AND RECORDED ON NOVEMBER 1, 1977 AS DOCUMENT R77-100235 OVER AND UPON ALL DRIVEWAYS AS IDENTIFIED IN SAID GRANT OF EASEMENTS ON THE LAND DESCRIBED AS FOLLOWS: LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 3, 1972 AS DOCUMENT R72-00004, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 5: LOT 1 IN OAK BROOK INTERNATIONAL SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 14, 1995 AS DOCUMENT NO. R95-072664, IN DUPAGE COUNTY, ILLINOIS. EXCEPTING THEREFROM THAT PART DESCRIBED AS BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID LOT 1 (SAIDPOINT ALSO BEING THE NORTHEAST CORNER OF ILLINOIS STATE TOLL HIGHWAY COMMISSION PERMANENT EASEMENT E-2-63.1); THENCE NORTH 63 DEGREES 11 MINUTES 33 SECONDS EAST ALONG A NORTHERLY LINE OF SAID LOT 1 A DISTANCE OF 14.71 FEET (4.4830M); THENCE SOUTH 00 DEGREES 14 MINUTES 08 SECONDS WEST TO A SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 47.55 FEET (14.4920M); THENCE SOUTH 87 DEGREES 10 MINUTES 30 SECONDS WEST ALONG SAID SOUTHERLY LINE A DISTANCE OF 10.90 FEET (3.3223M) TO THE MOST WESTERLY LINE OF SAID LOT 1 (ALSO BEING THEEAST LINE OF AFORESAID PERMANENT EASEMENT E-2-63.1); THENCE NORTH 02 DEGREES 49 MINUTES 30 SECONDS WEST ALONG THE MOST WESTERLY LINE OF SAID LOT 1 A DISTANCE OF 41.50 FEET (12.6492M) TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 6: LOTS 2 AND 3 IN OAK BROOK INTERNATIONAL SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 14, 1995 AS DOCUMENT NO. R95-072664, (EXCEPTING THEREFROM THAT PART OF LOT 3 DESCRIBED AS BEGINNING AT THE MOST NORTHWEST CORNER OF SAID LOT 3; THENCE NORTH 87 DEGREES 10 MINUTES 30 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 3 A DISTANCE OF 10.90 FEET; THENCE SOUTH 00 DEGREES 14 MINUTES 08 SECONDS WEST A DISTANCE OF 204.16 FEET TO A POINT ON THE WEST LINE OF SAID LOT 3 (ALSO BEING THE EAST LINE OF ILLINOIS STATE TOLL HIGHWAY COMMISSION PERMANENT EASEMENT E-2-63.1); THENCE NORTH 02 DEGREES 49 MINUTES 30 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 3 A DISTANCE OF 203.87 FEET TO THE POINT OF BEGINNING), IN DUPAGE COUNTY, ILLINOIS.

PARCEL 7: PERPETUAL EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT NO. R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT NO. R74-03288 TO ENTER UPON THE PROPERTY DESCRIBED DESCRIBED THEREIN TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSE.

PARCEL 8: EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 AS CREATED BY DECLARATION AND GRANT OF EASEMENTS MADE BY LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 3, 1971 AND KNOWN AS TRUST NUMBER 43529, LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 4, 1973 AND KNOWN AS TRUST NUMBER 46570 AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 27, 1976 AND KNOWN AS TRUST NUMBER 51894, DATED MAY 27, 1977 AND RECORDED NOVEMBER 1, 1977 AS DOCUMENT NO. R77-100235, OVER AND UPON ALL DRIVEWAYS AS IDENTIFIED ON EXHIBIT "D" ATTACHED THERETO.

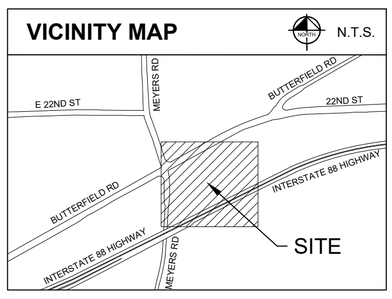
PARCEL 9: NON-EXCLUSIVE, PERPETUAL EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 FOR INGRESS AND EGRESS AND PARKING, UNDER AND BY VIRTUE OF THEEASEMENTS, COVENANTS AND RESTRICTIONS AGREEMENT RECORDED JUNE 20, 1995 AS DOCUMENT NO. R95-075460, ON, OVER AND ACROSS THOSE PORTIONS OF THE THE PROPERTY DESCRIBED THEREIN.

PARCEL 10: THAT PART OF LOT 8-2 LYING EAST OF MYERS ROAD AND LOT 9-1 LYING EAST OF MEYERS RD, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSESSMENT PLAT 1NUMBER 1, IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, RECORDED AS DOCUMENT NO. R64-28042, IN DUPAGE COUNTY ILLINOIS.

NOTE:

- PARCEL 9 IS A BLANKET EASEMENT FOR CROSS PARKING AND ACCESS OVER PARCEL 5 AND PARCEL 6

VICINITY MAP N.T.S.



TAX PIN'S PARCEL 1: 06-28-104-009
06-28-202-020
TAX PIN PARCEL 5: 06-28-104-015
TAX PIN'S PARCEL 6: 06-28-104-011
06-28-104-013
TAX PIN'S PARCEL 10: 06-28-104-014
06-28-202-010

ZONING NOTES:

ZONING "ORA-1 OFFICE-RESEARCH-ASSEMBLY-DISTRICT" . ALL ZONING INFORMATION WAS ACQUIRED FROM THE VILLAGE OF OAK BROOK WEBSITE
"HTTPS://OAK-BROOK.ORG/DOCUMENTCENTER/VIEW/6325/OFFICIAL-ZONING-MAP"
"HTTPS://CODELIBRARY.AMLEGAL.COM/CODES/OAKBROOKIL/LATEST/OAKBROOK_IL/0-0-0-1"

AND NOT PROVIDED BY THE INSURER PURSUANT TO THE ALTA REQUIREMENTS.

ZONING AND BULK REGULATIONS:

VILLAGE OF OAK BROOK, ILLINOIS ZONING CODE/ BULK REGULATIONS

ARTICLE A. ORA1 OFFICE-RESEARCH-ASSEMBLY DISTRICT

13-10A-3: LOT AREA REQUIREMENTS:

A. FLOOR AREA RATIO: NOT TO EXCEED 0.48.
B. STRUCTURE HEIGHT: NOT MORE THAN FIVE (5) STORIES OR SEVENTY SIX FEET (76'), WHICHEVER IS LESS.
C. YARDS:
1. FRONT: NOT LESS THAN ONE HUNDRED FEET (100') IN DEPTH, EXCEPT WHEN ADJACENT TO A RESIDENCE DISTRICT BOUNDARY LINE NOT LESS THAN ONE HUNDRED FIFTY FEET (150') IN DEPTH;
2. SIDE: NOT LESS THAN THIRTY FEET (30') IN DEPTH, EXCEPT: A) THAT PORTION OF A SIDE YARD WHEN ABUTTING A RESIDENCE DISTRICT SHALL NOT BE LESS THAN ONE HUNDRED FIFTY FEET (150') IN DEPTH; B) A SIDE YARD ABUTTING A STREET SHALL CONFORM IN DEPTH TO THE FRONT YARD DEPTH OF A CONTIGUOUS LOT ABUTTING ON SUCH STREET; AND C) SIDE YARDS ABUTTING 22ND STREET AND YORK ROAD SHALL HAVE A DEPTH OF NOT LESS THAN ONE HUNDRED FEET (100');
3. REAR: NOT LESS THAN FORTY FEET (40') IN DEPTH, EXCEPT THAT PORTION OF A REAR YARD ABUTTING A RESIDENCE DISTRICT SHALL BE NOT LESS THAN ONE HUNDRED FIFTY FEET (150') IN DEPTH, AND EXCEPT THAT A REAR YARD ABUTTING AN ALLEY OR SERVICE DRIVE MAY BE REDUCED BY TWENTY FEET (20') IN DEPTH;

SURVEY NOTES:

BUILDING AREA CALCULATIONS ARE BASED ON GROUND FLOOR FOOT PRINT ONLY AND DO NOT REPRESENT THE TOTAL AVAILABLE FLOOR AREA OF THE BUILDINGS.

NO VISIBLE EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WERE OBSERVED AT THE TIME OF SURVEY.

THERE ARE NO KNOWN PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES.

THE SURVEYED LEGAL DESCRIPTION SHOWN HEREON IS THE SAME AS THE RECORD LEGAL DESCRIPTION AS LISTED IN THE BELOW REFERENCED TITLE COMMITMENTS AND THE SURVEYOR STATES THERE THE RECORD DESCRIPTION IS CONTIGUOUS AND THERE ARE NO GAPS OF GORES.

UNDERGROUND UTILITIES SHOWN HEREON ARE FROM RECORD DRAWINGS OBTAINED FROM THE VILLAGE OF OAK BROOK AND THE ENGINEER OF RECORD AND THE SURVEYOR CANNOT GUARANTEE THE LOCATIONS OF SAID UTILITIES, EXCEPT THOSE THAT ARE OBSERVED ON THE SURFACE AT THE TIME OF THIS SURVEY.

NO CEMETERIES OR BURIAL GROUNDS WERE OBSERVED AT THE TIME OF SURVEY.

MEASUREMENTS ARE MADE IN FEET AND DECIMAL FEET, MEASUREMENTS SHOWN IN PARENTHESES EX.(100.00') ARE RECORD DIMENSIONS.

THIS SERVICE MEETS THE ILLINOIS MINIMUM REQUIREMENTS FOR A BOUNDARY AND TOPOGRAPHIC SURVEY.

FIELD WORK WAS COMPLETED ON JANUARY 06, 2026.

IRON PIPES SET AT ALL CORNERS UNLESS OTHERWISE DENOTED.

SURVEY PREPARED FOR

DUPAGE ROAD AND BUTTERFIELD ROAD.

BASIS OF BEARINGS

ALL BEARINGS SHOWN ARE BASED ON GRID NORTH OF THE ILLINOIS COORDINATE SYSTEM OF 1983, EAST ZONE (1201), NORTH AMERICAN DATUM OF 1983.

PARKING SUMMARY

THERE ARE 1264 PARKING SPACES, 35 OF WHICH ARE HANDICAPPED

AREA SUMMARY

PARCEL 1	745,161 SQ.FT.	(17.107 AC.)
PARCEL 5	128,463 SQ.FT.	(2.949 AC.)
PARCEL 6	301,739 SQ.FT.	(6.927 AC.)
PARCEL 10	148,233 SQ.FT.	(3.403 AC.)
TOTAL	1,323,596 SQ.FT.	(30.386 AC.)

SITE ADDRESSES

2707 BUTTERFIELD RD., OAK BROOK IL 60523
2803 BUTTERFIELD RD., OAK BROOK IL 60523
2805 BUTTERFIELD RD., OAK BROOK IL 60523
2809 BUTTERFIELD RD., OAK BROOK IL 60523
2901 BUTTERFIELD RD., OAK BROOK IL 60523
2905 BUTTERFIELD RD., OAK BROOK IL 60523
2907 BUTTERFIELD RD., OAK BROOK IL 60523

SURVEYORS CERTIFICATION:

TO: CHICAGO TITLE INSURANCE COMPANY
TBD

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,3,4,8,9,13 AND 16 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 06, 2026.

BRADLEY A. STROHL
PROFESSIONAL LAND SURVEYOR NO. 3686
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PH. 331-209-0476
BRAD.STROHL@KIMLEY-HORN.COM

BRADLEY A. STROHL 3686 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

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No.	DATE	REVISION DESCRIPTION

Kimley»Horn
4201 Winfield Road, Ste 600
Warrenville, Illinois 60555
DESIGN FIRM # 184002012-0006
Tel. No. (630) 487-5550
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1"= 50'	AJ	BAS	02/04/2026	049561356	1 OF 4

ALTA/NSPS LAND TITLE SURVEY

OF

PARCEL 1: LOTS 1 AND 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER R76-78775 IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING EAST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 410.90 FEET; THENCE SOUTH 54 DEGREES 55 MINUTES 07 SECONDS WEST FOR A DISTANCE OF 125.02 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 1 FOR A DISTANCE OF 407.01 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF BUTTERFIELD ROAD, SAID POINT BEING ALSO ON THE NORTH MOST NORTHWESTERLY CORNER OF SAID LOT 2 OF SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR TERMINATION OF SAID LINE, TO ENTER UPON THE FOLLOWING DESCRIBED REAL ESTATE TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSES, AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT R73-62108, OVER THE FOLLOWING DESCRIBED REAL ESTATE: THAT PART OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSSESSMENT PLAT NUMBER 1 SHOWING RIGHTOF WAY OF NORTHERN ILLINOIS GAS COMPANY THROUGH PART OF SECTIONS 31, 30, 29, 28, 27, 26 AND 25 IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R64-28042, IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTHEASTERLY CORNER OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION BEING A SUBDIVISION IN PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R76-78775 IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, SAID POINT BEING ALSO ON THE NORTHWESTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 24 DEGREES 32 MINUTES 23 SECONDS EAST ALONG THE PROLONGATION OF THE NORTHEASTERLY LINE OF LOT 2 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 82.50 FEET TO THE SOUTHEASTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY FOR A DISTANCE OF 457.82 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST ALONG A LINE FOR A DISTANCE OF 82.58 FEET TO A POINT ON SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, SAID POINT BEING ALSO ON THE SOUTHEASTERLY LINE OF SAID LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 65 DEGREES 27 MINUTES 37 SECONDS EAST ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY BEING SAID SOUTHEASTERLY LINE OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 461.47 FEET TO SAID POINT OF BEGINNING.

PARCEL 3: A PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING WEST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 410.90 FEET; THENCE SOUTH 54 DEGREES 55 MINUTES 07 SECONDS WEST FOR A DISTANCE OF 125.02 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 1 FOR A DISTANCE OF 407.00 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF BUTTERFIELD ROAD, SAID POINT BEING ALSO ON THE NORTH MOST NORTHWESTERLY CORNER OF SAID LOT 2 OF SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR THE TERMINATION OF SAID LINE, TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSES, AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT R73-62108, THE FOLLOWING DESCRIBED REAL ESTATE: THAT PART OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSESSMENT PLAT NUMBER 1 SHOWING RIGHT OF WAY OF NORTHERN ILLINOIS GAS COMPANY THROUGH PART OF SECTIONS 31, 30, 29, 28, 27, 26 AND 25 IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R64-28042 IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTHEASTERLY CORNER OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION BEING A SUBDIVISION IN PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS RECORDED AS DOCUMENT R76-78775 IN THE RECORDER'S OFFICE IN DUPAGE COUNTY, ILLINOIS; SAID POINT BEING ALSO ON THE NORTHWESTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 24 DEGREES 32 MINUTES 23 SECONDS EAST ALONG THE PROLONGTION OF THE NORTHEASTERLY LINE OF LOT 2 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 82.50 FEET TO THE SOUTHEASTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY FOR A DISTANCE OF 457.82 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE LAST DESCRIBED LINE FOR A DISTANCE OF 560.85 FEET; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 82.56 FEET TO A POINT ON SAID NORTHWESTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; SAID POINT BEING ALSO ON THE SOUTHEASTERLY LINE OF SAID LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 65 DEGREES 27 MINUTES 37 SECONDS EAST ALONG SAID NORTHWESTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY BEING SAID SOUTHEASTERLY LINE OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, FOR A DISTANCE OF 560.37 FEET; THENCE SOUTH 27 DEGREES 04 MINUTES 28 SECONDS EAST FOR A DISTANCE OF 82.58 FEET TO SAID POINT OF BEGINNING.

PARCEL 4: EASEMENT FOR THE BENEFIT OF PARCEL 1, AS CREATED BY DECLARATION AND GRANT OF EASEMENTS MADE BY LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 3, 1971 AND KNOWN AS TRUST NUMBER 43529; LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 4, 1973 AND KNOWN AS TRUST NUMBER 46570; AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 27, 1976 AND KNOWN AS TRUST NUMBER 51894, DATED MAY 27, 1977 AND RECORDED ON NOVEMBER 1, 1977 AS DOCUMENT R77-100235 OVER AND UPON ALL DRIVEWAYS AS IDENTIFIED IN SAID GRANT OF EASEMENTS ON THE LAND DESCRIBED AS FOLLOWS: LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 3, 1972 AS DOCUMENT R72-00004, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 5: LOT 1 IN OAK BROOK INTERNATIONAL SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 14, 1995 AS DOCUMENT NO. R95-072664, IN DUPAGE COUNTY, ILLINOIS. EXCEPTING THEREFROM THAT PART DESCRIBED AS BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID LOT 1 (SAIDPOINT ALSO BEING THE NORTHEAST CORNER OF ILLINOIS STATE TOLL HIGHWAY COMMISSION PERMANENT EASEMENT E-2-63.1); THENCE NORTH 63 DEGREES 11 MINUTES 33 SECONDS EAST ALONG A NORTHERLY LINE OF SAID LOT 1 A DISTANCE OF 14.71 FEET (4.4830M); THENCE SOUTH 00 DEGREES 14 MINUTES 08 SECONDS WEST TO A SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 47.55 FEET (14.4920M); THENCE SOUTH 87 DEGREES 10 MINUTES 30 SECONDS WEST ALONG SAID SOUTHERLY LINE A DISTANCE OF 10.90 FEET (3.3223M) TO THE MOST WESTERLY LINE OF SAID LOT 1 (ALSO BEING THEEAST LINE OF AFORESAID PERMANENT EASEMENT E-2-63.1); THENCE NORTH 02 DEGREES 49 MINUTES 30 SECONDS WEST ALONG THE MOST WESTERLY LINE OF SAID LOT 1 A DISTANCE OF 41.50 FEET (12.6492M) TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 6: LOTS 2 AND 3 IN OAK BROOK INTERNATIONAL SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 14, 1995 AS DOCUMENT NO. R95-072664, (EXCEPTING THEREFROM THAT PART OF LOT 3 DESCRIBED AS BEGINNING AT THE MOST NORTHWEST CORNER OF SAID LOT 3; THENCE NORTH 87 DEGREES 10 MINUTES 30 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 3 A DISTANCE OF 10.90 FEET; THENCE SOUTH 00 DEGREES 14 MINUTES 08 SECONDS WEST A DISTANCE OF 204.16 FEET TO A POINT ON THE WEST LINE OF SAID LOT 3 (ALSO BEING THE EAST LINE OF ILLINOIS STATE TOLL HIGHWAY COMMISSION PERMANENT EASEMENT E-2-63.1); THENCE NORTH 02 DEGREES 49 MINUTES 30 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 3 A DISTANCE OF 203.87 FEET TO THE POINT OF BEGINNING), IN DUPAGE COUNTY, ILLINOIS.

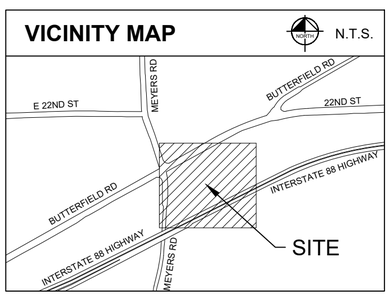
PARCEL 7: PERPETUAL EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT NO. R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT NO. R74-03288 TO ENTER UPON THE PROPERTY DESCRIBED DESCRIBED THEREIN TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSE.

PARCEL 8: EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 AS CREATED BY DECLARATION AND GRANT OF EASEMENTS MADE BY LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 3, 1971 AND KNOWN AS TRUST NUMBER 43529, LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 4, 1973 AND KNOWN AS TRUST NUMBER 46570 AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 27, 1976 AND KNOWN AS TRUST NUMBER 51894, DATED MAY 27, 1977 AND RECORDED NOVEMBER 1, 1977 AS DOCUMENT NO. R77-100235, OVER AND UPON ALL DRIVEWAYS AS IDENTIFIED ON EXHIBIT "D" ATTACHED THERETO.

PARCEL 9: NON-EXCLUSIVE, PERPETUAL EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 FOR INGRESS AND EGRESS AND PARKING, UNDER AND BY VIRTUE OF THEEASEMENTS, COVENANTS AND RESTRICTIONS AGREEMENT RECORDED JUNE 20, 1995 AS DOCUMENT NO. R95-075460, ON, OVER AND ACROSS THOSE PORTIONS OF THE THE PROPERTY DESCRIBED THEREIN.

PARCEL 10: THAT PART OF LOT 8-2 LYING EAST OF MYERS ROAD AND LOT 9-1 LYING EAST OF MEYERS RD, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSESSMENT PLAT 1NUMBER 1, IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, RECORDED AS DOCUMENT NO. R64-28042, IN DUPAGE COUNTY ILLINOIS.

VICINITY MAP N.T.S.



TAX PIN'S PARCEL 1: 06-28-104-009
06-28-202-020
TAX PIN PARCEL 5: 06-28-104-015
TAX PIN'S PARCEL 6: 06-28-104-011
06-28-104-013
TAX PIN'S PARCEL 10: 06-28-104-014
06-28-202-010

FLOOD STATEMENT:

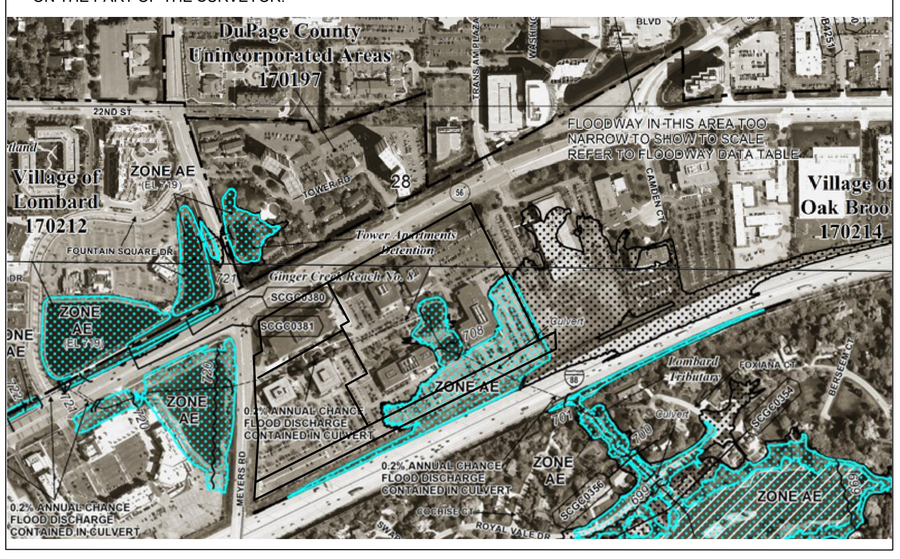
ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP NO. 17043C0176J, DATED 08/01/2019 AND FLOOD INSURANCE RATE MAP NO. 17043C0178J, DATED 08/01/2019, FOR DUPAGE COUNTY, ILLINOIS AND INCORPORATED AREAS. THIS PROPERTY IS LOCATED WITHIN

ZONE X (UNSHADED) DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".

