



## VILLAGE OF MORTON GROVE APPEARANCE COMMISSION

Flickinger Municipal Center  
6101 Capulina Avenue, Morton Grove, IL 60053

Tuesday, January 6, 2026 - 7:00 P.M.  
AGENDA

I. CALL TO ORDER

II. APPROVAL OF MINUTES

December 2, 2025, Meeting of the Appearance Commission

III. PUBLIC MEETING

CASE

AC 25-19

APPLICANT

Graham Enterprise, Inc.

LOCATION

8801 Waukegan Road  
Morton Grove, Illinois 60053

PETITION

Request for approval of an Appearance Certificate for new illuminated canopy signage at an existing automobile mini mart and service station in the C-1 General Commercial District.

CASE

AC 26-01

APPLICANT

North Shore Sign

LOCATION

5601 Dempster Street  
Morton Grove, Illinois 60053

PETITION

Request for approval of an Appearance Certificate for installation of a pylon sign that is nonconforming due to size, height, location, and lack of landscape bed in the C-1 General Commercial District.

CASE

AC 26-02

APPLICANT

Jas. D. Ahern Signs

LOCATION

9544 Waukegan Road  
Morton Grove, Illinois 60053

PETITION

Request for approval of an Appearance Certificate for signage plan for the rebranding of an existing automobile mini mart and service station in the C-1 General Commercial District.

CASE

AC 26-03

APPLICANT

Proyekt Studio, LLC on behalf of St. Marys Petroleum Inc.

LOCATION

6000 Oakton Street  
Morton Grove, Illinois 60053

PETITION

Request for approval of an Appearance Certificate for site, landscape, and building plans associated with Case PC 26-01, a request to amend a Special Use Permit (Ord. 10-26) to allow the elimination of the automotive maintenance and repair use and expansion of the retail sales area within an automobile minimart station.

IV. OTHER BUSINESS

V. CLOSE MEETING

MINUTES OF THE DECEMBER 2, 2025  
MEETING OF THE MORTON GROVE APPEARANCE COMMISSION  
MORTON GROVE VILLAGE HALL, 6101 CAPULINA AVENUE, MORTON GROVE, IL 60053

Pursuant to proper notice in accordance with the Open Meetings Act, the regular meeting of the Appearance Commission was called to order at 7:00 p.m. by Chairperson Pietron. Anne Ryder Kirchner called the roll.

Commissioners Present: Block, Dahlberg, Manno, Minx, Pietron and Zimmer

Commissioners Absent: Hedrick with notice

Village Staff Present: Brandon Nolin, AICP, Community and Economic Development Administrator  
Anne Ryder Kirchner, Planner/Zoning Administrator

Trustees Present: Minx and Thill

Chairperson Pietron proceeded to seek approval of the November 4, 2025 minutes.

Commissioner Dahlberg moved to approve the minutes. Commissioner Manno seconded the motion. Chairperson Pietron called for the vote.

Commissioner Block voting	aye
Commissioner Dahlberg voting	aye
Commissioner Minx voting	aye
Commissioner Manno voting	aye
Commissioner Zimmer voting	aye
Chairperson Pietron voting	abstain

Minutes approved (5-0)

Chairperson Pietron called for the first case. Case 25-21 was heard ahead of 25-20 as the representative for the case was not present at 7:00 pm.

CASE: AC 25-21

APPLICANT: SLDIL Portfolio LLC

LOCATION: 8625 Waukegan Road  
Morton Grove, Illinois 60053

PETITION: Request for approval to amend a Special Use Permit (Ord. 04-21) to allow for the installation of a roof-mounted community solar project

Brandon Nolin introduced the case. Solarlandscape on behalf of Public Storage, Inc. submitted a complete Special Use Permit application to the Department of Community and Economic Development (under PC 25-13) and an Appearance Certificate is requested for the installation of a roof-mounted community solar energy collection system. The project has been approved as part of the Illinois Shines Community-Driven Community Solar Program (CDCS).

CDCS allows customers to subscribe to a shared solar project, offsetting their electricity costs with energy credits from the system's production.

Per Section 12-16-2:C, any renovation or remodeling involving the exterior of any existing structure, except for one- and two-family residential buildings, requires appearance commission review. As proposed, the solar arrays would protrude from the roof approximately 10 in. Though the solar arrays would likely not be visible from street level, they would be visible from elevated positions of adjacent townhomes to the south and apartments to the west across Waukegan.