ZONE AE DEFINED AS "SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD" AND "BASE FLOOD ELEVATIONS DETERMINED".

OTHER FLOOD AREAS, ZONE X DEFINED AS "AREAS OF 0,2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD"

IF THIS SITE IS NOT WITHIN AN IDENTIFIED SPECIAL FLOOD HAZARD AREA, THIS FLOOD STATEMENT DOES NOT IMPLY THAT THE PROPERTY AND/OR THE STRUCTURES THEREON WILL BE FREE FROM FLOODING OR FLOOD DAMAGE. ON RARE OCCASIONS, GREATER FLOODS CAN AND WILL OCCUR AND FLOOD HEIGHTS MAY BE INCREASED BY MAN-MADE OR NATURAL CAUSES. THIS FLOOD STATEMENT SHALL NOT CREATE LIABILITY ON THE PART OF THE SURVEYOR.



TITLE NOTES:

(PURSUANT TO COMMITMENT FOR TITLE INSURANCE, ISSUED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 25012315NOWF , WITH AN ISSUE DATE NOVEMBER 14, 2025).

SCHEDULE B PART II, TITLE EXCEPTION TABLE

	EXCEPTION NUMBER	DOCUMENT NUMBER	DESCRIPTION	PLOTTABLE	NOTATION
	1-15, 74, 75	N/A	General Exceptions	No	No Comment
	K 16	R2025-039179	Mortgage, Assignment of Leases and Rents, Security Agreement and Fixture Filing	No	Not a Survey Matter
	L 17	R2025-039180	Assignment of Agreements Affecting Real Estate	No	Not a Survey Matter
	M 18	U2025-000718 U2025-000788	A financing statement	No	Not a Survey Matter
	N 19	R2022-053613	Mortgage, Security Agreement, Fixture Filing and Assignment of Leases and Rents	No	Not a Survey Matter
	O 20	R2022-053614	Assignment of Leases and Rents	No	Not a Survey Matter
	P 21	R2022-053616	Mortgage, Security Agreement, Fixture Filing and Assignment of Leases and Rents	No	Not a Survey Matter
	Q 22	R2022-053617	Assignment of Leases and Rents	No	Not a Survey Matter
	T 23	N/A	The search did not disclose any open mortgages or deeds of trust of record, therefore the Company reserves the right to require further evidence to confirm that the property is unencumbered, and further reserves the right to make additional requirements or add additional items or exceptions upon receipt of the requested evidence	No	Not a Survey Matter
	U 24	N/A	If work has been performed on the Land within the last six months which may subject the Land to liens under the mechanics lien laws	No	Not a Survey Matter
	V 25	N/A	Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records	No	Not a Survey Matter
	W 26	N/A	Requirements to the issuance of any title insurance	No	Not a Survey Matter
	X 27	N/A	Requirements to the issuance of any title insurance	No	Not a Survey Matter
	Y 28	N/A	Requirements to the issuance of any title insurance	No	Not a Survey Matter
	Z 29	N/A	Requirements to the issuance of any title insurance	No	Not a Survey Matter
	AA 30	N/A	Requirements to the issuance of any title insurance	No	Not a Survey Matter
	AU 31	N/A	All assessments and fees, including special assessments or payments due to others, such as master associations, are paid in full through the date of closing	No	Not a Survey Matter
	AB 32	N/A	Existing unrecorded leases and all rights thereunder of the lessees and of any person or party claiming by, through or under the lessees.	No	Not a Survey Matter
	BN 33	R78-21519	An unrecorded lease with certain terms, covenants, conditions and provisions set forth	No	Not a Survey Matter
	BO 34	R78-22300	An unrecorded lease with certain terms, covenants, conditions and provisions set forth	No	Not a Survey Matter
	R 35	R2022-053615	Lease Agreement	No	Not a Survey Matter
	S 36	R2022-053618	Lease Agreement	No	Not a Survey Matter
	AC 37	N/A	For any special service areas and/or sanitary districts referenced below as a Schedule B Exception, a full payment letter must be presented in conjunction with any deed to be recorded	No	Not a Survey Matter
	AD 38	R2009-037066	Terms and conditions of the Flagg Creek Water Reclamation District amended ordinance 756	No	Not a Survey Matter
39	AE 39	R66-4660	Subject to Perpetual Easement to Commonwealth Edison Company	Yes	Affects Parcel 1
40	AF 40	R69-87 R74-43011	Subject to Order by the State of Illinois, Department of Public Works and buildings, division of highways, establishing federal aid route 131 as a freeway and providing that access between said freeway and abutting Lands is to be permitted only at entrances provided for that purpose under permits from said department	Yes	As Shown
41	AG 41	R72-00004	Subject to Easements for storm water retention and drainage purposes of 114 feet along the Northwesterly line of the Land	Yes	Affects Parcel 1 and Parcel 5
42	AH 42	R70-15974	Subject to an Easement to Commonwealth Edison Company	Yes	Affects Parcel 1
	AI 43	R72-2	Terms, restrictions and conditions contained in agreement by and between Village of Oak Brook and Oak Brook International Office Center.	No	Blanket Affects Parcels 1, 5, 6
44	AJ 44	R74-38420	Subject to an Easement to I.D.O.T for drainage improvements	Yes	Affects Parcel 1
45	AK 45	R77-82589	Subject to an Easement to the Commonwealth Edison Company, an Illinois Corporation and the Illinois Bell Telephone Company	Yes	Affects Parcel 1
46	AL 46	R68-2840	Subject to an Easement agreement made by Northern Illinois Gas Company, a corporation of Illinois, to the Commonwealth Edison Company	Yes	Affects Parcels 7, 10
47	AM 47	R61-993993 R67-9069 R73-62108	Subject to Terms, provisions and conditions relating to the easement recorded on January 19, 1961, in DuPage county, Illinois, as document 993993. Assignment recorded as document R67-9069 and authorization recorded as document R73-62108	Yes	Affects Parcel 10
48	AN 48	R77-82588	Subject to Grant of Easement to the Commonwealth Edison Company, an Illinois Corporation and the Illinois Bell Telephone Company, an Illinois Corporation	Yes	Affects Parcel 1
49	AO 49	R77-100235	Subject to Easements contained in declaration and grant of easements for Ingress and Egress over and upon all sidewalks, walkways, aisles and driveways as identified on exhibit "D" For access to and from buildings and parking areas to and from public streets and highways which adjoin the project Land.	Yes	Affects Parcels 1, 5, 6
50	AP 50	R78-85455	Subject to an Easement to Commonwealth Edison Company	Yes	Affects Parcel 1
	AQ 51	R2011-016729	Subject to Terms, conditions and provisions contained in Village of Oak Brook Ordinance 2010-zo-su-EX1-s-1293 approving a special use to allow Olivet Nazarene University to operate a non residential school on the property commonly known as 2809 Butterfield Road	No	Blanket Affects Parcels 1
	AR 52	R2013-42073	Terms, covenants, conditions and rights as contained in the monument sign agreement	No	Blanket Affects Parcels 1, 5, 6
53	AS 53	R2013-42072	Subject to Terms, covenants, conditions, restrictions and easements as contained in the cable agreement	Yes	Affects Parcels 1
	AT 54	R2025-047935	Terms, provisions and limitations as contained in Memorandum of Mezzanine Financing	No	Not a Survey Matter
	AV 55	N/A	This commitment or policy, when issued, shoud not be construed as insuring the location of the roadways described in Parcel 7	No	Not a Survey Matter
	AW 56	R69-50646	Covenants and restrictions contained in Trustee's Deed relating to plans, signs, specifications and locations of buildings to be erected on the Land	No	Affects Adjoining Property to the east
57	AX 57	R72-43504	Subject to an Easement to the Illinois Bell Telephone Company	Yes	Affects Parcels 5
58	AY 58	R77-82590	Subject to an Easement to Commonwealth Edison Company, a corporation of Illinois, and the Illinois Bell Telephone Company	Yes	Affects Parcels 5, 6
59	AZ 59	R72-28076	Subject to an Easement to Commonwealth Edison Company, a corporation of Illinois, and the Illinois Bell Telephone Company	Yes	Affects Parcels 5, 6
60	BA 60	R77-100235	Subject to Declaration and Grant of Easements over and upon all driveways	Yes	Affects Parcels 1, 5, 6
61	BB 61	R95-72664	Subjects to Building Setbacks	Yes	Affects Parcesls 5 and 6
	BC 62	R95-075460	Subject to Easements, Covenants and Restrictions Agreement relating to reciprocal easements for Ingress, Egress and parking, utilities and drainage, common areas and expenses Incurred Thereunder, together with such further provisions contained therein.	No	Blanket Affects Parcels 5, 6
	BD 63	R2013-110652	Notice of Fire Alarm & Burglar Alarm Equipment Installed and owned by Chicago-Metropolitan Fire Prevention Company	No	Blanket Affects Parcel 5
	BE 64	R2013-110654	Notice of Fire Alarm & Burglar Alarm Equipment Installed and owned by Chicago-Metropolitan Fire Prevention Company	No	Blanket Affects Parcel 6
65	BF 65	R66-4660	Subject to Perpetual Easement to Commonwealth Edison Company	Yes	Affects Parcel 1, 2, 3, 6
66	BG 66	R68-35431	Subject to a permanent, perpetual and non-exclusive Easement for an underground storm sewer	Yes	Affects Parcel 6
67	BH 67	R70-15974	Subject to an Easement to Commonwealth Edison Company	Yes	Affects Parcel 1, 2, 3, 6
68	BI 68	R77-82588	Subject to an Easement to the Commonwealth Edison Company, an Illinois Corporation and the Illinois Bell Telephone Company	Yes	Affects Parcel 1
69	BJ 69	R77-82589	Subject to an Easement to the Commonwealth Edison Company, an Illinois Corporation and the Illinois Bell Telephone Company	Yes	Affects Parcel 1
	BK 70	R61-993993	Terms and conditions relating to easements, use and cost and maintenance over the Northern Illinois Gas Company right of way.	No	Blanket Affects all Parcels
71	BL 71	R2022-049723	Subject to an Easement to Commonwealth Edison Company	Yes	Affects Parcel 5
72	BM 72	R2022-049722	Subject to an Easement to Commonwealth Edison Company	Yes	Affects Parcel 6
	BR 73	N/A	Terms, provisions, and conditions relating to the easement described as Parcels 2, 3, 4, 7 , 8 and 9 contained in the instrument creating said easement. Rights of the adjoining owner or owners to the concurrent use of said easement.	No	Not a Survey Matter

No.	DATE	REVISION DESCRIPTION

Kimley»Horn
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Warrenville, Illinois 60555
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Tel. No. (630) 487-5550
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1"= 50'	AJ	BAS	02/04/2026	049561356	2 OF 4

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ALTA/NSPS LAND TITLE SURVEY

TAX PIN'S PARCEL 1: 06-28-104-009
06-28-202-020
TAX PIN PARCEL 5: 06-28-104-015
TAX PIN'S PARCEL 6: 06-28-104-011
06-28-104-013
TAX PIN'S PARCEL 10: 06-28-104-014
06-28-202-010

HATCH LEGEND

- BUILDING OUTLINE AREA
- CONCRETE AREA
- ASPHALT PAVEMENT AREA
- POND AREA
- GRAVEL PAVEMENT AREA
- DETECTABLE WARNING PAD



BASIS OF BEARINGS

ALL BEARINGS SHOWN ARE BASED ON GRID NORTH OF THE ILLINOIS COORDINATE SYSTEM OF 1983, EAST ZONE (1201), NORTH AMERICAN DATUM OF 1983.

GRAPHIC SCALE IN FEET
50 0 25 50 100
1" = 50' @ 24X36

No.	DATE	REVISION DESCRIPTION

Kimley»Horn
4201 Winfield Road, Ste 600
Warrenville, Illinois 60555
DESIGN FIRM # 184002012-0006
Tel. No. (630) 487-5550
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1"= 50'	AJ	BAS	02/04/2026	049561356	3 OF 4

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TAX PIN'S PARCEL 1: 06-28-104-009
06-28-202-020
TAX PIN PARCEL 5: 06-28-104-015
TAX PIN'S PARCEL 6: 06-28-104-011
06-28-104-013
TAX PIN'S PARCEL 10: 06-28-104-014
06-28-202-010

ALTA/NSPS LAND TITLE SURVEY

NORTH

GRAPHIC SCALE IN FEET
50 0 25 50 100
1" = 50' @ 24X36

BASIS OF BEARINGS

ALL BEARINGS SHOWN ARE BASED ON GRID NORTH OF THE ILLINOIS COORDINATE SYSTEM OF 1983, EAST ZONE (1201), NORTH AMERICAN DATUM OF 1983.

LINE TYPE LEGEND

GAS	UNDERGROUND GAS LINE
OHW OHW	OVERHEAD UTILITY LINE
UGE	UNDERGROUND ELECTRIC LINE
TEL	UNDERGROUND TELEPHONE LINE
X	FENCE
CBL	UNDERGROUND CABLE
	GUARD RAIL

BUTTERFIELD ROAD (ILLINOIS STATE ROUTE 56)
(LIMITED ACCESS BY DOC. R1969-000087 & R1974-043011)

PARCEL 8
AN EASEMENT FOR THE BENEFIT OF PARCEL 1, PARCEL 5 AND PARCEL 6 AS CREATED BY DECLARATION AND GRANT OF EASEMENTS, RECORDED NOVEMBER 01, 1977 AS DOC. R77-100235

PARCEL 1

PARCEL 2

PARCEL 3

PART OF LOT 1 IN
BUTLER CO. M-1 INC. A.P. 2 SUB.
PER DOC. R1964-024069

PIN: 0628202017
OWNER: 2625 BUTTERFIELD LLC & WC

SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUB. PER DOC. R1976-078775

LOT 2

2625 BUTTERFIELD RD
OAK BROOK, IL 60523
3 STORY
OFFICE BUILDING
BUILDING AREA = 59,995 SQ.FT
BUILDING HEIGHT = 35.38 FT.

2809 BUTTERFIELD RD
OAK BROOK, IL 60523
3 STORY
OFFICE BUILDING
BUILDING AREA = 34,085 SQ.FT
BUILDING HEIGHT = 35.42 FT.

2803 BUTTERFIELD RD
OAK BROOK, IL 60523
3 STORY
OFFICE BUILDING
BUILDING AREA = 17,321 SQ.FT
BUILDING HEIGHT = 48.53 FT.

2707 BUTTERFIELD RD
OAK BROOK, IL 60523
3 STORY
OFFICE BUILDING
BUILDING AREA = 17,331 SQ.FT
BUILDING HEIGHT = 49.01 FT.

R=3719.83' (R=3719.83')
L=99.60' (L=99.60')
CB=N61°38'08"E
C=99.59' (C=99.58')

C=595.22' (C=595.22')
CB=S66°58'39"W
L=595.85' (L=595.85')
R=3719.83' (R=3719.83')

(N62°55'32"E 1195.21')
N60°51'19"E 1195.21'

(N63°15'32"W 407.90')
N62°47'28"W 407.90'

S52°50'54"W 125.02'
(S54°55'07"W 125.02')

N29°08'41"W
(N27°04'28"W 410.90')

N26°36'36"W (N24°32'23"W)
817.57' (817.57')

S2°23'20"E 481.92'
(S24°32'23"E 482.50')
(S65°27'37"W 481.92')

N63°23'24"E 461.47'
(N65°27'37"E 461.47')

N63°23'24"E 560.37'
(N65°27'37"E 560.37')

N63°23'24"E 1802.28'
(N65°27'37"E)

S61°11'19"W
130.00'
(S63°15'32"W)
(130.00')

S28°48'41"E
82.56'
(S26°44'28"E)
(82.56')

N29°08'41"W
82.58'
(N27°04'28"E)
(82.58')

S2°23'20"E 90.46'
(S24°32'23"E 90.50')
(S65°27'37"W 481.92')

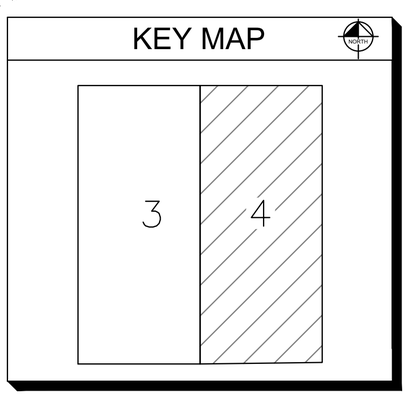
N63°23'24"E 457.82'
(N65°27'37"E 457.82')

FOUND 7/8" IRON PIPE 0.14' W. & 0.30' S.
FOUND 1" IRON PIPE ONLINE & 0.19' S.
FOUND 1" IRON PIPE AT CORNER
FOUND 1" IRON PIPE 0.51' W. & 0.23' S.
0.98' S. 6' CHAIN LINK FENCE
0.57' S. 6' CHAIN LINK FENCE
LANDSCAPE AREA
CONCRETE SPILLWAY (TYP.)
BUS STOP
FIBER OPTIC HANDHOLE (TYP.)
SIGN (TYP.)
STREET LIGHT (TYP.)
EASEMENT TO I.D.O.T. FOR DRAINAGE IMPROVEMENTS PER DOC. R74-38420
EASEMENT FOR STORM WATER RETENTION & DRAINAGE NOT TO BE USED FOR PARKING OR BUILDING PURPOSES PER DOC. R1972-000004
114' EASEMENT
100' SETBACK LINE PER ZONING ORDINANCE
ELECTRIC EASEMENT PER DOC. R1978-085455
EASEMENT FOR INGRESS & EGRESS PER DOC. R77-100235
CENTERLINE OF 10 FT. CABLE ESMT. PER DOC. R2013-140772
FIBER OPTIC HANDHOLE (TYP.)
ELECTRIC BOX (TYP.)
MAILBOX (TYP.)
PLANTER
SIAMESE WATER CONNECTION
RETAINING WALL
EDGE OF POND (TYP.)
PATIO
CONC. PAD
CONC. WALL
GAS METER
EDGE OF POND
CONCRETE BALCONY
METAL GRATE IN CONC. BASS
LOADING DOCK
RAMP
FLOODLIGHT (TYP.)
30' SETBACK LINE PER ZONING ORDINANCE
40' SETBACK LINE PER ZONING ORDINANCE
LIGHT POLE BASE (TYP.)
6' CHAIN LINK FENCE
DUMPSTER ENCLOSURE
LOADING DOCK RAMP
10' ESMT. FOR COMMONWEALTH EDISON CO. PER DOC. R1970-015974
12' ESMT. FOR COMMONWEALTH EDISON CO. PER DOC. R1966-004660
PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1 AS CREATED BY INSTRUMENT RECORDED ON JANUARY 19, 1961 IN DUPAGE COUNTY, ILLINOIS, AS DOC. 993993, AND ASSIGNMENT RECORDED AS DOC. R67-9069 AND AUTHORIZATION RECORDED AS DOC. R73-62108
ESMT. TO COMMONWEALTH EDISON COMPANY CO. OF ILLINOIS PER DOC. R68-2840
NORTHERN ILLINOIS TOLL HIGHWAY
TRACT 1-A, PER BUTLER COMPANY ILLINOIS TOLLWAY ASSESSMENT PLAT NO. 1 PER DOC. 991695
CENTER LINE OH HIGHWAY
EAST SIDE OF LOT 8-2 AND ALSO BEING WEST SIDE OF LOT 9-1 PER DOC. R1964-028042
ILLINOIS STATE TOLL HIGHWAY AUTHORITY - REAGAN MEMORIAL TOLLWAY (I-88)
MATCHLINE - SEE SHEET 3

SYMBOL LEGEND

	SURVEY BENCHMARK		SIGN POST
	LIGHT POLE WITH ARM		STREET LIGHT POLE
	SQUARE STORM INLET		STORM MANHOLE
	WATER VALVE		FIRE HYDRANT
	WATER MANHOLE	W	WATER BOX
	SANITARY MANHOLE		SANITARY CLEANOUT
	ELECTRIC METER		HANDHOLE
	GAS VALVE		CABLE MARKER SIGN
	TREE		MAILBOX
	COMMUNICATIONS VAULT	T	PHONE MANHOLE
C	COMMUNICATIONS MANHOLE	E	ELECTRIC MAHOLE
F	FIBER OPTIC MANHOLE		ELECTRIC VAULT
	LIGHT POLE BASE		ELECTRIC DOUBLE HANDHOLE
TV	CA/TV BOX		FIBER OPTIC HANDHOLE
T	PHONE BOX		FIBER OPTIC DOUBLE HANDHOLE
	GROUND FLOOD LIGHT		PARKING LOT LIGHT POLE
	BOLLARD		STORM BEEHIVE INLET
	SANITARY CLEANOUT		GAS METER
	ROUND STORM INLET	TR	TRAFFIC MANHOLE
	CULVERT		AC UNIT
	FLARED END SECTION	XX	TITLE NOTE BOXES

KEY MAP



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No.	DATE	REVISION DESCRIPTION

Kimley»Horn
4201 Winfield Road, Ste 600
Warrenville, Illinois 60555
DESIGN FIRM # 184002012-0006
Tel. No. (630) 487-5550
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1"= 50'	AJ	BAS	02/04/2026	049561356	4 OF 4

ITEM 8.B.1.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
April 14, 2026

SUBJECT: GTZ – Referral of Planned Development for Butterfield Road properties (Amazon)

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: I move that the Village Board refer the GTZ Properties request for a retail development at Butterfield and Meyers Roads to the Planning & Zoning Commission for review and recommendation.

Background/History:
At the March 10, 2026 Village Board meeting, the applicant presented a conceptual redevelopment proposal for the approximately 27-acre property located at the southeast corner of Butterfield Road and Meyers Road. The proposal included development of two commercial retail buildings anticipated to be occupied by Amazon and Ashley Furniture, along with associated site improvements.

Following the Village Board meeting, the applicant informed staff that preliminary engineering plans would be further revised. These revisions, due to the Village by April 20, 2026, may affect the overall project density to address stormwater management requirements.

The subject property consists of five parcels containing seven existing office buildings and surface parking lots. The applicant proposes demolition of the current improvements, re-subdivision of the property into two parcels, and site redevelopment.

Development Services held internal meetings with the applicant in February to review the application and address questions related to Village processes. Staff also initiated contact with the Illinois Department of Transportation, DuPage County, and the Flagg Creek Water Reclamation District regarding the project, and provided the applicant with written requests from the civil engineer retained by the Ginger Creek Homeowners Association. The referral to the Planning & Zoning Commission provides the public with an opportunity to comment on the project during a formal public hearing.

Staff Comments:

1. A Planned Development is required for this proposal. The intent and purpose of the planned development regulations is to provide an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when sufficiently justified under the provisions of this chapter. The objective of the planned development is to encourage a higher level of design and amenity than is possible to achieve under standard zoning regulations.

2. A Final subdivision plat is required.

3. The subject property is currently zoned ORA-1, Office, Research, and Assembly District. Retail uses are not listed as a Permitted or Special Use in the ORA-1, District.

4. The 1990 Comprehensive Plan does not anticipate this type of development within the Village of Oak Brook. However, Planning District 5 anticipated that this area of the Village would continue to have commercial improvements along Butterfield Road, and that the Village would "maintain the standards in the developed commercial areas to prevent deterioration".

5. Section 13-15-2 indicates that each Planned Development (PD) shall be presented and reviewed on its own merits. As such, a new land use can be introduced into a zoning district through a PD if it is not currently permitted but the new use/project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

6. A separate neighborhood meeting is not required as part of the outreach for this project. The neighborhood meeting is an element of the Planned Development process outlined in Section 13-15-5.B.1d.

7. The ORA-1 District permits a floor area ratio (FAR) not to exceed 0.48. The FAR for the conceptual development plan for the 27-acre property is approximately 0.25 and appears to comply with the Village Code.

8. The conceptual development plan for this project identifies the commercial retail building at 44'-6" and a second retail building at a maximum height of 60'feet.

9. The approximately 27-acre property includes regulatory floodplain. The property owner intends to seek a Letter of Map Revision (LOMR) and relocate the floodplain on-site to allow for development of the property.

10. Staff has given the applicant to April 20th to submit revisions to the preliminary engineering plans.

Please see the narrative and project presentation slides provided by the applicant for additional information and background.

Recommendation:

Staff recommends that the Village Board refer the request for a Planned Development to the Planning & Zoning Commission for review and recommendation.

Attachments:

1. Exhibits for Referral
2. The Amazon Store Proposal 26-0409

ITEM 3.A.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
March 10, 2026

SUBJECT: Preliminary Board Review of Planned Development for Butterfield Road Properties

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: Provide comments, suggestions, and recommendations to Oakbrook TH LLC c/o GTZ Properties (GTZ) regarding the proposed two retail buildings, a 225,000 retail building and a 101,182 square-foot furniture store, within the ORA-1, Office, Research, and Assembly District.

The preliminary Board review is outlined in the Planned Development regulations and is an important step in providing an applicant with early feedback on a project proposal (see Section 13-15-5).

Background/History:

DLA Piper, with the consent of the property owner, GTZ, is proposing to construct the two buildings on the site. This project is being proposed at the southeast corner of Butterflied Road and Meyers Road. The 27-acre property currently contains 5 parcels with 7 office buildings and surface parking lots.

The proposal includes demolishing the existing office buildings, re-subdividing the property into two parcels, and redeveloping the site with two commercial retail buildings (approximately 225,000 sq. ft. and 101,182 sq. ft) with surface parking. The larger building would have a proposed nine (9) loading docks and the second would have four (4). The site would be accessed from the north through a new signalized intersection on Butterfield Road, along with the existing accesses from the west on Meyers Road and north on Butterfield Road.

Staff Comments:

1. A Planned Development is required for this proposal. The intent and purpose of the planned development regulations is to provide an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when

sufficiently justified under the provisions of this chapter. The objective of the planned development is to encourage a higher level of design and amenity than is possible to achieve under standard zoning regulations.

2. A Final subdivision plat is required.

3. The subject property is currently zoned ORA-1, Office, Research, and Assembly District. Retail uses are not listed as a Permitted or Special Use in the ORA-1, District.

4. The 1990 Comprehensive Plan does not anticipate this type of development within the Village of Oak Brook. However, Planning District 5 anticipated that this area of the Village would continue to have commercial improvements along Butterfield Road, and that the Village would "maintain the standards in the developed commercial areas to prevent deterioration".

5. Section 13-15-2 indicates that each Planned Development (PD) shall be presented and reviewed on its own merits. As such, a new land use can be introduced into a zoning district through a PD if it is not currently permitted but the new use/project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

6. A separate neighborhood meeting is not required as part of the outreach for this project. The neighborhood meeting is an element of the Planned Development process outlined in Section 13-15-5.B.1d.

7. The ORA-1 District permits a floor area ratio (FAR) not to exceed 0.48. The FAR for the conceptual development plan for the 27-acre property is approximately 0.27 and appears to comply with the Village Code.

8. The conceptual development plan for this project identifies the commercial retail building at 44'-6" and the second retail building at a maximum height of 60 feet.

9. The approximately 27-acre property includes regulatory floodplain. The property owner intends to seek a Letter of Map Revision (LOMR) and relocate the floodplain on-site to allow for development of the property.

Please see the narrative and project presentation slides provided by the applicant for additional information and background.

Recommendation:

Staff requests the Village Board discuss the concept and provide the applicant with direction as to if the land use is appropriate in this location. Please provide comments, suggestions, and recommendations to the applicant concerning the proposed land use and the proposed location.

If the applicant decides to move forward with the project, the next step in the process is Village Board referral of the Planned Development to the Planning & Zoning Commission (P&Z) for public hearing, review and recommendation followed by *Transmittal of Application* in accordance with Section 13-15-5(B) of the Planned Development regulations.

Attachments:

1. Exhibits for PBR

March 9, 2026

VILLAGE OF OAK BROOK – PLANNED DEVELOPMENT ENGINEERING REVIEW

PROJECT	PERMIT NO.	REVIEW NO.	STATUS
2901 Butterfield Road – Amazon	PD 26 1	1	Not Approved

EZA Engineering received the following Planned Development submittal documents on February 26, 2026:

DOCUMENT	PREPARED BY	SHEETS	DATE
Preliminary Engineering Plans	Kimley Horn	5	Feb 2026
Conceptual Site Plan	HPA Architecture	1	2-19-26
Preliminary Drainage Report	Kimley Horn	2	2-25-26
Demand Letter	Kimley Horn	2	2-25-26
Environmental Impact Study	Kimley Horn	38	2-2-26
ALTA/NSPS Land Title Survey	Kimley Horn	4	2-4-26
Traffic Impact Study	KLOA	218	2-11-26

The above documents have been reviewed for compliance with the Village Code of Oak Brook (Village Code) and the Village of Oak Brook Stormwater and Flood Plain Ordinance (VOBSFPO). Please consider the following comments:

GENERAL COMMENTS

1. Please note the following. A response to these comments is not necessary:
    - Four (4) civil drawings (Aerial Plan, Site Plan, Paving Grading and Drainage Plan, and Utility Plan) were included in the submittal. Collectively, these drawings will comprise the Preliminary Plat, as defined in Title 14-3 of the Village Code.
    - The disturbed area for the proposed development site will be greater than 1 acre. Therefore, an NPDES ILR10 permit will be required from the IEPA. This permit will be required prior to issuance of the subdivision improvements permit (after Planned Development approval by the Village Board).
    - A permit from the Illinois Department of Transportation (IDOT) will be required due to proposed improvements within the Butterfield Road right-of-way.
    - A permit from the DuPage County Division of Transportation (DuDOT) is required to proposed improvements within the Meyers Road right-of-way.
2. Provide a breakdown of different types of impervious areas in the existing and proposed conditions. The breakdown should include the overall area of the development site as well as the net new impervious area.
    - If the net new impervious area since 1992 is 25,000 SF or greater, stormwater detention will be required.
    - If the net new impervious area since 2013 is 2,500 SF or greater, Post Construction Best Management Practices (PCBMP) will be required.

3. Per the 1977 stormwater calculations, it appears detention was provided for the entire site with an exception for the 6.93 acres, which resulted in a flow of 52 CFS (C=0.95; i=7.9 in/hr). Please provide stormwater detention for the 6.93 acres of undetained area.
4. Per the effective Flood Insurance Rate Map (FIRM), the development site is located within a 100-year regulatory floodplain. Provide the following information:
    - The applicable FIRM and Flood Insurance Study (FIS) profile.
    - The limits of the floodplain shall be shown on all applicable plan sheets.
    - Compensatory storage calculations demonstrating compliance with Title 9-10.
    - A full Floodplain Submittal will be required prior to approval of the Final Plat of Subdivision.
5. The two existing ponds on the east half of the development site are in close proximity to where Ginger Creek was located prior to the current development of the property. Provide a wetland/buffer narrative regarding the ponds and whether they are subject to Title 9-11 and 9-12.
6. The storm sewer system shall be designed to convey the 10-year rainfall event. Provide preliminary storm sewer calculations. Please note that review of final engineering plans will full calculations of all proposed storm sewers as well as inlet capacity calculations.
7. Provide a stormwater narrative to discuss offsite flows from upstream of the development site and how those flows will be conveyed to ISTHA right-of-way (downstream of the site).
8. Address all comments on the Civiltech Technical Memorandum dated March 9, 2026 (attached).
9. The Landscape Plans are currently under review. Comments will be forwarded upon completion.
10. Provide a Preliminary Engineer's Opinion of Probable Construction Cost for all site work.
11. Provide an itemized comment response letter in the next submittal.

PRELIMINARY PLAT

12. The Preliminary Plat includes sheets C3.0-C6.0 and L1.0. Please provide the full set of preliminary engineering drawings to be included in the Preliminary Plat.
13. Title 14-3-3.A.1 – Provide a proposed name for the subdivision.
14. Title 14-3-3.A.2 – Indicate the legal description for the development site on the Preliminary Plat. The legal description on the ALTA/NSPS Land Title Survey will suffice.
15. Title 14-3-3.A.4 – Indicate the name(s) and address(es) of the owner and subdivider having control of the tract and the surveyor who prepared the plat.
16. Title 14-3-3.A.6 – Indicate the date of survey and preparation.
17. Title 14-3-3.B.1 – Add lengths of bearings/angles for all lots and lines of the subdivision.
18. Title 14-3-3.B.2 – Indicate the total acreage of the subdivision.
19. Title 14-3-3.B.3 – Indicate the existing zoning districts in the proposed subdivision as well as adjacent trats.
20. Title 14-3-3.B.4 – Provide a sheet showing only corporate lines of the Village of Oak Brook, public right-of-way, easements, and permanent buildings/structures on or within 200' of the development site.
21. Title 14-3-3.B.5 – Provide a sheet showing only the location and size of existing sewers, water mains, culverts, or other underground facilities within the tract and to a distance of at least 200' beyond the tract; also indicating such data as grades, invert elevations, and locations of catch basins, manholes, vaults, and hydrants.
22. Title 14-3-3.B.6 – Provide a location map, ideally on the cover sheet.
23. Title 14-3-3.B.7 – Provide a sheet showing topographic data including 1' contours.
24. Title 14-3-3.B.8 – Provide locations of or reference to locations of existing monuments or survey markers.

25. Title 14-3-3.C.3 – Provide locations of all proposed easements. This may include easements anticipated for stormwater detention, floodplain, public utility and drainage, ISTHA, IDOT, DuDOT, cross-access, etc.
26. Title 14-3-3.C.3 – Indicate all existing easements proposed to be vacated. Of particular note, the existing site plan will require the 114' easement for Stormwater Retention and Drainage to be vacated as well as the IDOT Drainage Easement.
27. Title 14-3-3.C.4 – Indicate the layout, numbers, and typical dimensions of proposed lots to the nearest foot and areas of each lot.
28. Title 14-3-3.C.5 – Indicate proposed building setback lines, including dimensions.
29. Title 14-3-3.C.8 – The development site accepts significant amounts of stormwater runoff from three offsite sources:
    - Butterfield Road right-of-way and storm sewer system;
    - A 72"/78" diameter storm sewer under Meyers Road (from the Promenade). The upstream end (72") of this storm sewer appears to be 708.75 (NAVD 29) and the downstream end (78") appears to be 707.72. The upstream area to this storm sewer is approximately 618 acres.
    - A combination of a 24"x45" HERCP and 24"x38" HERCP from 2625 Butterfield Road (designed to convey approximately 90 CFS (10-year)). The pipes combine into a junction chamber (INV 699.89) with a 53"x83" HERCP (66" diameter equivalent).
        - Please note this system may need to be hydraulically separated from most of the rest of the development site to maintain existing drainage characteristics.

    These sources of runoff do not appear to be considered on sheet C5.0. 100-year flows need to be maintained to avoid backups onto upstream properties.
30. Title 14-3-3.C.8 – The plans indicate 22.1 ac-ft of compensatory storage to be provided in equalized StormTrap DoubleTrap underground vaults. It is not clear if the DoubleTrap can be designed at the proper elevations to meet the requirements of Title 9-10. The constraints would appear to be the invert of the storm sewer under Meyers Road (from the Promenade) and the elevation of the ditch in the I-88 right-of-way.
31. Title 14-3-3.C.8 – Based on the stormwater calculations from the current development, it appears the site was designed to provide 13.54 ac-ft of stormwater detention. This storage is required to be maintained in addition to the compensatory storage. If the net new impervious area of the site is 25,000 SF or greater (since 1992), stormwater detention calculations will be required and it will likely result in additional volume required.
32. Title 14-3-3.C.8 – Per the 1977 stormwater calculations, it appears the designed release rate from the development site (at I-88 ROW) was 174 CFS. This is required to be maintained.
33. Title 14-3-3.C.8 – It is noted the site will require significant amounts of fill. In some areas, there will be 10' of fill. Assuming that existing asphalt material will be recycled, please note that any recycled material will require inspection reports, certifying the gradation is appropriate for the use.
34. Title 14-3-3.C.8 – The proposed improvements are required to be assessed in the Village's water model to ensure proper water supply to the development. Indicate the size of the proposed water services.
35. Title 14-3-3.C.8 – The existing 12" diameter water mains (on Butterfield Road and on Meyers Road) are approximately 50-60 years old. Please show abandonment and replacement of the water mains with new 12" diameter water mains. If determined to be necessary by the water model, 16" diameter water mains may be required.

36. Title 14-3-3.C.8 – Revise the Amazon water service as follows:
    - Revise the cross into a tee. The water service will be looped around the building, but will be completely separated from the water service for Ashley Furniture.
    - The proposed hydrants will be privately owned. The hydrant leads shall be a maximum of 2'. Revise the water service location accordingly.
    - The (combined) water service shall enter the building and then can be split between fire and domestic.
    - The water meter and backflow preventer shall be located inside the building, not near the main.
    - A 5' diameter valve vault will be required as close to the water main on Butterfield as possible.
37. Title 14-3-3.C.8 – The Ashley Furniture water service can be removed from the Preliminary Plat. If it is desired to be shown, it shall be designed to conform to the requirements shown above for the Amazon water service.
38. Title 14-3-3.C.8 – Similarly to the Ashley Furniture water service, the sanitary service does not need to be shown on the Preliminary Plat.
39. Title 14-3-3.C.10 – Provide the proposed location and design of any subdivision gateway/sign.

Civiltech Engineering, Inc.
www.civiltechinc.com

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Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
Phone: 312.726.5910
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Transportation Design

Traffic Engineering

Civil Engineering

Construction Engineering

Environmental Studies

Water Resources

Structural Design

Right of Way

Urban Design

Transportation Planning

Program Management

Technical Memorandum

Date: March 9, 2026

To: Jamie Patterson, P.E., CFM
EZA Engineering, PLLC

From: Steven A. Pautsch, P.E., PTOE

Re: Proposed Commercial Development
2901 Butterfield Road
Traffic Impact Study Review
Oak Brook, IL

Civiltech has reviewed the Traffic Impact Study (TIS) dated February 11, 2026 prepared by KLOA, Inc. and the site plan dated February 2026 prepared by Kimley-Horn for the proposed commercial development located on the southeast corner of Butterfield Road and Meyers Road in Oak Brook, Illinois. The office buildings on the existing site are proposed to be replaced with a development consisting of a 225,000 square foot commercial building and an 87,000 square foot retail building.

We offer the following transportation-related comments on this redevelopment proposal:

Traffic Study

1. Provide permit correspondence with DuPage County Division of Transportation and Illinois Department of Transportation as it becomes available.

2. Meyers Road Access

   a. The site plan shows a full access driveway on Meyers Road while the traffic study recommends a three-quarter access driveway. Correct this discrepancy.

   b. It appears that the proposed southbound left turn volume from Meyers Road to the site driveway is under-projected. This driveway is the most direct access to the flex driver parking and customer pick up parking, which will be high-turnover spaces. The projected outbound right turn volume from this driveway is indicative of the demand for the inbound left turn movement. Finally, the southbound left on Meyers/Butterfield is over capacity which will cause more traffic to use the Meyers Road site driveway to avoid delays.

   c. Regardless of the amount of traffic projected to make southbound left turns in from this driveway, we have concerns regarding the safety of this movement, given there is no southbound left turn lane and given the close proximity to the Butterfield Road traffic signal.

3. Butterfield Road/Meyers Road Intersection
    a. The southbound left turn volume from Meyers Road onto Butterfield Road is very high and the proposed site will contribute to a significant increase in this left turn volume. Analyses indicate deficient capacity in the future condition, with long delays and queues spilling out of the southbound left turn bay, which is a safety concern. Coordinate with IDOT to determine recommended mitigation for this movement. Provide a concept geometric plan for review.
    b. In the weekday evening and Saturday midday peak, the eastbound left turn queues exceed the storage of the left turn lane. Coordinate with IDOT to determine recommended mitigation for this movement.

4. Tower Road
    a. The proposed traffic signal at Butterfield Road/Tower Road causes the north leg (Tower Road) to become right-in/right-out. Has this been coordinated with the residents north of Butterfield? Consider realigning Tower Road west via a new frontage road in the Butterfield Road right-of-way to line up with the proposed traffic signal.
    b. Access modifications will cause Tower Road traffic to be redirected to Meyers Road. Incorporate the intersection of Meyers Road/Tower Road into the traffic study.

5. Butterfield Road/Signalized Site Access
    a. We concur that the main site driveway at Butterfield Road meets *Manual on Uniform Traffic Control Devices (MUTCD)* warrants to install a traffic signal. However, the ultimate decision whether a new traffic signal can be installed on Butterfield Road will be made by the Illinois Department of Transportation. Because Butterfield Road is a Strategic Regional Arterial (SRA), IDOT will consider stricter volume and spacing criteria. It appears that the proposed traffic signal does not meet IDOT's minimum ¼ mile spacing criteria for SRA routes.
    b. An eastbound right turn lane is recommended in the traffic study on Butterfield Road at the signalized site access. Incorporate this into the site plan.
    c. The westbound left turn lane on Butterfield Road at the proposed signalized access is much too short as shown in the site plan. Develop a concept roadway plan that shows proposed modifications to the curbs and pavement markings on Butterfield Road to aid in understanding how the proposed left turn lane relates to the shortening of the eastbound left turn lane at Trans Am Plaza Drive.

6. On page 20 of the TIS, the second bullet indicates that hourly traffic volumes for the development were projected. How was this completed? Provide backup information in the TIS.

7. The TIS must provide 95th percentile queueing tables (similar to Table 14) for all analyzed movements.

8. On page 33 of the TIS, provide a discussion of the shortening of the eastbound left turn lane at Trans Am Plaza Drive to accommodate the new left turn lane serving the site.

9. On page 37 of the TIS, the second sub-bullet states that drivers can use the signalized access drive to travel east on Butterfield Road. Is this by making U-turns? Please clarify.

10. On page 37 of the TIS, the second to last bullet states that the previous site generated a similar amount of trips compared to the proposed development. This statement must be backed up by a calculation in the body of the report. The calculation should also compare trips generated during the AM and Saturday peaks.

11. Provide the Synchro files for review.

Site Plan

12. Incorporate the turn lane and access restriction improvements recommended in the traffic study into the site plan.

13. Northbound queue lengths at the proposed traffic signal on Butterfield Road are projected to exceed 200 feet during peak periods. As currently designed, access to the east-west aisle closest to Butterfield would be consistently blocked by the queues, causing safety and congestion issues. Limit this access to southbound right-in and westbound right-out from the E-W aisle.

14. Provide cross access to the adjacent property to the east to enhance circulation and site access. Cross access could be provided to the east-west drive aisle, about 100 feet south of Butterfield Road. Stubs for future cross access should be provided from the east-west aisle north of the proposed retail building and from the service road along the southern boundary of the site.

15. Sidewalks and Bus Stops

    a. IDOT is installing sidewalk and bus stop improvements along Butterfield Road as shown in green and magenta on the attached exhibit.
    b. Provide a sidewalk connection from the Butterfield Road sidewalk into the site as shown in red on the attached exhibit.
    c. Provide sidewalk along Meyers Road as requested by DuPage County.
    d. Should IDOT approve the traffic signal on Butterfield, coordinate with Pace regarding relocation of bus stops. Provide correspondence with Pace as it becomes available.

16. Long-term plans propose new ramps at I-88/Meyers Road, which could affect geometry and traffic circulation to and from the site.