A proposed update to the Unified Development Code that was approved by the Plan Commission (PC 25-04) and is currently up for consideration by the Village Board, will provide guidance regarding the location and installation of solar energy collection systems. The applicant has been provided a copy of the Plan Commission staff report including draft ordinance language approved by the Plan Commission.

Jim Griffin with Shane Banks described what will be the first community roof-top solar project in the Village. The flat roof is a perfect condition for the installation. Community solar is popular in the State. The panels are no different than what is used in residential installations, they will be ten inches off of the roof. Energy infrastructure will be added to the rear of the property. A glare study has been supplied showing no glare to the surrounding developments, roadways and airspace. There is a site plan change showing some inverters on the roof of the most rear building instead of being wall mounted.

Brandon House presented the glare study related to the adjacent condominiums to the south, there was no glare. He discussed the safety reason for moving the inverters to the roof from the wall. The inverters will be 6 feet tall, 2 feet higher than existing RTU's on the roof.

Commissioner Block asked how many inverters will be installed. There will be 8 on the roof.

Chairman Pietron asked if there are studies showing impact on surrounding property values. A study has not been done for this project. The applicant said they could supply a study from a similar project.

Commissioner Block asked if there are images from the ground level. The panels will be 10 inches in height from the roof. The applicant will provide images for the Appearance Commission and the Plan Commission.

Chairman Pietron asked if any panels would be pole mounted or free-standing. All panels will be on the roof. He asked if there is a decommissioning plan for the site. This will be provided. There will not be any signage labeling the facility.

Commissioner Block asked if there would be additional security provided. The site has fencing and is a locked facility.

Jacob Benzaquen spoke on the attributes of the community solar program.

Commissioner Pietron moved to approve case AC 25-21, a request for an Appearance Certificate for the installation of a roof-mounted community solar energy collection system under Special Use Permit (PC 25-13) for the property commonly known as 8625 Waukegan Road in Morton Grove, Illinois:

1. Prior to filing any Building Permit Application, the owner/applicant shall submit final plans, including a decommissioning plan, that meet the requirements of draft Ordinance 25-22 subject to review and approval by the Village Administrator.
2. Final plans, elevations and materials must be deemed consistent with the approved materials, as determined by the Community Development Administrator and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.

The motion was seconded by Commissioner Zimmer

Commissioner Block voting	aye
Commissioner Dahlberg voting	aye
Commissioner Minx voting	aye
Commissioner Manno voting	aye
Commissioner Zimmer voting	aye
Chairperson Pietron voting	aye

Motion passed 6 -0.

CASE: AC 25-20

APPLICANT: Neon Art LLC

LOCATION: 7130 Dempster Street  
Morton Grove, Illinois 60053

PETITION: Request for approval of an Appearance Certificate for wall signs, including a variation for a wall sign on a third frontage pursuant to Section 10-10-7, at business located in the C-1 General Commercial District.

In the case of AC 25-20, the applicant Neon Art, LLC on behalf of Blossom Orthodontics, is requesting the Appearance Commission's review and approval of a sign application with applicable waivers to requirements to allow three wall signs (one on each of three frontages) at the property commonly known as 7130 Dempster.

A waiver is required for the sign proposed for Dempster Street façade as it exceeds the maximum sign size permitted of 32 sq. ft., however the sign of the main business entrance is much smaller than required and combined the two signs are below the combined maximum sign area permitted.

The applicant is also seeking a waiver to install an additional wall sign along a third frontage (Shermer Road). The proposed sign would be identical to the primary entrance sign and 31.35 sq. ft. The commercial property is unique in that it has three frontages, however the Shermer Road frontage is directly across the street from residential properties. Staff has concerns with posting an additional sign that would also be illuminated along Shermer Road given the residential context.

Diana representing Neon Art and Bianco Properties said the orthodontic practice would like a third sign on Shermer Road.

Commissioner Zimmer said the office would have more signage than 90 percent of the other tenants, he does not see the need for the third sign on Shermer Road,

Chairperson Pietron said it would set a precedent for the whole shopping center to have the third sign.

Commissioner Zimmer asked if the façade was going to be refaced. It is not.

Commissioner Manno noted that no other tenants have signs on the rear facades.