IDOT is installing a sidewalk here. Contract 62N32

There is an existing PACE bus stop and shelter around here at the current driveway. Show evidence of coordination with Pace, and plan to move it to the new driveway if requested.

Extend sidewalk and relocate bus stop.

Existing Pace bus stop and shelter

Construct sidewalk along site frontage.

IDOT is also putting sidewalks leading to Pace stops here and here.

Therefore, install sidewalk here to close this little gap, and also add a crosswalk across south leg at TransAm

Existing Pace bus stop and shelter

Connection to Butterfield sidewalk

BOH RETAIL SUPPORT
70,000 SF

FOH RETAIL
125,000 SF

RECEIVING
10,000 SF

MECHANICAL
5,000 SF

PICKUP SUPPORT
15,000 SF

ILLUSTRATIVE BUILDING FOOTPRINT AND CONCEPTUAL USE ALLOCATION

Depicts overall building organization and anticipated operational zones. Final configuration subject to refinement during design development.

FRONT OF HOUSE (FOH) RETAIL	125,000 SF
BACK OF HOUSE (BOH) RETAIL SUPPORT	70,000 SF
PICKUP SUPPORT	15,000 SF
RECEIVING	10,000 SF
MECHANICAL	5,000 SF
ESTIMATED TOTAL	225,000 SF

Building configuration, floor areas, and operational zones are illustrative and subject to refinement during final design and permitting.

BUTTERFIELD RD & DUPAGE RETAIL

DESIGN REPRESENTATION ONLY – NOT FOR CONSTRUCTION

The images provided throughout this package are a representation of the current design intent only. The images may not reflect variations in color, tone, hue, tint, shading, ambient light intensity, materials, texture, contrast, font style and construction variations required by building codes or inspectors, material availability or final design detailing. All images and artwork associated/provided should be reviewed by the client with their design and/or production vendors and adjusted as needed during the proof and shop drawing submittals. Those client-approved drawings take precedence and provide final direction for design, printing and production.

NOTICE OF PUBLIC HEARING

VILLAGE OF OAK BROOK PLANNING & ZONING COMMISSION
MAY 6, 2026 AT 6:30 P.M.

NOTICE IS HEREBY GIVEN that a public hearing before the Planning & Zoning Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be held on May 6, 2026 at 6:30 p.m. in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Applicant and Owner, Oakbrook TH LLC c/o GTZ Properties, the owner of the property known as 2901 Butterfield Road, Oak Brook, IL 60523, seeks approval of a planned development to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road.

Applicant/Owner have submitted an application, case number 2026-4-ZO-PUD, seeking approval of a planned development on property located at 2901 Butterfield Road, Oak Brook, IL 60523 as described below:

Project Description: Applicant/Owner have applied to the Village for planned development approval to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road (the "**Property**"). The Applicant proposes to construct a one-story, approximately 225,000 square-foot commercial retail building served by 871 accessory parking spaces and 9 loading docks (the "**Amazon Retail Building**"). The 27-acre development includes an area for a future 1.70-acre outlot to be subdivided at a later date (the "Future Outlot"). The Future Outlot will be located north and east of the proposed Amazon Retail Building. The proposed development includes two large stormwater management areas and significant open space, buffering the retail buildings from surrounding roadways.

In accordance with the zoning regulations, as part of the planned development, Applicant/Owner have requested certain departures as provided in the Zoning Ordinance.

The subject property is generally described as 2901 Butterfield Road, Oak Brook, IL 60523 (permanent index numbers: 06-28-104-009; 06-28-202-020; 06-28-104-015; 06-28-104-011; 06-28-104-013), located at the corner of Butterfield Road and Meyers Road.



Questions about the proposed project can be directed to Katie Jahnke Dale, DLA Piper LLP (US) 444 W. Lake Street, Ste. 900, Chicago, Illinois 60606; (312) 368-2153; katie.dale@dlapiper.com.

In accordance with the provisions of the American with Disabilities Act, any individual who needs a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall) at (630) 368-5010 as soon as possible before the meeting date.

NOTICE OF PUBLIC HEARING

VILLAGE OF OAK BROOK PLANNING & ZONING COMMISSION
MAY 13, 2026 AT 6:30 P.M.

NOTICE IS HEREBY GIVEN that on May 13, 2026 at 6:30 pm. the Planning & Zoning Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be hold a Special meeting to conduct a public hearing in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Applicant and Owner, Oakbrook TH LLC c/o GTZ Properties, the owner of the property known as 2901 Butterfield Road, Oak Brook, IL 60523, seeks approval of a planned development to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road.

Applicant/Owner have submitted an application, case number 2026-4-ZO-PUD, seeking approval of a planned development on property located at 2901 Butterfield Road, Oak Brook, IL 60523 as described below:

Project Description: Applicant/Owner have applied to the Village for planned development approval to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road (the "**Property**"). The Applicant proposes to construct a one-story, approximately 225,000 square-foot commercial retail building served by 871 accessory parking spaces and 9 loading docks (the "**Amazon Retail Building**"). The 27-acre development includes an area for a future 1.70-acre outlot to be subdivided at a later date (the "Future Outlot"). The Future Outlot will be located north and east of the proposed Amazon Retail Building. The proposed development includes two large stormwater management areas and significant open space, buffering the retail buildings from surrounding roadways.

In accordance with the zoning regulations, as part of the planned development, Applicant/Owner have requested certain departures as provided in the Zoning Ordinance.

The subject property is generally described as 2901 Butterfield Road, Oak Brook, IL 60523 (permanent index numbers: 06-28-104-009; 06-28-202-020; 06-28-104-015; 06-28-104-011; 06-28-104-013), located at the corner of Butterfield Road and Meyers Road.



Questions about the proposed project can be directed to Katie Jahnke Dale, DLA Piper LLP (US) 444 W. Lake Street, Ste. 900, Chicago, Illinois 60606; (312) 368-2153; katie.dale@dlapiper.com.

In accordance with the provisions of the American with Disabilities Act, any individual who needs a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall) at (630) 368-5010 as soon as possible before the meeting date.

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AUREUS, RICCARDO & REBECCA
6 COCHISE CT
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Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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8 COCHISE CT
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10 COCHISE CT
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32 ROYAL VALE DR
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211 W CHICAGO AVE
HINSDALE, IL 60521

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NICOLE WHITEURST
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PED FARAZ
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FRANK & THORA ROGERS
40 N TOWER ROAD
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MONA SOLIMAN
40 N TOWER ROAD #5M
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GIOVANNA LI ROSI
40 N TOWER ROAD #15H
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TAREK & SMAHI HASSAN
40 N TOWER ROAD #16J
OAK BROOK, IL 60523-1145

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ELIZABETH JEKLI
40 N TOWER ROAD #9L
OAK BROOK, IL 60523-1120

Reference Information

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BILL MASALAS
40 N TOWER ROAD #9H
OAK BROOK, IL 60523

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ANITA I SOBBE
40 N TOWER ROAD #4J
OAK BROOK, IL 60523

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425486.001525

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Sent to:
06-28-107-273
KENNETH BYRAM
40 N TOWER ROAD #14L
OAK BROOK, IL 60523

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Sent to:

06-28-107-326
CHRISTIAN GABORIT
40 N TOWER ROAD #12N
OAK BROOK, IL 60523-1124

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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60510

Sent to:

06-28-107-209
RANA SADEK
40 N TOWER ROAD #2JE
OAK BROOK, IL 60523

Reference Information

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Illiana Silva
425486.001525

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06-28-107-301
RICHARD BORMANN
40 N TOWER ROAD #15M
OAK BROOK, IL 60523-1144

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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Postage	$
Total Postage and Fees	$

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APR 28 2026
60610

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Sent to:

06-28-107-317
NANCY QUSBA
40 N TOWER ROAD #3N
OAK BROOK, IL 60523-1149

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 2021 02

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2025

Sent to:

06-28-107-213
MARIA VERSACE
40 N TOWER ROAD #6J
OAK BROOK, IL 60523-1115

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2020 89

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-219
FARAH HASAN
40 N TOWER ROAD #12J
OAK BROOK, IL 60523-1123

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1984 74

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
06-28-107-087
LYN REYNOLDS
40 N TOWER ROAD #12D
OAK BROOK, IL 60523-1123

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1985 11

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:

06-28-107-110
JULIE & OLIMPIA SONCODI
40 N TOWER ROAD #8E
OAK BROOK, IL 60523-1118

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1985 80

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
Postmark Here
60610

Sent to:

06-28-107-111
MARCIN HRESKA
40 N TOWER ROAD #9E
OAK BROOK, IL 60523-1119

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1987 33

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Postage	$	
Total Postage and Fees	$	

PORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:
06-28-107-114
257 CFI LLC
40 N TOWER ROAD #12E
OAK BROOK, IL 60523-1123

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1989 62

Certified Mail Fee	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:
06-28-107-117
LYNN WESLEY
40 N TOWER ROAD #16E
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1989 86

Certified Mail Fee	$	
Return Receipt (Hardcopy)	$	
Return Receipt (Electronic)	$	
Certified Mail Restricted Delivery	$	Postmark Here
Postage	$	
Total Postage and Fees	$	



Sent to:
06-28-107-131
DANIEL HERBERT
40 N TOWER ROAD #2F
OAK BROOK, IL 60523-1109

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

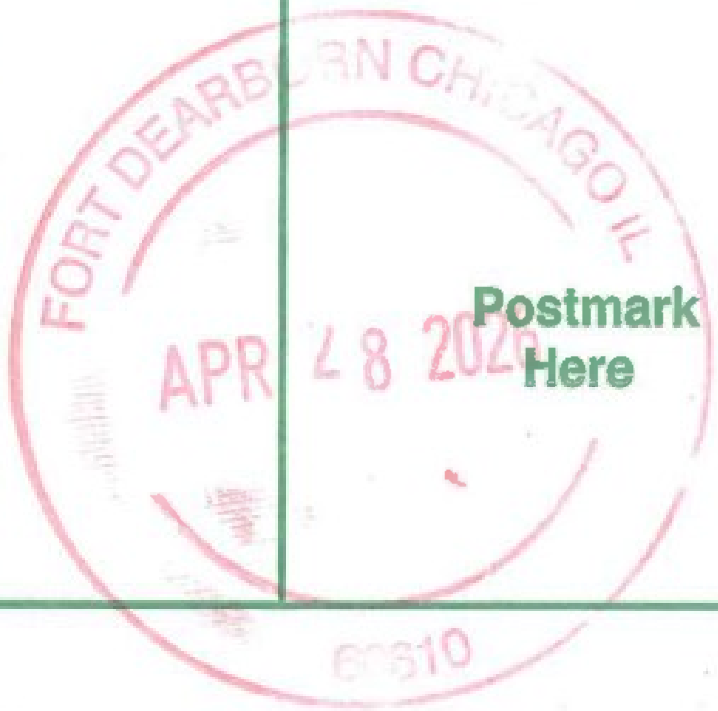
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U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1990 06

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
06-28-107-143
CHISTOPHER D NOONAN
40 N TOWER ROAD #15F
OAK BROOK, IL 60523-1143

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1990 51

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Postage	$	
Total Postage and Fees	$	

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:
06-28-107-170
ANJUM S COFFLAND
40 N TOWER ROAD #15G
OAK BROOK, IL 60523-1143

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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9314 7699 0430 0149 1990 99

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBO... CHICAGO IL APR 28 2026 60610

Postmark Here

Sent to:

06-28-107-185
OCARG GROUP INC
40 N TOWER ROAD #3H
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1991 74

Certified Mail Fee	$
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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-107-187
MILAN FILIPOVICH
40 N TOWER ROAD #5H
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1991 98

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:
06-28-107-011
VIVIAN LONG
40 N TOWER ROAD #12A
OAK BROOK, IL 60523-1123

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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9314 7699 0430 0149 1961 97

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:
06-28-107-157
GABRIEL TUCK
40 N TOWER ROAD
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1962 34

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARE CHICAGO IL
APR 4 x 2026
60610

Postmark Here

Sent to:

06-28-107-037
W272DQ LLC
40 N TOWER ROAD #14B
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1962 72

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-107-164
PRIYA & ANIKA ASIJA
40 N TOWER ROAD #8G
OAK BROOK, IL 60523-1118

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1963 19

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
06-28-107-026
JOESPH TROMBINO
40 N TOWER ROAD #2B
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1963 64

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
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Postage	$
Total Postage and Fees	$



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Sent to:

06-28-107-103
WET N BLUE INC
40 N TOWER ROAD #1E
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 1964 01

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:
06-28-107-215
OSCAR A FRAGOSO
40 N TOWER ROAD #8J
OAK BROOK, IL 60523-1118

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 1937 90

Certified Mail Fee	$	Postmark Here
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Return Receipt (Electronic)	$	
Certified Mail Restricted Delivery	$	
Postage	$	
Total Postage and Fees	$	

PORT DEARBORN CHICAGO IL
APR 28 2026

Sent to:
INLAND 2905 & 2907 BUTTER
PO BOX 3666
OAK BROOK, IL 60522

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1940 56

Certified Mail Fee	$	
Return Receipt (Hardcopy)	$	
Return Receipt (Electronic)	$	
Certified Mail Restricted Delivery	$	Postmark Here
Postage	$	
Total Postage and Fees	$	

FORT DEARBORN CHICAGO IL 60610 APR 28 2026

Sent to:
ADVENTUS US REALTY 2
28400 Northwestern Hwy
#4thSouthfield, MI 48034

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1944 45

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

NICOR GAS / SOUTHERN CO
241 RALPH MCGILL BLVD NEBIN 1
ATLANTA, GA 30309

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1993 34

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-038
CYNTHIA ANN HOLTFRETER
40 N TOWER ROAD #15B
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1993 96

Certified Mail Fee	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-056
LILLIAN & N CHELEMENGOS
40 N TOWER ROAD #7C
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1994 33

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Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-078
CAROLS QUEZADA JR.
40 N TOWER ROAD #3D
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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Certified Mail Fee	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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DEPT DE L'INSECTION CHICAGO IL
APR 28 2026
60510

Sent to:

06-28-107-053
JASON ARMSTRONG
40 N TOWER ROAD #4C
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

U.S. Postal Service®
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9314 7699 0430 0149 1994 57

Certified Mail Fee	$	
Return Receipt (Hardcopy)	$	
Return Receipt (Electronic)	$	
Certified Mail Restricted Delivery	$	Postmark Here
Postage	$	
Total Postage and Fees	$	

APR 28 2026

Sent to:

06-28-107-079
DONALD & DEBRA EGAN
40 N TOWER ROAD #4D
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1994 71

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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-082
AYMAN JABR
40 N TOWER ROAD #7D
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1995 01

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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OAK BROOK IL
APR 2026

Sent to:

06-28-107-089
JOESPH ZOMAYA
40 N TOWER ROAD #15D
OAK BROOK, IL 60523-1143

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1995 32

Certified Mail Fee	$
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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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APR 28 2026

Sent to:
06-28-107-106
DIANE RIVERS
40 N TOWER ROAD #4E
OAK BROOK, IL 60523-1112

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1995 56

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Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO
APR 28 2026
60610

Sent to:

06-28-107-108
ATG TRUST CO
40 N TOWER ROAD #6E
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1998 91

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Sent to:

06-28-107-058
BRANISLAVA JOVICIC
40 N TOWER ROAD #9C
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1981 22

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60010

Postmark Here

Sent to:
06-28-107-140
JAMES R COOK
40 N TOWER ROAD #11F
OAK BROOK, IL 60523-1122

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1980 54

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL APR 28 2026 60610

Postmark Here

Sent to:
06-28-107-138
NELSON SETH BROD
40 N TOWER ROAD #9F
OAK BROOK, IL 60523-1119

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1980 47

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

APR 28 2026

Postmark Here

Sent to:

06-28-107-136
MARGARET & J BURNS GILL
40 N TOWER ROAD #7F
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1980 23

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:
06-28-107-113
AGATHA MOELLER
40 N TOWER ROAD #11E
OAK BROOK, IL 60523-1122

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1980 09

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CARRIER
APR 28 2020
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Sent to:

06-28-107-107
JOSE & EDDALYN CAJIGAL
40 N TOWER ROAD #5E
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1979 89

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

60510

Sent to:

06-28-107-088
CHARLES A DYER
40 N TOWER ROAD #14D
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2027 37

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:

06-28-107-323
MICHEAL PERVESCO
40 N TOWER ROAD 9-N EA
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 2027 13

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
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Postage	$
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Sent to:

06-28-107-322
GLEN ROY LINDQUIST
40 N TOWER ROAD #8N-E
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 2026 83

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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Sent to:
06-28-107-320
FARIED FAROKHZAD
40 N TOWER ROAD #6N
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 2026 52

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

06-28-107-221
AINA JANKUNAS
40 N TOWER ROAD #5J
OAK BROOK, IL 60523-1143

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1962 89

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:
CTLTC 0001077053
10 S LASALLE ST STE 2750
CHICAGO, IL 60603

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1963 02

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

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Sent to:
O MALLEY, MARY & MARK
12 COCHISE CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1963 40

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:
RING, ROBERT
4 WYNDHAM CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

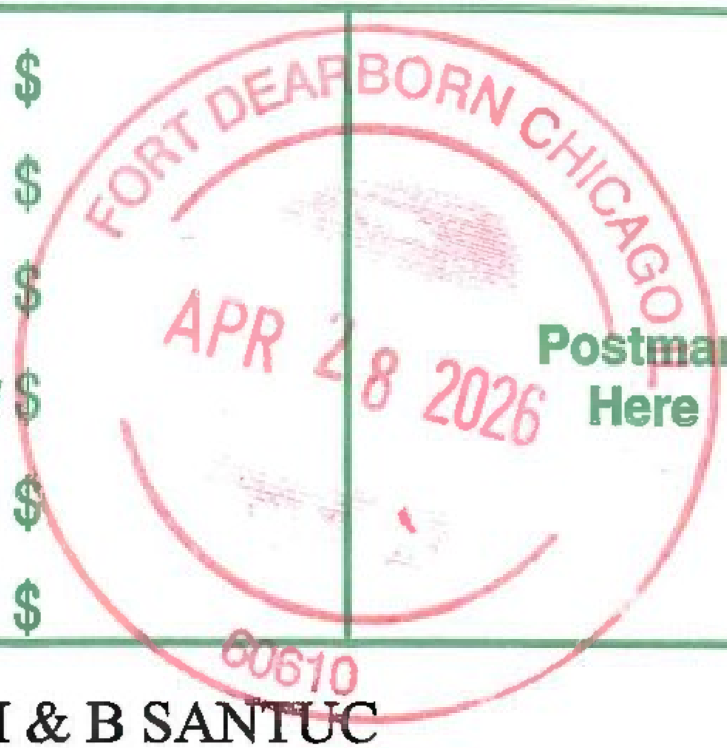
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9314 7699 0430 0149 1964 87

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

CHRISTOFANO, M & B SANTUC
36 ROYAL VALE DR
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1965 31

Certified Mail Fee	$	
Return Receipt (Hardcopy)	$	
Return Receipt (Electronic)	$	
Certified Mail Restricted Delivery	$	Postmark Here
Postage	$	
Total Postage and Fees	$	

FORT DEARBORN CHICAGO IL
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60610

Sent to:
SIDDIQUI, AHMED & T
6 FOXIANA CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1965 93

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Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO
APR 28 2026
60610

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Sent to:
ALI KHAN, MASHKOOR
4 COCHISE CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1967 08

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Return Receipt (Hardcopy)	$
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Postage	$
Total Postage and Fees	$

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60610

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Sent to:

GUTIERREZ, VICTOR & MONIC
12 WYNDHAM CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1967 46

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Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

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Sent to:
ELSHAFIE, OSAMA
14 WYNDHAM CT
OAKBROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1967 77

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL
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Sent to:

GELO INVESTMENTS LLC
3201 OLD GLENVIEW RD
NO 300
WILMETTE, IL 60091

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
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60610

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Sent to:

06-28-107-076
DAVID C TRIBES
40 N TOWER ROAD #1D
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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Postage	$	
Total Postage and Fees	$	

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:
06-28-107-086
TANYA LYNN LEE
40 N TOWER ROAD #11-D
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1981 91

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Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

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Sent to:
06-28-107-162
MARY A GRIFFIN
40 N TOWER ROAD #6G
OAK BROOK, IL 60523-1115

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1982 07

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Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO
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60610

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Sent to:
06-28-107-165
FARANGIZ SAED
40 N TOWER ROAD #9G
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1982 38

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Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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PORT DEARBORN CHICAGO IL
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Sent to:
06-28-107-007
ISUF & AFERDITA KOLA
40 N TOWER ROAD #8A
OAK BROOK, IL 60523-1117

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1982 69

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Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

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Sent to:
06-28-107-028
GABRIELE BAUER
40 N TOWER ROAD #4B
OAK BROOK, IL 60523-1155

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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FORT DEARBORN CHICAGO IL
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Sent to:

06-28-107-034
JORGE LUIS TRUJILLO BARAJAS
40 N TOWER ROAD #10B
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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Total Postage and Fees	$	

FORT DEARBORN CL
APR 28 2025
60610

Sent to:
06-28-107-039
CHIARITO
40 N TOWER ROAD #16B
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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Return Receipt (Electronic)	$
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Total Postage and Fees	$

FORT DEARBORN
APR 28 2026
60610

Postmark Here

Sent to:
06-28-107-052
JOSE VALDEZ HERNANDEZ
40 N TOWER ROAD #3C
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1984 12

Certified Mail Fee	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:
06-28-107-064
MICHAEL M WOGRONIC
40 N TOWER ROAD #16C
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1984 67

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

06-28-107-077
FRANCES GAMBINA
40 N TOWER ROAD #2D
OAK BROOK, IL 60523-1109

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1969 13

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Certified Mail Restricted Delivery	$
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Total Postage and Fees	$

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APR 28 2023
60610

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Sent to:

06-28-107-104
LAURENCE J SKORNIAK
40 N TOWER ROAD #2E
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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Certified Mail Restricted Delivery	$
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Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
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60610

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Sent to:

06-28-107-247
AARON & GARRETT REED KORNFIELD
40 N TOWER ROAD #15K
OAK BROOK, IL 60523-1143

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 1986 89

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Postage	$
Total Postage and Fees	$

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APR 28 2025
6

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Sent to:

06-28-107-318
MICHAEL & D MC DANIEL
40 N TOWER ROAD #4N
OAK BROOK, IL 60523-1113

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 1987 19

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Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-107-218
HERSON ASTORGA
40 N TOWER ROAD #11J
OAK BROOK, IL 60523-1122

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026

Postmark Here

Sent to:

06-28-107-242
TOBY MEIERS
40 N TOWER ROAD #9K
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1988 01

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Sent to:
06-28-107-194
HANNA J ZAYED
40 N TOWER ROAD #12H
OAK BROOK, IL 60523-1123

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1988 25

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Certified Mail Restricted Delivery	$	Postmark Here
Postage	$	
Total Postage and Fees	$	

APR 2 3 2026

Sent to:
06-28-107-004
FORTY TOWER LLC
40 N TOWER ROAD #5A
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1988 32

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

06-28-107-055
JAVIER A GARIBAY
40 N TOWER ROAD #6C
OAK BROOK, IL 60523-1157

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1993 03

Certified Mail Fee	$
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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO
APR 28 2026
60610

Sent to:

06-28-107-033
CATHY A PERSIN
40 N TOWER ROAD #9B
OAK BROOK, IL 60523-1119

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1991 81

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

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Sent to:

06-28-107-238
BRYAN EVANS
40 N TOWER ROAD #5K
OAK BROOK, IL 60523-1114

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1991 50

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

06-28-107-328
CARL SCARAMUZZO
40 N TOWER ROAD #15N
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1990 82

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

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Sent to:

06-28-107-248
CTLTC TR #9002346827
40 N TOWER ROAD #16K
OAK BROOK, IL 60523-1145

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1990 44

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

06-28-107-296
DIANE RENZI STUKEL
40 N TOWER ROAD #9M
OAK BROOK, IL 60523-1120

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 1989 93

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2024

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Sent to:
06-28-107-267
RADOSTINA DIMITROVA
40 N TOWER ROAD #7L
OAK BROOK, IL 60523-1117

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1989 79

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Sent to:

06-28-107-134
JOHN CHIOPELAS
40 N TOWER ROAD #5F
OAK BROOK, IL 60523-1113

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1989 48

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

APR 28 2026

Postmark Here

Sent to:
06-28-107-083
LUZ BERMUNDEZ
40 N TOWER ROAD #8D
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 2002 21

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Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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APR 28 2026

Sent to:

06-28-107-240
COSIMO & ALESSANDRO LIMONE
40 N TOWER ROAD #7K
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

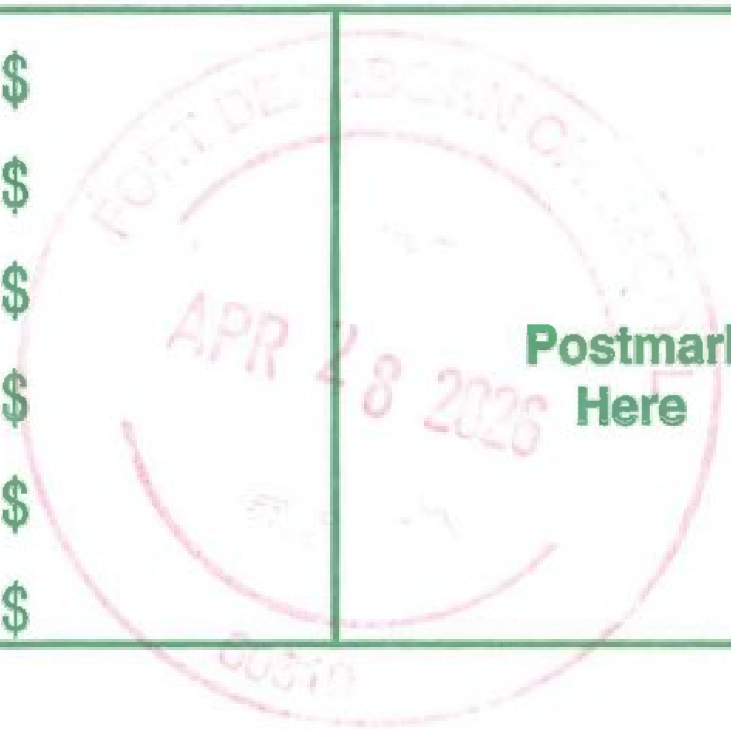
PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1981 60

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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

06-28-107-142
TARRUS L TR RICHARDSON
40 N TOWER RD #14F
OAK BROOK, IL 60523-1125

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1957 63

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:
BELTRAN, DANIEL & JENNY
10 WYNDHAM CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1957 94

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
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Total Postage and Fees	$

FORT DEARBORN CHI
APR 28 2020
60610

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Sent to:

FIRST SUBURBAN NTL BK
150 S 5TH AVE
MAYWOOD, IL 60153

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1958 17

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Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

O DONNELL, S&T LAW
9 N TOWER RD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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Postage	$
Total Postage and Fees	$



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Sent to:

BECVAR, SCOTT & COLLEEN
1 N TOWER RD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

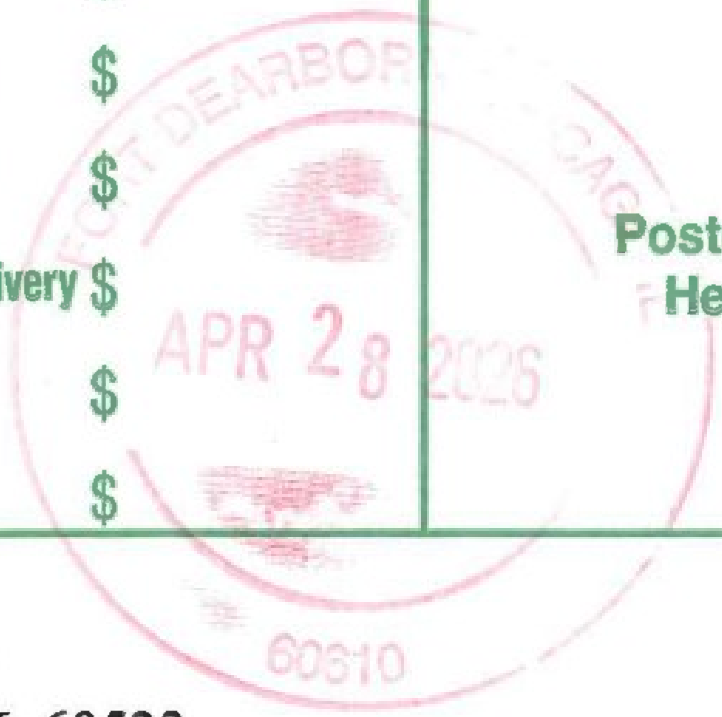
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U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1955 41

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Postage	$
Total Postage and Fees	$



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Sent to:
SMEJA, LOIS
8 FOXIANA CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1955 27

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CH
APR 28 2025
60610

Postmark Here

Sent to:
GOVE, JOHN H & JUDITH
4 SWAPS CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

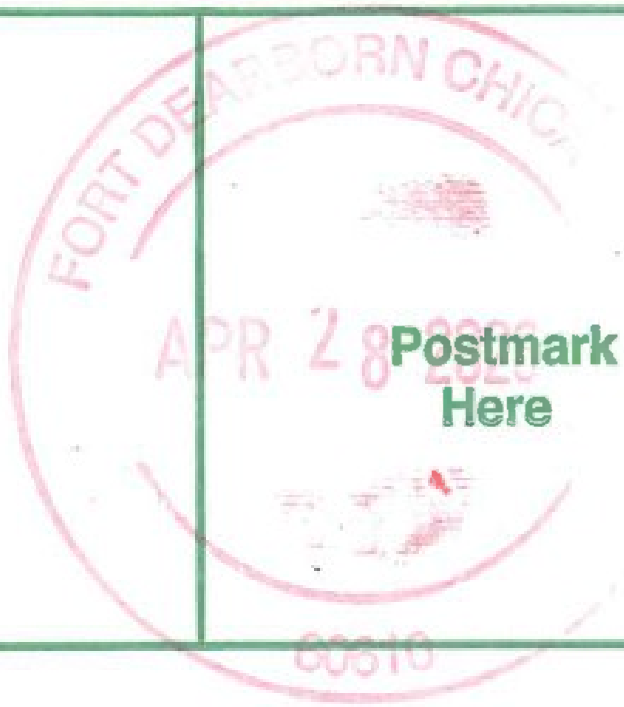
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U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
RAMSEY, ADAM H
6 SWAPS CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Sent to:

ING, GREGORY & REBECCA
6 WYNDHAM CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

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FORT DEARBORN CHICAGO IL
APR 28 2020
60610

Postmark Here

Sent to:
FILETTI 111, LAWRENCE
8 WYNDHAM CT
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1953 98

Certified Mail Fee	$
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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
OAK BROOK TOWER CONDO
40 N Tower Rd
Oak Brook, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

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FORT DEARBORN CHICAGO IL
APR 28 2026

Postmark Here

Sent to:
CHICAGO AUTO TRADE
18W200 Butterfield Rd
Oakbrook Terrace, IL 60181

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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9314 7699 0430 0149 1951 21

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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60619

Postmark Here

Sent to:

RPAI OAK BROOK PROMENADE
30 S MERIDIAN ST, STE 1100
INDIANAPOLIS, IN 46204

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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9314 7699 0430 0149 1950 77

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FORT DEARBORN CHICA
APR 28 2026
60610

Postmark Here

Sent to:

CHP 2625 BUTTERFIELD LLC
2625 BUTTERFIELD NO 213W
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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USPS® ARTICLE NUMBER

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Certified Mail Restricted Delivery	$
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Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
Postmark Here
60610

Sent to:

INLAND 2901 BUTTERFIELD
PO BOX 3666
OAK BROOK, IL 60622

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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9314 7699 0430 0149 1995 70

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Return Receipt (Electronic)	$	
Certified Mail Restricted Delivery	$	
Postage	$	
Total Postage and Fees	$	

APR 28 2026

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Sent to:
06-28-107-159
RHONDA DOYLE TURNBOUGH 40 N TOWER RO/
OAK BROOK, IL 60523-1149

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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Postage	$
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APR 28 2020

Sent to:

06-28-107-171
MURALI SUNKARA
40 N TOWER ROAD #16G
OAK BROOK, IL 60523-1155

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 2 [illegible]
Postmark Here

Sent to:
06-28-107-166
TANEEA & ARMAN RAHMAN 40 N TOWER ROAI
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

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FORT DEARBORN CHICAGO IL
APR 28 2021
60610

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Sent to:

06-28-107-171
LAEL LANING
40 N TOWER ROAD #16G
OAK BROOK, IL 60523-1155

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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APR 28 2023

Sent to:
06-28-107-005
SHIRISH R GADKARI
40 N TOWER ROAD #6A
OAK BROOK, IL 60523-1157

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1996 93

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Postage	$
Total Postage and Fees	$

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APR 28 2023

Sent to:
06-28-107-006
FRANCES CINARDI GAETANO
40 N TOWER ROAD #7A
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1997 16

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Postage	$
Total Postage and Fees	$

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APR 28 2026

Sent to:
06-28-107-012
MARILYN M LEONARD
40 N TOWER ROAD #14A
OAK BROOK, IL 60523-1124

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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APR 28 2023

Sent to:
06-28-107-035
SHARON INSERRO
40 N TOWER ROAD #11B
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Total Postage and Fees	$

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APR 28 2025

Sent to:

06-28-107-036
RALPH SCALERA
40 N TOWER ROAD #12B
OAK BROOK, IL 60523-1123

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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APR 28 2025

Sent to:
06-28-107-054
CINA RUBINSTEIN
40 N TOWER ROAD #5C
OAK BROOK, IL 60523-1113

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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Total Postage and Fees	$



Sent to:

06-28-107-084
CHARON D MURPHY
40 N TOWER ROAD #9D
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 1950 53

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Total Postage and Fees	$

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TOWNSHIP OF LISLE
APR 28 2026

Sent to:
06-28-107-158
MARY DADDONO
40 N TOWER ROAD #2G
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

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FORT LEE BOOK CA... NJ
APR 28 2026
6...10

Sent to:

06-28-107-186
SHARMILA APPAVU
40 N TOWER ROAD #4H
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1951 07

Certified Mail Fee	$
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FORT DEARBORN CHICAGO IL
APR 28 2026

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Sent to:

06-28-107-010
WESTSIDE GRACE MINISTRIE
40 N TOWER ROAD #11A
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

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Return Receipt (Electronic)	$
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Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
06-28-107-112
DIANA BARBARA ROWDER
40 N TOWER ROAD #10E
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1951 90

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

06-28-107-139
PAUL MARCHESE
40 N TOWER ROAD #10F
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

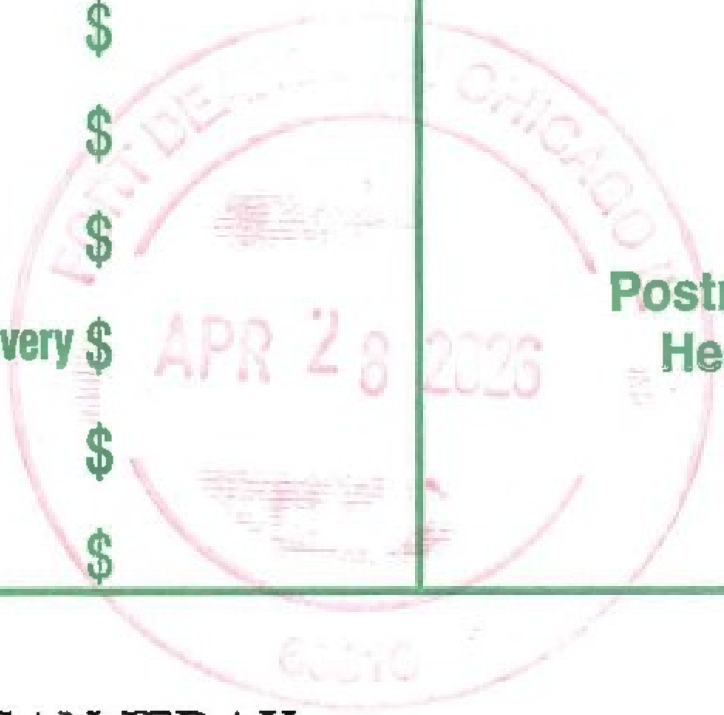
PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1952 20

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:

06-28-107-013
RONALD & SUSAN JERAK
40 N TOWER ROAD #15A
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1952 37

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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APR 28 2026

Sent to:
06-28-107-062
ROSALIE TRISTANO
40 N TOWER ROAD #14C
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1952 99

Certified Mail Fee	$
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Certified Mail Restricted Delivery	$
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Total Postage and Fees	$

FORT DEARBORN CHICAGO IL APR 28 2025 60610

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Sent to:

06-28-107-133
BEACH FAMILY TRUST
40 N TOWER ROAD #4F
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1953 12

Certified Mail Fee	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:
06-28-107-063
TINA VUCAJ
40 N TOWER ROAD #15C
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1953 50

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
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Postage	$
Total Postage and Fees	$

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APR 28 2026

Sent to:

06-28-107-085
SHAWN RICE
40 N TOWER ROAD #10D
OAK BROOK, IL 60523-1120

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1953 74

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
06-28-107-167
RAQUEL C GRASSO
40 N TOWER ROAD #11G
OAK BROOK, IL 60523-1122

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1954 04

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
Postmark Here

Sent to:

06-28-107-008
BETTY CHIOPELAS
40 N TOWER ROAD #9A
OAK BROOK, IL 60523-1118

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1954 35

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
Postmark Here

Sent to:

06-28-107-030
REZA AHMAD
40 N TOWER ROAD #6B
OAK BROOK, IL 60523-1157

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1954 59

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2025

Sent to:

06-28-107-130
KEVIN QUINN
40 N TOWER ROAD #1F
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1955 65

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here



Sent to:

06-28-107-029
RICK J MALTESE
40 N TOWER ROAD #5B
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1954 97

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-160
HOSSEIN SHIRANI
40 N TOWER ROAD #4G
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

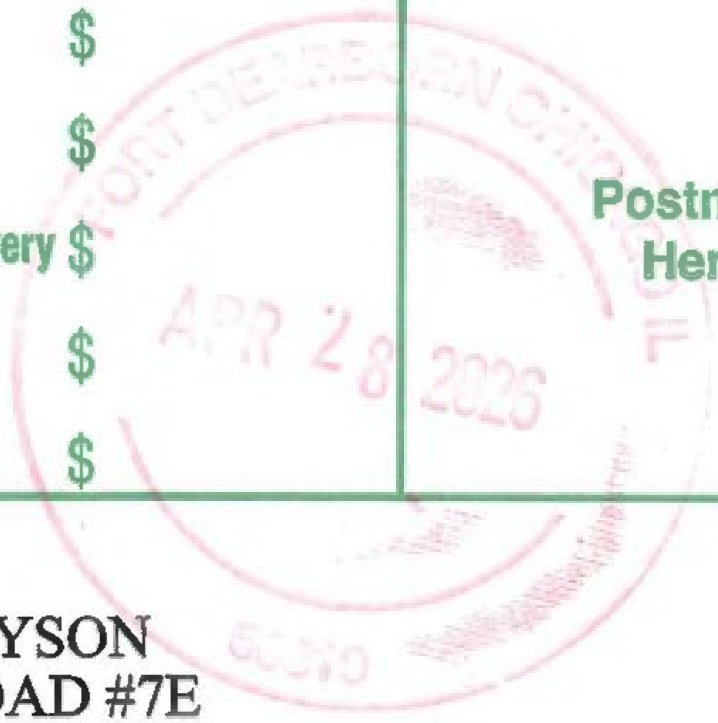
U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1956 02

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here



Sent to:

06-28-107-109
JUANITA TENNYSON
40 N TOWER ROAD #7E
OAK BROOK, IL 60523-1116

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1956 57

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:

06-28-107-137
GARY & ELIZABETH WHITE
40 N TOWER ROAD #8F
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1957 32

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

Sent to:

06-28-107-068
WILLIAM STEDRY
40 N TOWER ROAD #5C
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1957 70

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here



Sent to:

06-28-107-105
ROY L SMITH JR.
40 N TOWER ROAD #3E
OAK BROOK, IL 60523-1111

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1958 00

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Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:
06-28-107-169
WIWIT SIWAPORNPITAK
40 N TOWER ROAD #14G
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1958 62

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:
06-28-107-009
IMOGENE NADRAH
40 N TOWER ROAD #10A
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1959 47

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026

Postmark Here

Sent to:

06-28-107-090
JINGFENG SHA
40 N TOWER ROAD #16D
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1959 61

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:
06-28-107-135
FAIZA KELADA
40 N TOWER ROAD #6F
OAK BROOK, IL 60523-1115

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1960 67

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:

06-28-107-032
CHARLES INGRASSIA
40 N TOWER ROAD #8B
OAK BROOK, IL 60523-1117

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1960 12

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 2 2026

Sent to:
06-28-107-161
ADELA MARTINEZ
40 N TOWER ROAD #5G
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1960 98

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

60510

Sent to:

06-28-107-116
KALEEM & ANJUM ZUBAIRI
40 N TOWER ROAD #15E
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1961 59

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:

06-28-107-144
FAYYAZ & TANSEEM MUHMUD
40 N TOWER ROAD #16F
OAK BROOK, IL 60523-1144

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2016 31

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 29 2026

Sent to:

06-28-107-316
MILES E VAN WORMER
40 N TOWER ROAD #2N
OAK BROOK, IL 60523-1110

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2016 79

Certified Mail Fee	$
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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2025

Sent to:

06-28-107-294
MASHOOD & ASMA FAROOQI
40 N TOWER ROAD #7M
OAK BROOK, IL 60523-1117

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2017 09

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Return Receipt (Hardcopy)	$	
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Certified Mail Restricted Delivery	$	Postmark Here
Postage	$	APR 28 2026
Total Postage and Fees	$	

Sent to:
06-28-107-237
SIBYLLE G CURCIO
40 N TOWER ROAD #4K
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2017 30

Certified Mail Fee	$
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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-210
GREGORY LAPAPA
40 N TOWER ROAD #3J
OAK BROOK, IL 60523-1149

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1992 35

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2023

Sent to:
06-28-107-272
SETH & OLUBUKOLA FAGBEMI
40 N TOWER ROAD #12L
OAK BROOK, IL 60523-1124

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1992 66

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here



Sent to:

06-28-107-239
JASON CIONE
40 N TOWER ROAD #6K
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2016 00

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Return Receipt (Electronic)	$	
Certified Mail Restricted Delivery	$	Postmark Here
Postage	$	
Total Postage and Fees	$	

POST DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-300
MARYAM BOLOURI
40 N TOWER ROAD #14M
OAK BROOK, IL 60523-1186

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1992 97

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Sent to:

06-28-107-263
ANDREW M MARANAN
40 N TOWER ROAD #3L
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1993 27

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:

06-28-107-214
LUTITIA J SNEED
40 N TOWER ROAD #7J
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1993 41

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here



Sent to:

06-28-107-217
STELLA KAINZ
40 N TOWER ROAD #10J
OAK BROOK, IL 60523-1121

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1993 72

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2025

Sent to:

06-28-107-216
LORENE JOHNSON
40 N TOWER ROAD #9J-E
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1994 40

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here



Sent to:

06-28-107-319
TLC CONSULTANTS' INC
40 N TOWER ROAD #5N
OAK BROOK, IL 60523-1157

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1994 64

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here



Sent to:

06-28-107-192
JEREMY & CARMEL KRAFT
40 N TOWER ROAD #10H
OAK BROOK, IL 60523-1120

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1994 88

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here



Sent to:

06-28-107-293
MIDWEST INVESTMENT MGMT LLC
40 N TOWER ROAD #6M
OAK BROOK, IL 60523-1115

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1995 18

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:

06-28-107-195
MARY LOU FINN
40 N TOWER ROAD #14H
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1966 09