Commissioner Manno moved to approve case AC 25-20, an Appearance Certificate for new illuminated wall signage, for the property commonly known as 7130 Dempster Street in Morton Grove, Illinois:

1. Prior to filing any Sign Permit Application, the owner/applicant shall provide the Village with final details regarding all sign locations and dimensions on the subject property that must be deemed consistent with the approved signs, as determined by the Community Development Administrator and Appearance Commission Chairperson. Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin). If such designs are deemed to be inconsistent with the approved plans, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.
2. The proposed third sign on the Shermer Road façade was not approved.

The motion was seconded by Commissioner Zimmer

Commissioner Block voting	aye
Commissioner Dahlberg voting	aye
Commissioner Minx voting	aye
Commissioner Manno voting	aye
Commissioner Zimmer voting	aye
Chairperson Pietron voting	aye

Motion passed 6-0.

Hearing no further business, Commissioner Pietron moved to adjourn the meeting. The motion was seconded by Commissioner Manno. The motion to adjourn the meeting was approved unanimously pursuant to a voice vote at 7:37 p.m.

Minutes by: Anne Ryder Kirchner

To: Chairperson Pietron and Members of the Appearance Commission

From: Brandon Nolin, AICP, Community Development Administrator  
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: November 25, 2025

Re: Appearance Commission Case AC 25-19

Request for approval of an Appearance Certificate for new illuminated canopy signage at an existing automobile mini mart and service station in the C-1 General Commercial District for the property commonly known as 8801 Waukegan Road (PIN 10-18-321-042/044/044/045/053/055) in Morton Grove, Illinois. The applicant is Graham Enterprise, Inc.

## STAFF REPORT

### Application Summary

Graham Enterprise, Inc. ("applicant"), submitted a complete Appearance Commission Application to the Department of Community and Economic Development requesting an Appearance Certificate for new fascia on existing canopy sign at the automobile mini mart and service station at 8801 Waukegan Road.

### Subject Property

The subject property consists six (6) parcels at 8801 Waukegan Road in Morton Grove, Illinois on the northeast corner of Dempster Street and Waukegan Road. The parcels are zoned C-1 General Commercial and are 26,485 sq. ft. (0.61 acres) in total area. The adjoining property to the north and east is recently reconstructed and expanded car dealership. The properties to the south and west across Dempster Street and Waukegan Road are also zoned C-1 General Commercial and improved with commercial buildings.



*Subject Property Location Map*

Project Overview

The applicant is proposing to update the existing canopy of the gas pumps at the automobile mini mart and service station at 8801 Waukegan Road. The existing canopy has a gable roof configuration with a BP logo at the center below to the roof peak. The proposed canopy would be a flat roof configuration that features the BP logo on three (3) sides along with color banding. No other changes to the property are proposed at this time.



*Existing "Gable Roof" Canopy (LEFT) and Proposed "Flat Roof" Canopy*

A similar canopy was installed at the BP gas station at 5601 Dempster Street.



*BP Station at 5601 Dempster Street*

**Signage**

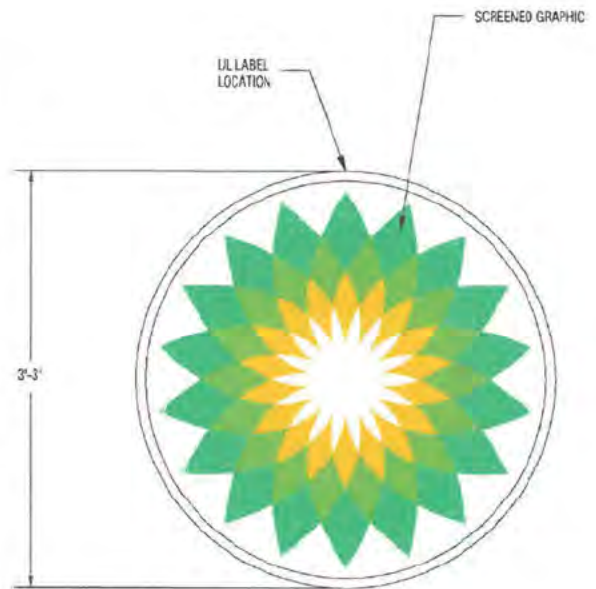
The Village’s applicable sign requirements for the updated gas canopy signs are outlined in the following table.

M-2 SIGN CONTROLS	REQUIREMENT	PROPOSED	COMPLIANCE
<b>Wall Signs Size – Primary Frontage (Waukegan Road)</b> (10-10-7.F.3)	Up to one and one-half (1.5) sq. ft. of wall signage per each linear foot of frontage or one hundred twenty (120) sq. ft. of signage (whichever is less) shall be allowed on the primary frontage of each tenant space of a nonresidential building.  Max. 120 sq. ft.	21.12 sq. ft. canopy signs + 47.06 sq. ft. existing “To Go” wall sign = 68.18 sq. ft.	<i>Compliant</i>
<b>Wall Signs Size – Secondary Frontage (Dempster Street)</b> (10-10-7.F.4)	Up to one and one-half (1.5) sq. ft. of additional wall signage per each linear foot of frontage or thirty two (32) sq. ft. of signage (whichever is less) shall be allowed on the secondary frontage of each tenant space of a nonresidential building.  Max. 32. sq. ft.	Dempster Street: 21.12 sq. ft. North Elevation: 10.56 sq. ft. East Elevation: 10.56 sq. ft.	<b>Waiver to permit two (2) additional wall signs on the north and east elevations.</b>
<b>Canopies and Pump Islands</b> (12-5-5:A.5)	Canopies shall conform to the minimum building setback. 0 ft. in C-1 district	South Setback: 6.5 ft. East Setback: 2 ft.	<i>Compliant</i>

**Illuminated Canopy Signs**

The applicant proposes to replace each canopy and install a new fascia that will feature green striping along with three (3) identical illuminated wall signs to be installed on three sides of each canopy. Each sign consists of the BP logo measuring 39 inches square (10.56 sq. ft.).

Per Section 10-10.7.F, the maximum area for wall signs on the primary frontage is 120 sq. ft. and the maximum area for wall signs on a secondary frontage is 32 sq. ft. The west elevation (facing Waukegan Road) is considered to the primary frontage because it is the longer of the two frontages and the primary entrance faces the corner. The west-facing canopy signs contribute to the total sign area on the primary frontage along with any additional signage facing Oakton. The existing “to go” sign (47.06 sq. ft.) located above the building entrance on the primary structure also contributes to total sign area. The total Waukegan Road sign area including two logos and the primary business sign is 68.18 sq. ft. The south-facing canopy signs contribute to sign area on the secondary frontage facing Dempster Street and total 21.12 sq. ft. in area.



**Proposed BP Logo Sign**

BP logo signs are also proposed to be installed on the east face of south canopy, and the north face of the north canopy. These elevations do not face with the primary or secondary frontage and a waiver must be granted to permit the logos to be located on the additional side of each canopy. The logos would be visible to vehicles travelling west on Dempster Street and south on Waukegan Road. Taken as a whole, the proposed signage does not exceed the sign area permitted per frontage and similar signage has been permitted at another BP gas station located in the Village (5601 Dempster St.).

### Appearance Commission Review

In accordance with Unified Development Code Section 2-10-2:A, the Appearance Commission shall conduct design reviews and approve or disapprove applications for sign permits and relief from the technical requirements of the sign code in accordance with title 10, chapter 10 of this code.

*The Sign Variance Standards (Sec. 10-10-3:E) established in the Code are as follows:*

1. In the opinion of the appearance commission the proposed sign displays a level of creativity which might not be achieved if strict adherence to the technical requirements of this chapter were imposed; or
2. There are special circumstances unique to the property that would create practical difficulties if the technical requirement of this chapter were imposed. By way of example, but not by way of limitation, such circumstances include the size, shape, topography, location or surroundings affecting the property; however,
3. Under no circumstances may a sign be approved if the proposed sign violates the standards set forth in subsection D2 or D3 of this section. (See below)
4. The appearance commission may approve and amend a sign plan for a building or development with multiple tenants. Upon such approval, the village administrator shall approve all signs for such building or developments which conform to said plan without further design review by the appearance commission.