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
06-28-107-275
LTC MBOB 8-1582
40 N TOWER ROAD #16L
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1968 52

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CA
APR 28 2026
60510

Postmark Here

Sent to:
06-28-107-060
ANTONIO PEREZ
40 N TOWER ROAD #11C
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1967 84

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

FORT DEARBORN CHICAGO IL
APR 28 2025
60610

Sent to:
06-28-107-188
JAMIE KIM
40 N TOWER ROAD #6H
OAK BROOK, IL 60523-1115

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1967 53

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-051
RAJEEV D GOKHALE
40 N TOWER ROAD #2C
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1966 92

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
Postmark Here
APR 28 2026
60510

Sent to:

06-28-107-168
TINA MEINTANIS
40 N TOWER ROAD #12G
OAK BROOK, IL 60523-1123

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1964 70

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBO CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:
06-28-107-190
JOSEPHINE R NELSON
40 N TOWER ROAD #8H
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

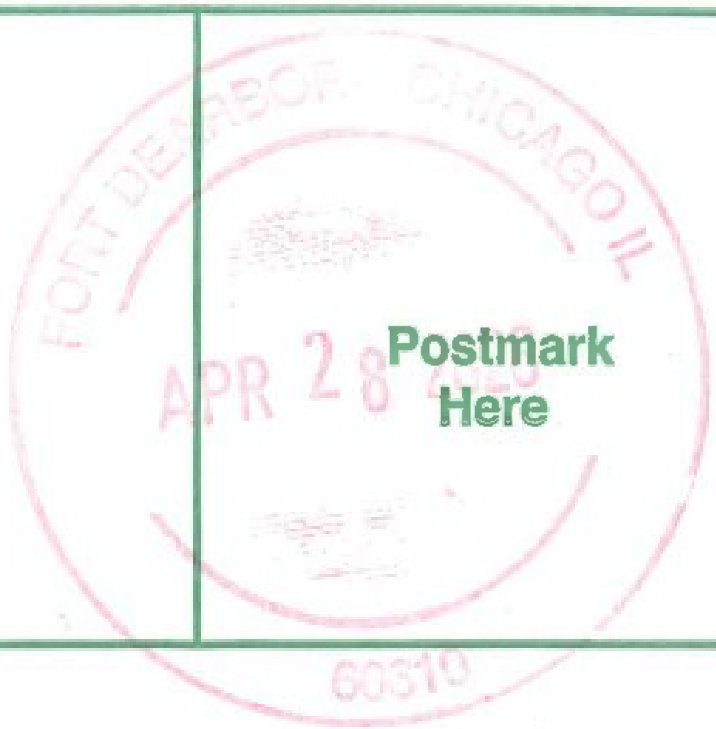
PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1965 24

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Sent to:

06-28-107-268
DANIEL FLORES
40 N TOWER ROAD #8L
OAK BROOK, IL 60523-1118

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1964 25

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2020
60610

Postmark Here

Sent to:

06-28-107-329
NOPAMAS PITAKSKUL
40 N TOWER ROAD #16N
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 1992 80

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

PORT DELIVERY CHICAGO IL
APR 28 2026
Postmark Here

Sent to:

06-28-107-027
KIM STEWART
40 N TOWER ROAD #3B
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1977 36

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60310

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Sent to:

06-28-107-003
THOMAS HIEBEL
40 N TOWER ROAD #4A
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

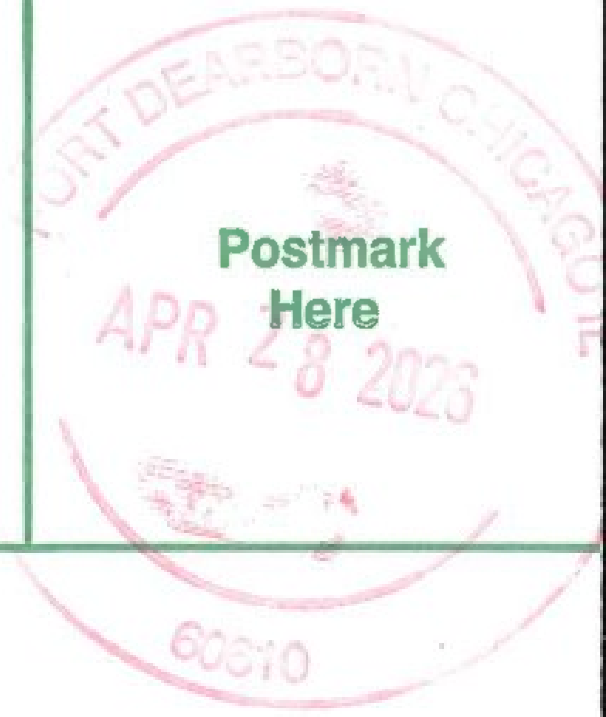
PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1977 05

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Sent to:

06-28-107-002
PATSY S. WILLIAMS
40 N TOWER ROAD #3A
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1976 75

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO
APR 28 2025
60610

Postmark Here

Sent to:
06-28-107-001
NOVICA IGNJATOVIC
40 N TOWER ROAD #2A
OAK BROOK, IL 60523-1109

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1976 68

Certified Mail Fee	$
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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FLINT DEARBORN CHIC
APR 28 2026
60310

Postmark Here

Sent to:

06-28-108-014
ISRAR & ABRAR HABIB
15 N TOWER ROAD #15
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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9314 7699 0430 0149 1976 51

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Certified Mail Restricted Delivery	$
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Postmark Here

Sent to:

06-28-108-013
JUNAID & SHIRIN AHMED
11 N TOWER ROAD #11
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1976 13

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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
06-28-108-012
S & T LAW O DONNEL
9 N TOWER ROAD
OAK BROOK, IL 60523-1103

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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9314 7699 0430 0149 1975 45

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2025

60510

Sent to:
06-28-108-011
VICTORIA THORPE
7 N TOWER ROAD
OAK BROOK, IL 60523-1103

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1974 08

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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

PORT DEARBORN CHICAGO
APR 28 2026
60610

Postmark Here

Sent to:

06-28-108-010
SHARON & RODGER LONI
5 N TOWER ROAD
OKA BROOK, IL 60523-1103

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1973 85

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:

06-28-108-009
CHICAGO TITLE LAND TRUST
3 N TOWER ROAD
OAK BROOK, IL 60523-1103

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1973 47

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-108-008
SCOTT & COLLEEN BECVAR
1 N TOWER ROAD
OAK BROOK, IL 60523-1103

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Certified Mail Restricted Delivery	$
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Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
Postmark Here

Sent to:

06-28-108-007
BOJAN JOVANOVIC
14 N TOWER ROAD
OAK BROOK, IL 60523-1104

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 2017 47

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Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:

06-28-107-327
TAU TAK CHEUNG
40 N TOWER ROAD #14N
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 2017 61

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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

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APR 28 20

Sent to:

06-28-107-236
CARMELITA LEONG
40 N TOWER ROAD #3K
OAK BROOK, IL 60523-1149

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-107-266
ALEXANDRA WILSON
40 N TOWER ROAD #6L
OAK BROOK, IL 60523-1115

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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9314 7699 0430 0149 2018 39

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Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:

06-28-107-295
JOESPHINE R NELSON
40 N TOWER ROAD #8M
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2018 46

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Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2023

Sent to:

06-28-107-325
ANNETEE KWIATEK
40 N TOWER ROAD #11N
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

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Return Receipt (Hardcopy)	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 2 8 2026

Sent to:

06-28-107-244
MAZEN ABDEL HADI
40 N TOWER ROAD #11K
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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Certified Mail Restricted Delivery	$	Postmark Here
Postage	$	
Total Postage and Fees	$	

FORT DEARBORN CHICAGO IL
APR 28 2026

Sent to:
06-28-107-265
ALICIA RODRIGUEZ
40 N TOWER ROAD #5L
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

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9314 7699 0430 0149 2019 07

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Postage	$	
Total Postage and Fees	$	

PORT DEARBORN CHICAGO IL
APR 28 2026

Sent to:
06-28-107-265
ALICIA RODRIGUEZ
40 N TOWER ROAD #5L
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2019 45

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:
06-28-107-189
MOHEB AHMADI
40 N TOWER ROAD #7H
OAK BROOK, IL 60523-1116

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2020 10

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Certified Mail Restricted Delivery	$
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Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-302
ANTIONE FINLEY
40 N TOWER ROAD #16M
OAK BROOK, IL 60523-1145

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 2020 58

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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-107-297
ARLENE FISHMAN
40 N TOWER ROAD #10M
OAK BROOK, IL 60523-1121

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1995 49

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Certified Mail Restricted Delivery	$
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Total Postage and Fees	$

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FORT DEARBORN CHICAGO IL APR 28 2026

Sent to:

06-28-107-270
GEORGE & TANDRIA WILLIAMS
40 N TOWER ROAD #10L
OAK BROOK, IL 60523-1121

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1995 63

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

60510

Sent to:

06-28-107-324
MINA PAVLOVIC
40 N TOWER ROAD #10N
OAK BROOK, IL 60523-1121

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1996 00

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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-264
THOMAS & JALISA MILLER
40 N TOWER ROAD #4L
OAK BROOK, IL 60523-1113

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

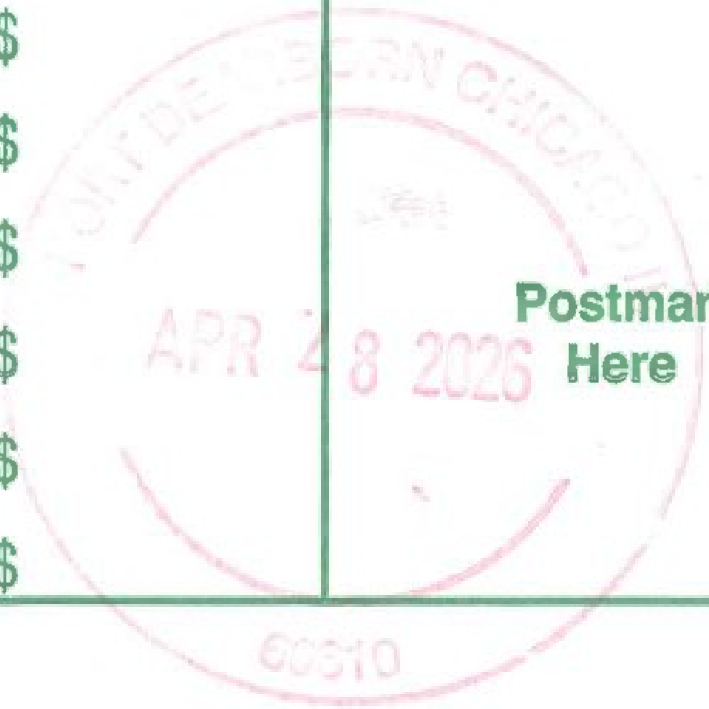
PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

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Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:

06-28-107-243
NGAE MAN CHAN
40 N TOWER ROAD #10K
OAK BROOK, IL 60523-1121

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1997 78

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:

06-28-107-291
PAZ ENCOMIENDA
40 N TOWER ROAD #4M
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1998 39

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Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

Sent to:
06-28-107-271
ANELA ARABELOVIC
40 N TOWER ROAD #11L
OAK BROOK, IL 60523-1122

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1999 07

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DE FRANCE MARTINIQUE
APR 28 2026
97210

Postmark Here

Sent to:

06-28-107-346
TLC CONSULTANTS INC
40 N TOWER ROAD
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 2000 09

Certified Mail Fee	$
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Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Sent to:

06-28-107-197
SYED SHAUKAT ASGHAR
40 N TOWER ROAD #16H
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1999 76

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:

06-28-107-245
CHARLES MARINO III
40 N TOWER ROAD #12K
OAK BROOK, IL 60523

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 2000 16

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



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Sent to:

06-28-107-299
M & S BADER RAMZANALI
40 N TOWER ROAD #12M
OAK BROOK, IL 60523-1124

Reference Information

Amazon Oakbrook
Illiana Silva
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1972 48

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:
06-28-108-006
MARTIN LEWIS
12 N TOWER ROAD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1972 17

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-108-005
LAVEEN HIRA
10 N TOWER ROAD
OAK BROOK, IL 60523-1104

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1971 94

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

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Sent to:

062-8-108-004
NASEEM HOSSEINI
8 N TOWER RD
OAK BROOK, IL 60523-1104

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

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Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026

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Sent to:

06-28-108-021
NANNETTE MUNGO
29 N TOWER ROAD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1970 19

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

APR 28 2026
60610

Postmark Here

Sent to:

06-28-108-020
SUSAN MITTERER
27 N TOWER ROAD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

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Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1969 20

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

PORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-108-018
YUANQING & YING LIU MIAO
23 N TOWER ROAD
OAK BROOK, IL 60523-1103

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1968 76

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-108-016
FRANK AND GRACE CERVONE
19 N TOWER ROAD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1969 51

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-108-019
MELISSA AND CHRIS LEDWIDGE
25 N TOWER ROAD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1968 45

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-108-017
EDWARD J HOLDEN
21 N TOWER ROAD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1968 14

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

PORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:
KAZUK, OLGA K
4847 N NEW ENGLAND
CHICAGO, IL 60656

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1962 41

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO APR 28 2026

Postmark Here

Sent to:

CITY OF OAKBROOK TERRACE
17W275 BUTTERFIELD RD
OAKBROOK TERR, IL 60181

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
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USPS® ARTICLE NUMBER

9314 7699 0430 0149 1971 56

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

PORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:
06-28-108-003
CTLTC
6 N TOWER ROAD #6
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1971 25

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

PORT DEARBORN CHICAGO IL
APR 28 2025
60610

Sent to:
06-28-108-002
SAMIRA YUNEZ
4 N TOWER ROAD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1970 88

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

PORT DEARBORN CHICAGO IL
APR 28 2020
60610

Postmark Here

Sent to:
06-28-108-001
SCOTT CASKEY
2 N TOWER ROAD #2
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1970 57

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:
06-28-108-022
JAMES DANIEL
31 N TOWER ROAD #31
OAK BROOK, IL 60523-1103

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1977 50

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

06-28-107-057
JAMES THEODORE DELLIS
40 N TOWER ROAD #8C
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1962 03

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026

Postmark Here

Sent to:
ALEXANDER, CONSUELO
17 N TOWER RD NO 17
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1959 54

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

FORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:

LEDWIDGE, MELISSA & CHRIS
25 N TOWER RD
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1958 86

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$



Postmark Here

Sent to:

COMMONWEALTH EDISON CO
3 LINCOLN CTR NO 4TH FL
OAKBROOK TERR, IL 60181

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1959 30

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

PORT DEARBORN CHICAGO IL
APR 28 2026
60610

Postmark Here

Sent to:
IGNJATOVIC, NOVICA
40 N TOWER RD UNIT 2A
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

U.S. Postal Service®
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

USPS® ARTICLE NUMBER

9314 7699 0430 0149 1981 53

Certified Mail Fee	$
Return Receipt (Hardcopy)	$
Return Receipt (Electronic)	$
Certified Mail Restricted Delivery	$
Postage	$
Total Postage and Fees	$

Postmark Here

APR 28 2026

60610

Sent to:

06-28-107-141
MARY JANE BATHOLOMEW
40 N TOWER ROAD #12F
OAK BROOK, IL 60523

Reference Information

Amazon / Oakbrook
Silva, Illiana A.
425486.001525

PS Form 3800, Facsimile, July 2015

AFFIDAVIT

April 29, 2026

VIA EMAIL ONLY
rvondrasek@oak-brook.org

Mrs. Rebecca Von Drasek
Development Services Director
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, Illinois 60523

RE: Amazon.com Services / Oak Brook
2901 Butterfield Road, Oak Brook, IL 60523
Case File No.: 2026-4-ZO-PUD

Dear Ms. Von Drasek:

The undersigned, Katie Jahnke Dale, being first duly sworn under oath, deposes and states the following:

That the undersigned certifies they have complied with the requirements of Section 13-15-5 of the Oak Brook Zoning Ordinance, Title 13 of the Village Code of Village of Oak Brook, by serving written notice, by USPS certified mail, return receipt requested (i) to the taxpayers of record, applicant and owner of record of the property commonly known as 2901 Butterfield Road, Oak Brook, Illinois 60523 (the "Property"), which is the subject of the application for planned development; and (ii) to the taxpayers of record and residents of all property within five hundred (500) feet of the Property, excluding the number of feet occupied by streets, alleys, other public ways in each direction of the lot lines of the Property, and that the notice contained:

- The identification number designation of the application;
- The date and time of the public hearing;
- The location of the public hearing; and
- The general location of the Property, the legal description of the Property and its street addresses and a short description of the proposed planned development and the purpose of the public hearing.

Further, that the undersigned, made a bona fide effort to determine the address of the parties to be notified under the above ordinance, and the accompanying list of names and addresses of surrounding property taxpayers and residents within 500 feet is a complete list.

Katie Jahnke Dale

SUBSCRIBED and SWORN to me before this 29th day of April, 2026.

Notary Public

Official Seal
KAREN A TOTH
Notary Public, State of Illinois
Commission No. 486238
My Commission Expires October 31, 2027

(Seal)

2901 Butterfield Road – Amazon - Planned Development

NOTICE IS HEREBY GIVEN that a public hearing before the Planning & Zoning Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be held on Wednesday, May 6, 2026 at 6:30 p.m. in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Petitioner, Oakbrook TH LLC c/o GTZ Properties owner of the property known as 2901 Butterfield Road, Oak Brook IL 60523, seeks a planned development as provided for under Chapter 15 of Title 13, the Zoning Ordinance of the Village of Oak Brook, Illinois, Ordinance G-60 as amended.

The Petitioner has submitted an application, case number 2026-5-ZO-PUD or PD-26-3, seeking approval of a planned development to be located on the property at 2901 Butterfield Road, Oak Brook, Illinois 60523, as further described below.

Project Description: Applicant/Owner have applied to the Village for planned development approval to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road (the "**Property**"). The Applicant proposes to construct a one-story, approximately 225,000 square-foot commercial retail building served by 871 accessory parking spaces and 9 loading docks (the "**Amazon Retail Building**"). The 27-acre development includes an area for a future 1.70-acre outlot to be subdivided at a later date (the "Future Outlot"). The Future Outlot will be located north and east of the proposed Amazon Retail Building. The proposed development includes two large stormwater management areas and significant open space, buffering the retail buildings from surrounding roadways.

The subject property is generally described as 2901 Butterfield Road, Oak Brook, IL 60523 (permanent index numbers: 06-28-104-009; 06-28-202-020; 06-28-104-015; 06-28-104-011; 06-28-104-013), located at the corner of Butterfield Road and Meyers Road.

The petitioner's application, including all supporting documents is on file with the Director of Development Services. Persons wishing to examine the petition documents may arrange to do so with the Development Services Department, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, IL 60523, telephone 630-368-5106, 8:00 a.m. to 4:00 p.m., Monday – Friday, excluding holidays.

In accord with the provisions of the American with Disabilities Act, any individual who is in need of a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall), at 630-368-5010 as soon as possible before the meeting date.

Netasha Scarpiniti
Village Clerk

Published at the direction of the Corporate Authorities and the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois.

Published in Daily Herald April 22, 2026 (329217)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs
Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights, Cook County, State of Illinois, and has been in general circulation daily throughout Cook County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Northwest Suburbs DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 04/22/2026 in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 329217

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

NOTICE IS HEREBY GIVEN that on May 13, 2026 at 6:30 pm. the Planning & Zoning Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will hold a Special meeting to conduct a public hearing in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Petitioner, Oakbrook TH LLC c/o GTZ Properties owner of the property known as 2901 Butterfield Road, Oak Brook IL 60523, seeks a planned development as provided for under Chapter 15 of Title 13, the Zoning Ordinance of the Village of Oak Brook, Illinois, Ordinance G-60 as amended.

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The subject property is generally described as 2901 Butterfield Road, Oak Brook, IL 60523 (permanent index numbers: 06-28-104-009; 06-28-202-020; 06-28-104-015; 06-28-104-011; 06-28-104-013), located at the corner of Butterfield Road and Meyers Road.

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Netasha Scarpiniti
Village Clerk

Published at the direction of the Corporate Authorities and the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois.

Published in Daily Herald Apr 24, 2026 (329556)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

DuPage County

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DuPage County DAILY HERALD**. That said **DuPage County DAILY HERALD** is a secular newspaper, published in Naperville, DuPage County, State of Illinois, and has been in general circulation daily throughout DuPage County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **DuPage County DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 04/24/2026 in said **DuPage County DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 329556 *DUPAGE*

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

NOTICE IS HEREBY GIVEN that on May 13, 2026 at 6:30 pm, the Planning & Zoning Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will hold a Special meeting to conduct a public hearing in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Petitioner, Oakbrook TH LLC c/o GTZ Properties owner of the property known as 2901 Butterfield Road, Oak Brook IL 60523, seeks a planned development as provided for under Chapter 15 of Title 13, the Zoning Ordinance of the Village of Oak Brook, Illinois, Ordinance G-60 as amended.

The Petitioner has submitted an application, case number 2026-5-ZO-PUD or PD-26-3, seeking approval of a planned development to be located on the property at 2901 Butterfield Road, Oak Brook, Illinois 60523, as further described below.

Project Description: Applicant/Owner have applied to the Village for planned development approval to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road (the "**Property**"). The Applicant proposes to construct a one-story, approximately 225,000 square-foot commercial retail building served by 871 accessory parking spaces and 9 loading docks (the "**Amazon Retail Building**"). The 27-acre development includes an area for a future 1.70-acre outlot to be subdivided at a later date (the "Future Outlot"). The Future Outlot will be located north and east of the proposed Amazon Retail Building. The proposed development includes two large stormwater management areas and significant open space, buffering the retail buildings from surrounding roadways.

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In accord with the provisions of the American with Disabilities Act, any individual who is in need of a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall), at 630-368-5010 as soon as possible before the meeting date.

Netasha Scarpiniti
Village Clerk

Published at the direction of the Corporate Authorities and the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois.