*As referenced in Section 10-10-3:E, the standards established in subsections D2 and D3 are as follows:*

- D. Standards For Permit Approval: The village administrator shall approve an application if all of the following standards have been met or can be met with conditions as may be included in a conditional approval:
  2. The sign as proposed does not violate any other applicable code provisions and/or standards of the village of Morton Grove, state of Illinois, or federal government; and
  3. The sign will not:
    - a. Cause substantial injury to the value of other properties in the vicinity, or
    - b. Be detrimental to the public safety or welfare in the neighborhood where it is located, or
    - c. Unreasonably impair the visibility to adjacent property or public right of way, or
    - d. Be inconsistent with any approved plan for the building or the district or area where it is located, or
    - e. Be inconsistent with other signs on the property, or with the architectural character of the building, or
    - f. Alter the essential character of the neighborhood, or
    - g. Violate the purpose, spirit, or intent of this code.

### Recommendation

If the Appearance Commission approves the request for an Appearance Certificate for new illuminated canopy signage, under Appearance Certificate (AC 25-19) for the property commonly known as 8801 Waukegan Road in Morton Grove, Illinois, staff recommends the following conditions of approval:

1. *Prior to filing any Sign Permit Application, the owner/applicant shall provide the Village with final details regarding all sign locations and dimensions on the subject property, including existing signs on the primary structure that are to remain, that must be deemed consistent with the approved signs, as determined by the Community Development Administrator and Appearance Commission Chairperson. Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin). If such designs are deemed to be inconsistent with the approved plans, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*



# Appearance Commission Application

Village of Morton Grove Department of Community & Economic Development  
6101 Capulina Avenue, Morton Grove, Illinois 60053 | 847-663-3063 | commdev@mortongrovecil.org

Case Number: AC 25-19 Date Application Filed: 10/29/2025

### APPLICANT INFORMATION

Applicant Name: GRAHAM ENTERPRISE, INC.  
Applicant Address: 8801 WAUKEGAN ROAD  
Applicant City / State / Zip Code: MORTON GROVE, IL 60053  
Applicant Phone: [REDACTED] Mobil / Other: ( )  
Applicant Email: [REDACTED]  
Applicant Legal Interest in Property (Owner, Tenant, Etc.): OWNER  
Applicant Signature: [Signature]

### PROPERTY INFORMATION

Common Address of Property: 8801 WAUKEGAN ROAD Morton Grove 60053  
Property Identification Number (PIN): 10-18-324-042/-043/-044/-045/-053/-055  
Zoning District: \_\_\_\_\_ Property's Current Use: GAS STATION

### APPLICANT'S REQUEST (ATTACH ADDITIONAL SHEETS AS NECESSARY):

1. Applicant is requesting Appearance Commission approval for the following:

Current CANOPY Fascia Upgrade

2. Provide detailed information to explain the reason for the request (attach additional sheets as necessary):

Installation of Current BP Canopy Fascia  
from Gable style to "FLAT" Roof style



①





②





3

**CANOPY SITE INFO**




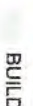
JOBBER: GRAHAM ENTERPRISE  
 ADDRESS: 8891 MAUKEGAN RD,  
 MORTON GROVE, IL, 60053  
 SVR: 8938577  
 FASCIA HEIGHT: 36"  
 HELIOS SIZE: 36"  
 DATE: 10.3.2025  
 DESIGNER: ERIC STARK  
 REVISION #: ORIGINAL

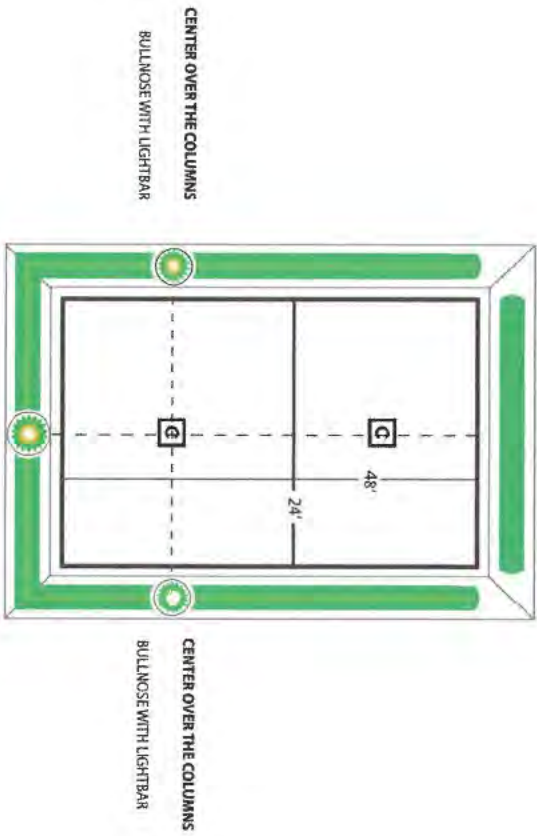
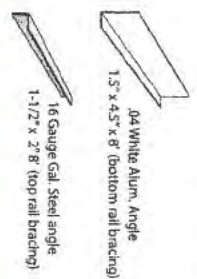
**CANOPY INSTALL SEQUENCE**