Published in Daily Herald Apr 24, 2026 (329556)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs
Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights, Cook County, State of Illinois, and has been in general circulation daily throughout Cook County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Northwest Suburbs DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 04/24/2026 in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 329556

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

VILLAGE OF OAK BROOK
1200 OAK BROOK ROAD
OAK BROOK, IL 60523

The Amazon Store Proposal – Version: 4/9/2026

A new Amazon retail superstore is proposed to replace the seven outdated and largely empty office buildings at the southeast corner of Butterfield and Meyers Roads. The Amazon store will be a new format…offering a huge array of merchandise and a full grocery store with elements of Whole Foods (which is owned by Amazon) and is anticipated to significantly increase Village revenues used to serve our public without a local property tax. Our proactive efforts landed this powerhouse retailer in a competitive real estate market that no doubt included neighboring Lombard and other nearby locations.

This redevelopment will be a huge win for Oak Brook but it has been the subject of much misinformation. In order to facilitate a factual analysis of the proposal, the Village has prepared the following Q&A document with non-biased information to assist the community in reviewing and understanding the proposal for a brand new concept from one of the premiere retailers in the nation.

It is important to understand that Amazon continues to adapt the site plan based upon feedback received from the Village Board, staff, and members of the public. For this reason, we anticipate that this document will need to be updated as the project makes its way through the Village's approval process. We therefore encourage all members of the public to periodically obtain the latest update of this document from the Village's website.

Q: Where will this store be built?

A: There are currently seven office buildings on 22-acres at the Southeast corner of Butterfield and Meyers Road that will be replaced by the proposed Amazon store. Many of the buildings are currently vacant, and four of them had been taken back by the lender. These properties are zoned ORA-1 (Office/Research/Assembly). The market has demonstrated that office uses are no longer viable in this location.

Q: What is permitted on this site as a matter of right; does our existing zoning allow Amazon to instead build a traditional distribution warehouse using it's "last mile blue van" delivery model?

A: Unfortunately, yes. The current ORA-1 (Office/Research/Assembly) zoning would allow that use as a matter of right without any ability for the Village to preclude it. The present zoning includes uses such as manufacturing, outdoor storage yards, distribution facilities, data centers, electric and gas substations, churches, and office buildings. This stretch of Butterfield Road was originally developed in the 1970's as a light industrial, warehouse, and office area, and the ORA-1 zoning in place since then permits these uses, but not retail uses, as a matter of right. For example, the Room and Board furniture store which was originally built as a Champion Parts Rebuilders manufacturing and distribution facility with 10 semi-truck bays was permitted only because the retail was considered accessory to the primary use of furniture distribution. Costco was originally a large office and warehouse distribution facility for Eastman Kodak.

Q: What is Amazon requesting approval for?

A: Amazon is requesting Village zoning approval to allow for *retail sales* at the site – consistent with the Promenade to the west and Room and Board, the Shops of Oak Brook, and Costco to the east of this site. The proposed Amazon *retail use* does require new planned development zoning approval and with such approval the Village can preclude the ability for the parcel to be used for warehouse distribution. We should also be able to include similar prohibitions for neighboring parcels as they are redeveloped.

Q: What options were considered for this redevelopment?

A: Village leadership has been actively pursuing redevelopment options for this underutilized site for the last couple of years. Several developers wanted to build large scale rental apartment buildings which we rejected. Data center construction was considered but dismissed for a variety of reasons. Retail use is the most compatible use with the surrounding existing retail usage on Butterfield Road (both east and west of the site), and with Oak Brook's sales tax driven economic model. We also expect that this development will be the catalyst for future transformational development that will revitalize this mostly vacant and blighted stretch of Butterfield Road.

In the absence of a viable redevelopment project, the existing office buildings will remain blighted and continue to decay or may be replaced by a use currently permitted under our zoning such as warehouses, industrial, or distribution.

Q: What kind of store will this be?

A: This is a new concept for Amazon. The store will be about 225,000 square feet, which is about 50% larger than Costco. The sales floor will be closer in size to Costco with the remaining space dedicated to inventory storage, unlike Costco which stores its inventory on ceiling high racks within the retail sales area. It will be the first full-service grocery store in Oak Brook since the Jewel closed at Oakbrook Center in the early 1970's. It will incorporate some of the best elements of Whole Foods and this model might even eventually replace traditional Whole Foods stores. In addition to groceries, the store will offer a pharmacy, household goods, electronics, and a wide range of other popular merchandise.

Q: Will this be a traditional Amazon warehouse with Amazon "last mile blue van" deliveries?

A: No. Amazon will not conduct traditional distribution from this store. Customers will be able to place online orders for groceries and merchandise to be delivered from this store to their home through popular third-party delivery services such as Door Dash, Uber, etc., just as consumers do from traditional grocery and other large retailers, such as Target. Any Village zoning approval will be carefully tailored to preclude a future change to warehouse or distribution.

Q: How will Oak Brook benefit financially from this store?

A: All the merchandise sold from this store will be subject to Oak Brook sales taxes. We expect the store to generate several million dollars annually for Oak Brook, which should place it among the very top sales tax generators for the Village. This new source of sales tax will diversify our sales tax base which currently is heavily dependent on luxury goods from the mall which tend to be cyclical. The store will also be a catalyst for further retail redevelopment of existing outdated office buildings along this stretch of Butterfield Road which will drive further sales tax growth.

The expected sales tax boost from this project and anticipated future redevelopment of this blighted stretch will allow the Village to tackle its aging

infrastructure and pension liability challenges without the threat of a future property tax. For too long, our infrastructure has deteriorated because of the lack of available funds. The boost in revenue may be so significant as to allow the Village to invest in new amenities and services for its residents.

Q: Is it correct that the grocery sales portion will not generate any local sales tax to benefit the Village?

A: No, despite much hype from Governor Pritzker last year, all grocery sales still generate local sales taxes in Oak Brook.

Q: How will this store impact other area retailers such as Costco?

A: Amazon's deep well of retail intelligence has identified this area as a key market with extensive unmet consumer demand. Costco relies on high sales demand of a limited number of items and bulk sales, whereas Amazon will operate by carrying a vast selection of items and smaller quantity sales. Additionally, if Amazon does not build on this site, they will likely build on other nearby parcels adjacent to or near Oak Brook resulting in similar impacts but without sales tax coming to Oak Brook. This is not unlike Oak Brook refusing the opportunity in the 1970's to annex what is now the Home Depot and other sites on the north side of 22nd Street in Oakbrook Terrace and Butterfield Road in Lombard which today generate considerable sales tax revenue for those cities.

Notably, Costco is in the midst of a large expansion project that will convert existing office space into additional retail floor space, which they expect to result in substantial sales growth.

Q: How will this store impact area traffic?

A: While traffic counts from the project will increase over the current mostly vacant office building traffic, the flow of traffic will improve and be spread more evenly throughout the day. The rush hour crush of traffic that existed when these offices were fully utilized will be reduced. New westbound on-and-off ramps to I-88 are planned near the site, which is expected to remove a considerable amount of the current traffic off Butterfield Road. The Illinois Department of Transportation is currently rebuilding and coordinating all the traffic signals on 22nd Street and Butterfield Roads through Oak Brook and Lombard to also improve traffic flow.

The traffic flow reconfiguration of the development will be designed to continue to drive traffic away from our residential areas, including southbound Meyers Road. The Oak Brook portion of Meyers Road was widened from two lanes to four lanes to accommodate traffic growth, yet traffic on this portion of Meyers Road has declined precipitously since Covid. Pre-Covid, 18,400 cars per day traversed this section of Meyers Road versus only 13,000 cars today…a roughly 30% drop in traffic as a result of post-Covid office building trends which directly impacted the office buildings on the Amazon site. While over 90% of the traffic to and from the Amazon site will funnel in from the Butterfield Road corridor, Amazon's traffic engineer projects that their proposed store will add only about 400 additional cars daily through the Oak Brook portion of Meyers Road, which is a 3% increase in current traffic, but a decline of 27% in traffic from the pre-Covid office building usage. Oak Brook will retain our own traffic consultant, at Amazon's expense, to verify the accuracy of their traffic consultant's estimates.

Q: How will expected traffic to and from the proposed store compare to the prior use of the site, and to other stores?

A: The seven office buildings being replaced by the proposed Amazon store have a distinct traffic pattern that places peak demand in the morning and even rush hour periods, just when Butterfield Road traffic is at its worst. In fact, when these office buildings operated at or near capacity, they required Police Department traffic direction (stopping Butterfield Road traffic) just to let evening office traffic exit from the site. Conversely, while it is likely that Amazon will generate up to 10,000 visitors per day, this will be distributed much more evenly throughout the day, easing peak period bottlenecks and operating in a fashion much more comparable to the nearby Target store in Lombard, which is also likely to be the store most impacted by the Amazon store.

Q: Will the Amazon project negatively impact stormwater management at this site and/or downstream?

A: No. It will improve stormwater management. The current site has stormwater facilities built in the early 1970's under the more lenient regulations then in effect, and is grandfathered under these regulations. Any new development must comply with today's more stringent stormwater regulations which will improve stormwater management for the benefit of downstream areas such as Ginger Creek and Brook Forest. Stormwater improvements will be paid for by the developer. Absent any

large-scale redevelopment, there is unlikely to be material improvements in the site's currently outdated stormwater management.

The stormwater management plans for the site are continuing to evolve to reflect input received from various parties, including the Ginger Creek HOA board, as Ginger Creek is downstream from the site. We expect to have new and improved plans in this regard before this item proceeds to the Planning and Zoning Commission.

Q: Will the Amazon project increase the density of the new development compared to the existing office buildings?

A: No. At 225,000 square feet of building space, the Amazon store will be about 57% less dense than the combined 527,000 square feet of current office space being replaced.

Q: Will the Village provide any financial incentives to the developer, such as a Tax Increment Financing District (TIF)?

A: No. The project will be entirely funded by Amazon. Unlike the Oak Brook Promenade development across Meyers Road which received TIF funding from the Village, we are not providing any financial incentives to Amazon. The avoidance of a TIF means that the schools and Park District will receive the full benefit of the increased property tax valuation. Increased property tax revenue to the schools and Park District should also result in a decrease in the relative property tax burden to the homes in those taxing jurisdictions.

The only other Amazon store of this type yet announced and approved is to be built in Orland Park. Unlike in Oak Brook, while Orland Park has stated that it is not providing direct financial incentives for their Amazon store, they are using a TIF district to fund an adjoining roadway extension and new traffic signal to serve the site for Amazon. Oak Brook will not provide any subsidies to Amazon.

Q: What are the next steps and how will the public be able to participate in the zoning approval process?

A: Most Oak Brook development projects start with a presentation to the Village Board, followed at the same meeting by a referral by the Board to the Planning and Zoning Commission. This project has divided the presentation and Board referral into two separate meetings to facilitate more feedback.

At the March 10, 2026 Village Board meeting, Amazon made its initial public conceptual presentation and received feedback from the Village Board. Members of the public also shared comments about the project at that meeting. The next step is for Amazon to request the Village Board (currently planned for the April 14, 2026 Board meeting) to refer their plan to the Planning and Zoning Commission for its public hearing and review process.

The Commission meeting is currently scheduled for May 6, 2026. Members of the public will have an opportunity to express their comments about the project at that meeting. The Commission will either make a recommendation at the meeting, or continue the discussion to a future meeting, The Commission's recommendation will then be considered by the Village Board at a future Board meeting, likely to be held in the summer or early fall of 2026. . Members of the public will again have an opportunity to express their comments at that meeting before the Board deliberates and votes on the project approval.

We encourage residents to sign up on the Village's website for Village communications, which include advance notice of Commission and Board meetings.

Assuming the proposal is approved by the Village Board, Amazon expects to commence demolition of the existing office buildings in fall of 2026, followed by construction commencement in 2027 with an anticipated store opening date in 2028.

VILLAGE OF OAK BROOK

EDWARD N. TIESENGA
Village Trustee

To: My fellow Trustees, Village President and capable Staff

Re: Amazon and Our Little Creek

Date: March 9, 2026

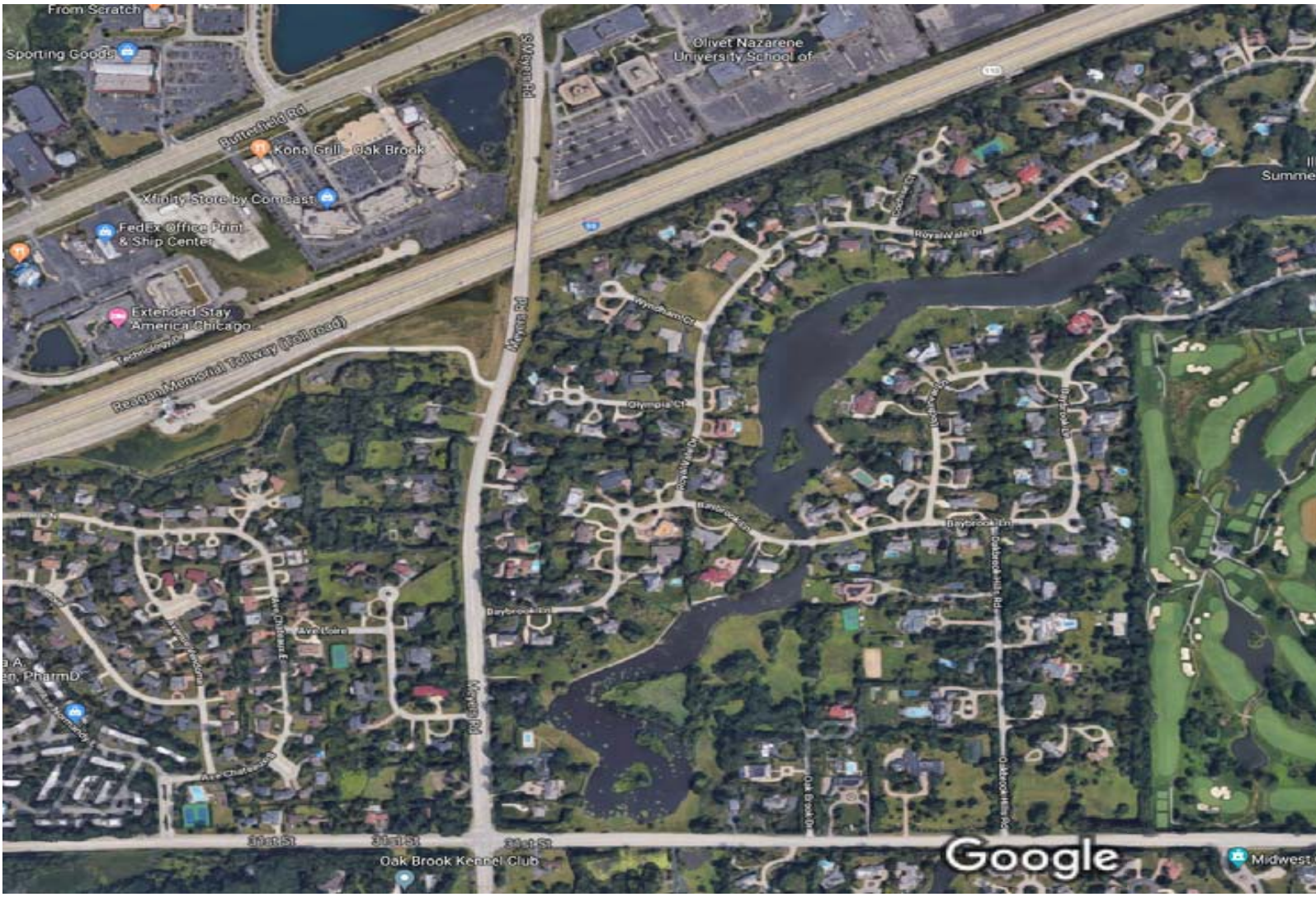
Introduction

The noblest approach to New Orleans and the Gulf leads from virtually Canadian shield glacial-fed waters welling up from Minnesota's Lake Itasca, through over 1,000 lakes comprising the Mississippi Headwaters watershed. The next best way of reaching the end of the 2,552 mile Mississippi river is from the parking lot of the parking lot of the blighted Yorktown Shopping Center, draining the impervious pavement that collects engine drippings, seasonal salt, various granularities of trash and silt, and whatever anyone else tosses into the drains that take the water out of Lombard along its tedious route through an algae-crusted retention pond just East of the Oak Brook Promenade, under a street and down a culvert alongside the once-mighty Inland Real Estate headquarters, before taking a deep anerobic breath and diving under the East-West Tollway, where it arrives gasping at a crumbled outflow to make it under the sound wall and into the deliberately zoned man-made lakes of Ginger Creek, where the mind is kept continually active by the historical memory those lakes awaken—visions of bulldozers and steam shovels crafting the shoreline and making the depths required to sell the littoral lots to eager buyers who one day will comprise Oak Brook. What was once 8 feet deep has silted in to an average depth of 66 inches.



1200 Oak Brook Rd., Oak Brook, IL 60523 Phone: 630-645-9881 Fax: 630-645-9804 Email: etiesenga@oak-brook.org

There, the water kisses those crumbled, eroded shores of today, and slow to a baffled, eutrophic state depleted of oxygen and supplemented with fertilizer, before pooling with other water seeping into the same two little lakes from the 250 acre watershed area draining large areas of unincorporated Du Page County. With its volume thus increased, our water proceeds through the Ginger Creek subdivision outflow into the noble, unincorporated 285-acre confines of the Butterfield Country Club, where it may or may not afflict that society with a bad case of the same hydrilla weeds that somehow made it all the way over here from Asia, to threaten our downstream subdivision of Brook Forest, the lakes of Briarwood, the canalized Park District soccer field stretch of water, and the former Lake Fred and Lake Ed in the middle of John Paul DeJoria's "Reserve" before dipping into Salt Creek. And onto the Mississippi without stopping to decay further in the old Graue Mill estuary now quickened with the recommended modifications specified, funded and approved by the Conservation Foundation, the DuPage Forest Preserve District, and with the blessing of the Sierra Club, if not the old guard of Fullersburg bitterly clinging the memory of the now-lost dam.



The familiar units of government sparkle in the records of the studies and recommendations bearing upon this complex water system relying on those two Ginger Creek lakes for their passage to the sea: The Illinois Department of Natural Resources; the DuPage River Salt Creek Workgroup; The DuPage County Stormwater Committee; The Illinois Tollway Authority with its own Environmental Policy & Program staff; The Illinois EPA. To these agencies are added consultants including V3 and Restorative Life Sciences, who have produced reports with recommendations addressing the segment of the Mississippi River passing into and through Ginger Creek, which gets us to Oak Brook.

What Does it Mean to Be a Waterway Running Through Oak Brook?

The Oak Brook Comprehensive Plan[1] sets a standard for our waterways, to "[e]ncourage and support the dredging of Salt Creek for its entire length through the Village, *including other streams as necessary* to protect both public and private property." (page 68, emphasis added). On a related note, the Comprehensive Plan specifically includes as one of its "Comprehensive Plan Objectives" on page 57 to "[e]ncourage the improvement of the streams and creeks, namely Salt Creek and Ginger Creek and other tributaries, which pass within the Oak Brook Village limits." Later adding in the next point "…and ensure that further development complies with the characteristics of the environment so that stream flow and underground water of satisfactory quality will continue to be available."

The plan goes on to specifically require that efforts be made to "[p]rotect the Village from possible damage by increased rainwater run-off due to urbanization, through actively supporting area-wide programs for the entire DuPage County and appropriate retainage areas within the Village." (p.57).

We are responsible for our water, to protect its quality and to do what we can to improve it for our own benefit, and for those downstream all the way to the sea. And we start with what we have, where we are, to do what we can.

Ginger Creek's Efforts to Date

Since coming into office as a Trustee in 2015, I have learned about Ginger Creek mainly from residents of the Ginger Creek HOA, who have retained expert consultants to assist them with their water drainage and quality concerns. Early on I learned that the Village has no significant support to offer the HOA, since we have over 125 ponds in Oak Brook, and the implication is that if we pay for the area of the Ginger Creek waterflow including the two lakes of the HOA, all of the other pond owners will scream "unfair." The number of those other ponds directly linked to watersheds flowing through Ginger Creek into Salt Creek, of course, is not nearly 125. This standard fallback reflex argument against funding is therefore not on all fours in terms of even it's own self-referential infirmity. But that's not my point here.

Fast forward to 2025, when I was appointed by President Herman and Elmhurst Mayor Scott Levin to replace Asif Yusuf as the District 2 Commissioner to the DuPage County Stormwater Commission, which meets the first Tuesday of each month at 7:30 a.m. out in Wheaton at the County Building. The meetings run fast, typically over in 20 minutes. In the interstices of approving minutes and agenda items, I observe and get to know the staff and employees. This leads me to the next phase of Ginger Creek HOA efforts.

[1] Citations are to Comprehensive Plan Village of Oak Brook, Counties of DuPage and Cook, State of Illinois (June, 1969), Amended February, 1973; May, 1978; and June, 1990. Members of the group of Village Officials contributing to this plan included Village President Wence Cerne, Trustee Karen Bushy, Plan Commission Member Kerry M. Krafthefer, and Zoning Board of Appeals Member Elaine Herman.

I have met with Stormwater Commission Staff Director Sarah Hunn and with Jamie Lock, the engineering department head (and York Woods resident) who evaluates water projects and assists with funding proposals. In our latest meeting, I presented the Ginger Creek lakes degradation issues, and set the context by also telling them that although the Village of Oak Brook has not agreed to contribute any funds to work with the HOA to restore the water flow and address the quality problems of the water coming into Ginger Creek, the HOA itself would like to do a cost-share arrangement with the County, if any funding sources were available. I learned that there are several possible funding sources and that the County may be able to pay a portion, with the HOA assessing money from its own residents to pay the balance. So far so good.

One of the aspects of the studies the HOA has already commissioned looks to the quality of that Yorktown parking lot water as it bravely makes its way to us, through exactly the 22 acres that Amazon proposes to redevelop. Could the Amazon PUD proposal become a strategic factor to help manage that water in a way that complements Ginger Creek's HOA objectives, and also fulfills the objectives of our Comprehensive Plan?

What I learned at my "2X2" with the Amazon Reps and Their Attorney

During my "2X2" Trustee Zoom, along with Trustee Melissa Martin, I met with Greg Summers, an Amazon representative, an Amazon attorney from one of the largest firms in the world—DLA Piper—and Mitch Goltz, who famously developed the very problematic "Overlook" strip mall-esque area at Rt. 83 and 22nd Street. Here are boiled down bullet points from my notes of that meeting:

1. No one could describe any plan to deal with the flow of water across the Inland acreage to insure that environmental quality and natural waterflows would be addressed, much less preserved or enhanced.
2. The Amazon guy had no knowledge at all of Amazon's prior and discontinued effort to open a "commonly bought items" Amazon store in the Oakbrook Mall. He could not answer my question about what Amazon learned from that experiment that could inform their new vision for this big development. "I was not with Amazon at that time" was all I got.
3. No one could explain traffic flow for all of the elements to be constructed (retail, storage, food store, pharmacy, parcel pickup). There was no illustration of how traffic would actually move.
4. There had been no thought given to changing the way traffic would go in and out of the new development at access points to Myers Road or Butterfield Road. I offered the comparative example of new development on plain old Rt. 47 in Huntley, where cars to into access roads and the stores are set back behind green spaces. Would there be any of that? They did not know. Their plans showed the same old Inland access points with cars pausing on Myers or 22nd to directly go into the property, and leaving the same way. I pointed out that this is not how the Oakbrook Mall works, and is not the developmental norm in Oak Brook to dump cars directly onto major arteries.

So I saw a very big money company with their developer and lawyer, evincing no real understanding of Oak Brook.

Now Let's Look at How Amazon Sees its Responsibility to the Ginger Creek/Salt Creek Watershed

In our packet for tomorrow's 3/10/2026 meeting, at PDF page 25, Brooks Stickler, PE with the firm of Kimley Horn out of Orlando, FL describes what appears to be the extent of Amazon's plans for stormwater drainage and quality. Here are those portions of that 2/25/2026 letter to Rebecca Von Drasek:

Detention

- Preliminary calculations (based on current rainfall data) to meet the County 0.1 cfs/acre release rate show an approximate required storage volume of 0.6 ac-ft/acre of development. The Retail Market parcel (+/-20.27 acres) requires approximately 12 ac-ft of storage. The Proposed Retail parcel (+/-6.75 acres) requires about 4.2 ac-ft of storage.
- A StormTrap underground detention system is proposed under the front parking lots for the Retail Market and Proposed Retail developments. The StormTrap system will be designed to capture, detain, and release an allowable release rate back into the existing system located at the rear of the site.

FEMA

- After detailed review of the survey, FIRM panel, and surrounding area, we believe that the FEMA mapping is incorrect in terms of where the waterway is being conveyed. We believe that flow from west of County Rd 25 is conveyed east and north to the roadside ditch along the eastbound Butterfield Road lanes. The flow is conveyed within the ditch to the east end of the Proposed Retail parcel where it enters a headwall and moves southwest into the existing ponds within the site. This pipe runs through the Proposed Retail parcel. Coordination with the Village of Oak Brook is required to verify this information and determine what is needed/required to address the error/discrepancy in the regulatory information.
- The amount of fill within the floodplain on site is approximately 14.7 ac-ft. County code requires compensatory storage below the 10yr BFE as well as between the 10yr and 100yr BFE. The total compensatory storage must be 1.5x the amount of fill proposed.
- Required Comp below 10yr BFE of 706.9 = 11.4 ac-ft
- Required Comp between 10yr BFE of 706.9 and 100yr BFE of 707.5 = 3.3 ac-ft
- Total required comp to meet 1.5:1 ratio = 22.1 ac-ft
- Ongoing coordination with the Village and the County is required to ensure the design meets the regulatory requirements.

Plainly, Amazon's water engineering firm proposes to do the bare minimum to bottle up that water into an underground detention system, and to quibble with FEMA about "where the waterway is being conveyed." That's all. No linkage to our broader concern for our water quality, or for the impairments of that water that makes its way from Yorktown all the way to Salt Creek.

A Trustee Has to See Opportunity in Time

The hardest part of being a Trustee is to see things before it's too late to do anything about them. The next hardest thing is to realize later that I failed to see it clearly enough to even know it was going to be too late, until it was irrevocably done. That is how experience accumulates. My experience with these developments includes:

1. Developers always cash out and leave, especially those who emphatically promise to understand us and stick around for the long term;
2. Parking consultants are either all incompetent or are serial liars;
3. Trustees always miss something.

Within these constraints, we are charged to develop opportunities. Progress emerges from this matrix of real estate operators, parking impresarios, and Trustees with always more to read. My hope here is that as part of our PUD initial review, and continuing on to our consideration of the work of the Planning and Zoning Commission, we urge and require that Amazon add to their submission detailed proposals to creatively interact with the drainage, watershed and water quality issues facing not only the Ginger Creek HOA, but everyone else downstream at the Butterfield Country Club, Brook Forest, Briarwood Lakes, the Park District, John Paul DeJoria, Fullersburg, and finally New Orleans.

If the Trustees don't require this, Amazon won't do it. They are not even aware of what they themselves did a few years ago at the Mall. This is our opportunity to require something from Mitch before he moves on to his next deal; to meet some environmental people who we can introduce to our engineers, as well as to the state, county and conservation stakeholders all dedicated to improving the Salt Creek Watershed. It's too important to bottle up in a "StormTrap" and dump it out into some ditch. Amazon is more than capable of working with us to do that, if we don't miss this opportunity to look with them in the same direction as their development partner.

I look forward to working with all of you to further develop and implement these objectives, and to improve them together with you.

Proposed New Development – Amazon Retail and Ashley Showroom

The Opportunity and Challenge

The land in question has been zoned ORA-1 which is office, research, and assembly district. The properties in question have high un-occupancy (30-40%) and as such were purchased by the developer in foreclosure at 70% discount. That said, the village needs a solution for this area and developer has proposed a development that is a combination of Amazon Retail (approx. 70% retail and 30% warehousing) and Ashley furniture showroom. This obviously offers opportunity for sales tax revenue estimated around $2M + per year for the village. Furthermore, my understanding is that we have not offered any incentives so far which is a good thing.

With every opportunity comes some challenges and our role as a board is to stress test these potential challenges with facts and studies to make sure we make a well-educated decision.

We also need to bring-along our residents so that they understand the details and we can get their buy-in. Majority of the residents outside Ginger creek do not know about this.

Learnings from Past

Some of the past projects that have been approved have not really come out as originally approved. It is critical that we analyze this development holistically and with diligence so we can make smart decisions and establish guard-rails that will protect us in the future. This project needs "strong diligence" and "process" for review of every detail and challenge and associated facts and details reviewed.

Challenges that need to be assessed – "building the guard rails."

1. **Zoning –** We must rezone. This is the best opportunity we have to put guard-rails related to potential future usage. I understand that we must rezone retail, but we need to be clear what retail is allowed? What is not allowed? What is the warehousing and logistics mix and why? Do we give some of the logistics and warehousing permissions as a "special use" or a blanket authority for the future to the builder. What if Amazon fails in a few years and how we prevent this being a warehousing/logistics-oriented business. **Request to PUD** - We need to assess the zoning approval and associated guard rails for the future in details, well-articulated (what is allowed and what is not) and maintain future approval authority by giving special use approvals now for any specific things related to Amazon asks.
2. **Traffic** – From my research this development will be different than Costco or Walmart or others in the sense that the deliveries and such activities can be 24/7 and not only during store opening times like others. Furthermore, we will have large Semi's, delivery trucks and consumer traffic. Estimates point to 6-10 semi's, 70-90 delivery trucks and 2,000 to 4,000 consumer vehicles per day. We need to understand 1) routing for each of these and by time of day 2) stacking issues related to these vehicles 3) safety issues on Meyers and Butterfield 4) additional policing

requirements etc. So may estimates are floating around and we need to have an independent study to validate these.

3. **Highway access** – can off-load lot of truck traffic away from neighborhood roads. We need to be clear and have things in writing 1) is this IDOT or Illinois highway authority issue 2) what commitment do we have from them 3) who will pay for these 4) what is the realistic timeframe 4) how will this change the traffic flows and patterns.
4. **Water Quality** – This is a well understood issue. We need to have detailed understanding of 1) filtration needs and opportunities 2) will we have underground storage 3) who will maintain these in the future 4) what leverage do we have as a village to enforce the right future maintenance.
5. **The Aesthetics** – The box look is boring and non-innovative. The colors shown are scary and do not reflect the character of oak brook. Landscaping is just pictures. We need a 1) thorough design review including color palate, facility design and a formal landscaping design with clear specifications. Yes, this is relevant to the village and in our control.

Recommendations

Process

1. Village has open town hall meetings to collect resident opinions and objections that then becomes input to PUD process, or the PUD process should start with this as a first step.
2. PUD discussion meetings need to be categorized clearly – concept review, traffic review, Water quality review, Zoning review, Aesthetics review, Final design review etc. and then WIDELY and OPENLY communicated to residents.
3. Once the final concept is approved by PUD have a village open house to share and review with village residents.
4. Board approval and review meeting

The last thing we want as a board of trustees is that we are forced to decide without all these areas thoroughly vetted out and facts and details collected from independent sources (not the word of the developer alone). Trying to decide fast in one or two meetings is not the goal . . . the goal is to make a smart decision that has been thoroughly evaluated. We are chasing a good decision that will make us money and not just chasing money.

Please distribute my thoughts to all the trustees and Village leadership that will be involved in this review process. Please formally communicate this to the PUD chairman and Committee as a trustee input. Thanks

From: Rebecca Von Drasek, MPA
To: "Jahnke Dale, Katie"; "Mitch Goltz"
Cc: "Stickler, Brooks"; "jared.kenyon@kimley-horn.com"; James Patterson; Cathy Chiarelli; Illiana.Silva@us.dlapiper.com
Subject: FW: Ginger Creek HOA
Date: Tuesday, April 7, 2026 4:06:00 PM
Attachments: image001.png

Good afternoon,

Staff received additional comments from Ginger Creek HOA regarding the Butterfield/Meyers Road proposal. Please let me know if you have any questions or concerns. Thank you!

REBECCA VON DRASEK
Director – Development Services

VILLAGE OF OAK BROOK
1200 Oak Brook Road | Oak Brook, IL 60523
Office: (630) 368-5104
www.Oak-brook.org

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Think Green! Please consider our environment before printing this electronic message.

From: Ted Gray [redacted]
Sent: Tuesday, April 7, 2026 10:13 AM
To: Rebecca Von Drasek, MPA <rvondrasek@oak-brook.org>
Cc: Margaret Bennett [redacted]; Mohamed Askar [redacted]; Roberto Miceli [redacted]>; George Gatto [redacted]
Subject: RE: Ginger Creek HOA

You don't often get email from tgray@lwc-inc.com. Learn why this is important

CAUTION: This email message originated from outside of the Village's email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Rebecca,
We would prefer wetland detention with sediment forebays as described below. However, if some form of subsurface stormwater detention storage is being considered, then in addition to the items below (other than wetland detention) we would request the following. We would request either an open or a fully pervious bottom for the structures, that freely allows subsurface drainage and infiltration. The below-ground detention device should have a minimum 3-foot depth of additional over-excavation below the proposed base design bottom of aggregate. The soil at

the bottom of the excavated area should not be compacted but rather be scarified to a depth of 12 inches using mechanized equipment. The over-excavated area should then be backfilled with aggregate (we assume a void ratio of 0.30 to 0.40). The over-excavated area should not be counted towards the required detention storage or first flush treatment. Rather, the below-ground infiltration is recommended as an additional water quality control measure, to reduce the volume of polluted runoff prior to discharge to downstream waters including Ginger Creek. You may contact me or Maggie Bennett with questions.
Thank you.
Ted Gray
C: [redacted]

From: Ted Gray
Sent: Thursday, April 2, 2026 9:49 AM
To: 'rvondrasek@oak-brook.org' <rvondrasek@oak-brook.org>
Cc: Margaret Bennett [redacted]; 'Mohamed Askar' [redacted]>; 'Roberto Miceli' [redacted]>; 'George Gatto' [redacted]>
Subject: Ginger Creek HOA

Hello Rebecca,
Can you please confirm this is received? On behalf of the Ginger Creek HOA, we would like to provide specific recommendations for the proposed Amazon development site. Our intent is that these measures may be incorporated into the revised engineering plans before they are re-submitted on or after April 20. These measures are provided in order to protect Ginger Creek from water quality impacts associated with the proposed development. It would be appreciated if these measures can be incorporated by the engineering team. You may contact me or Maggie Bennett with questions. On behalf of the Ginger Creek HOA, we look forward to hearing back from you.

Best Regards,
Ted Gray
C: [redacted]

Ted Gray, PE, CFM, CPESC
Engineer / Eco-Hydrologist
Living Waters Consultants, Inc.
Making a Difference for Streams, Lakes and Wetlands
www.LivingWatersConsultants.com
Office: 630-321-1133

- Several of the following practices are described in the DuPage County Water Quality BMP Technical Guidance Manual. We have some additional considerations as follows.

- It is our understanding that the Storm Trap devices are no longer being considered for stormwater

management. If Storm Traps are still being considered, please contact us, because we would have very site-specific recommendations to retrofit the Storm Trap installation.

- It is recommended that wetland detention be considered for stormwater management at the proposed development. It is suggested that the wetland detention system contain least 1 sediment forebay be provided, with a static water volume of at least 0.25 acre-feet of runoff volume per acre of development area. For example, with a 22-acre development site, this would equate to a static volume of 5.5 acre-feet. The average water depth in the forebay / sediment trap area(s) should be at least 3 feet. This will facilitate sediment entrapment, and improve water quality prior to discharge downstream. The remaining surface area of the wetland detention system can have shallow and/or more variable depths to support the growth of native emergent and aquatic plant species tolerant of the site conditions, and capable of taking up phosphorus, nitrogen, and other pollutants prior to discharge to downstream waters.

- It is highly recommended that the proposed expansive parking lot contain depressed islands (rather than domed islands) with curb cuts in order to collect and infiltration runoff. The islands should be converted into bioswales. The proposed bioswales should contain native plant species. Over-excavation of at least 3 feet of depth below the bottom of the bioswales should occur. The cut area should be backfilled with aggregate materials to facilitate infiltration. Overflow pipes, if any, should be placed with inverts at or above the top of the 3-foot deep aggregate (gravel and sand mix) medium. We would suggest that at least 5% of the impervious surface area of the parking lot contain bioswales with the over-excavated area as described, meeting these criteria.

- In addition, parking lot bioswale sand media should also be modified to contain iron-enhanced filters. Iron enhanced sand filters are most efficient and successful when the iron content is between 3% and 8% iron by weight. Using > 8% iron by weight can result in iron solidification and reduced hydraulic and sorption capacity.
https://urldefense.proofpoint.com/v2/url?u=https-3A__stormwater.pca.state.mn.us_overview-5Ffor-5Firon-5Fenhanced-5Fsand-5Ffilter&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=hhlAqUeQzQ1p5AuiKk5RS8YCC9UN5ATrMhLLUEvApA4&m=3Xxzv7gcU87Uo15WyVnIpOMHVR8jjwltpIgYy8DvxMMHUqnxSQgCXW6r3-vEgG6E&s=GTLF2Yc4YJAuWCplqDr-AAieDWbJ4EDJSlG6ED0DiDc&e=

- Street sweeping is a simple practice that should be provided at least once every two weeks for all parking lot, road, and/or other impervious surfaces. Sweeping should occur during closed business hours, to minimize the vehicles present within the impervious road and parking areas to be swept. Street sweeping will significantly reduce downstream transport of suspended sediment, total phosphorus, and other pollutants that will impact Ginger Creek.

- Phosphorus is a critical nutrient that contributes to nuisance algae blooms in lakes, potentially

including toxic / harmful blue-green algae blooms, also knows as "HABs". Blue-green algae blooms can be toxic to pets upon ingestion, wildlife, and other organisms. Alum is a compound used in municipal drinking water treatment systems and other applications to remove pollutants such as phosphorus. (Other products similar to alum are also commercially available.) It is recommended to install an engineered, automated and flow-weighted alum (or similar) dosing system at the downstream end of the proposed development. The automated alum dosing system would inject alum based on real-time basis according to outflows from the stormwater management system. The higher the water level, the more alum would be injected. Automated alum injections during flood events would help to ensure that polluted runoff from the proposed development does not further elevate phosphorus levels in Ginger Creek. This will help to prevent nuisance algae blooms, and to reduce the potential for toxic algae blooms. The automated alum dosing system would include onsite alum storage building with tanks at the proposed development, an enclosure for water and alum pumps, buried lines for alum injection, water level sensor in manhole at outlet of stormwater detention system, and other mechanical equipment, as required. Alum (or other relatively comparable products approved by GC) levels would be required to be replenished as needed based on runoff volumes. Please contact us for further information. Also, SePro may also be contacted to provide consulting and technical support for flow-weighted dosing. Example municipal alum dosing equipment is below. However, additional engineering would be required to adapt the equipment for the subject application.
https://urldefense.proofpoint.com/v2/url?u=https-3A__www.uniquedosing.com_alum-2Ddosing-2Dsystems.php&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=hhlAqUeQzQ1p5AuiKk5RS8YCC9UN5ATrMhLLUEvApA4&m=3Xxzv7gcU87Uo15WyVnIpOMHVR8jjwltpIgYy8DvxMMHUqnxSQgCXW6r3-vEgG6E&s=ECU_hqR4Wh6V3wJnuAdecYPlqSZfRIqSnlBD_qUNb-U&e=

- Trash and debris is a substantial concern for downstream impacts, as well. It is suggested that a trash rack be installed across the width of the outflow channel, on the development's stormwater management system to trap and detain debris prior to discharge to downstream waters. Moreover, landscaping around the development should contain shrubs, evergreens, and/or taller native plants that can physically screen and retain wind-blown debris before it is discharged into the drainage system leading to Ginger Creek.

- Construction is also a major concern. At that time, flood events can discharge large quantities of sediment, phosphorus, nitrogen, and other pollutants downstream since the ground surface is disturbed. We would like to receive a copy of the approved Stormwater Pollution Prevention Plan (SWPPP). As is typically required with a SWPPP, we assume all stormwater practices and erosion control will be installed prior to other site disturbance. Moreover, we would like to request that rainfall inspections occur with 0.3 inches of rain or more (rather than 0.5 inches or more). Finally, Ginger Creek would request to receive a copy of the weekly SWPPP reports, including site photographs, as they are completed.

From: Diane Discipio
To: Cathy Chiarelli
Subject: Amazon proposal
Date: Thursday, April 9, 2026 2:46:28 PM

[You don't often get email from dianediscipio@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

CAUTION: This email message originated from outside of the Village's email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a Ginger Creek homeowner and am opposed to the construction of the Amazon Superstore. My primary concerns are for the traffic that will cut through my subdivision and for the strangers that will be coming into the area. Rush hour already brings a tremendous amount of traffic.
Sent from my iPhone

Hello, and good evening. My name is Rolf Burckhardt.

For the past 7 years, I've lived in a townhome on the Oak Brook Towers property that's located on the *northeast* corner of Butterfield and Meyers Rds. I am one of *over 500 individuals* who reside on that property, which is just under *20 square acres* in size and which has been at that location for *over 50 years*.

Oak Brook Towers (or OBT) is a particularly unique property for this neighborhood, with large landscaped common areas, two multi-story condominium towers, an outdoor pool, extensive parking for over 300 vehicles, and two retention ponds. It's also worth noting that in the past 3 years alone, OBT owners have invested almost $10M on various infrastructure improvements to the property.

In addition to being one of those owners myself, I am also the President of the HOA and Townhome Associations at Oak Brook Towers. I'm joined here tonight by several fellow OBT owners and residents to voice some concerns about the proposed GTZ project.

All of us here will have a front row seat – *and a bird's eye view* – of the *massive* development project that is proposed *directly across the street from our homes*.

Let me start by saying: we *certainly* appreciate the *effort* and *need* to redevelop the Inland property and recognize the improvement this proposal would represent to the Village of Oak Brook – both in the form of increased sales tax revenues and as a catalyst for additional future development along Butterfield Road.

However, we also have several *major* concerns about the impact of the GTZ project on our *quality of life* and *property values* – both during

the large demolition/construction phase and, more importantly, on the final developed property….namely:

- The height and look of the proposed buildings (predicted to be between 4-6 stories tall) with an oversized green/tacky façade.
- The sheer number of parking spaces (at 900+ spots), and lighting from numerous overhead lamps, building signs, and vehicles.
- The installation of new/additional traffic lights, including one directly facing northward onto the Oak Brook Towers property across Butterfield Rd.
- Additional truck and traffic noise, volume, and harsh lighting into our windows/yards. The proposed new interchange with westbound I-88 is also a significant concern.

Therefore, we expect the Planning & Zoning Commission to include us in their discussions, particularly since this is being treated as a special Planned Development project. We ask that our *property (*that *OBT)* be specifically considered for storm water/drainage impact, sound and lighting studies, for noise/light barriers, optimized traffic flow (including mitigation of short-cuts across our property), and additional landscaping on *both* sides of Butterfield Road.

So, in short: *We* will be your *neighbors*. We *want* you to *succeed*. And we *support* your efforts. But *please* ask yourselves: What would *you* do if such a project took place across the street from *your* home? How would *you* want to be *treated* and what should be done to *reasonably* address these concerns?

Thank you very much for your time and attention.

Village of Oak Brook, IL

$7 , 725 . 24 Paid

Via Credit Card

Johnny Willis
March 13, 2026

Application Fee	**$7,500.00**
PD-26-1 - Planned Development	
New Planned Development	$1,500.00
Number of Waivers and/or Variations	$1,000.00
Plan Review Fee: Engineering	$5,000.00

Processing fee $225.24

Total paid **$7 , 725 . 24**

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Receipt number #3743

Village of Oak Brook, IL

$1,030.89 Paid

via Credit Card

Thanks for using the Online Service Center

Johnny Willis
Planned Development #PD-26-1
March 17, 2026

Escrow	$1,000.00
Processing Fee	$30.89
Total Paid	**$1,030.89**

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Receipt number #3759