- 1 Corners
- 2 Helios Base Panels
- 3 Tapered and Rounded End Capanels
- 4 Bullnose Panels

**PLOT LEGEND**

-  FLAT PANEL WITHOUT DECAL
-  FLAT PANEL WITH DECAL
-  FLAT DECAL PANEL WITH LIGHTBAR
-  BULLNOSE WITH LIGHTBAR
-  BULLNOSE WITHOUT LIGHTBAR

-  COMBINED HELIOS W/ TAPERED END CAP PANELS
-  ROUNDED END CAP W/ BLANK CORNER
-  BUILDING
-  COLUMN



**APPROVAL SIGNATURE**

APPROVED BY

*Maukegan Rd*

Signoff indicates that the above product has been permitted with any municipalities involved. By signing this document, the product will be manufactured to these specifications

**CANOPY SITE INFO**

JOBBER: GRAHAM ENTERPRISE  
ADDRESS: 8801 MAUIKOGAN RD,  
MORTON GROVE, IL 60053

SV#: 8836577

FASGA HEIGHT: 38"

HELIOS SIZE: 39"

DATE: 10.3.2025

DESIGNER: ERIC STARK

REVISION #: ORIGINAL





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- 1** Corners
- 2** Helios Base Panels
- 3** Tapered and Rounded End Capanels
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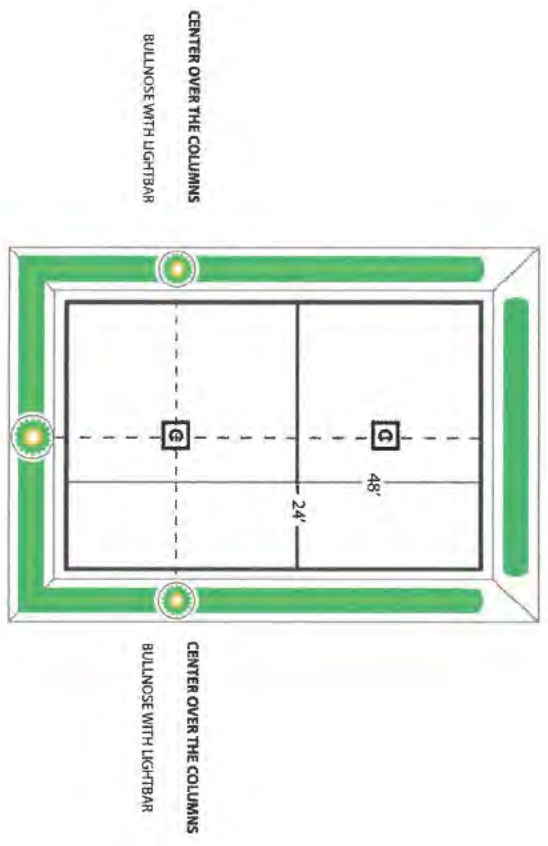
**PLOT LEGEND**

-  FLAT PANEL WITHOUT DECAL
-  FLAT PANEL WITH DECAL
-  FLAT DECAL PANEL WITH LIGHTBAR
-  BULLNOSE WITH LIGHTBAR
-  BULLNOSE WITHOUT LIGHTBAR

-  COMBINED HELIOS W/ TAPERED END CAP PANELS
-  ROUNDED END CAP W/ BLANK CORNER
-  BUILDING
-  COLUMN

-  0.04 White Alum. Angle
-  1.5" x 4.5" x 8" (bottom rail bracing)
-  16 Gauge Gal. Steel angle
-  1-1/2" x 2" 8" (top rail bracing)

**CANOPY PLOT 1 OF 1**



**APPROVAL SIGNATURE**

APPROVED BY \_\_\_\_\_

*Dempster*

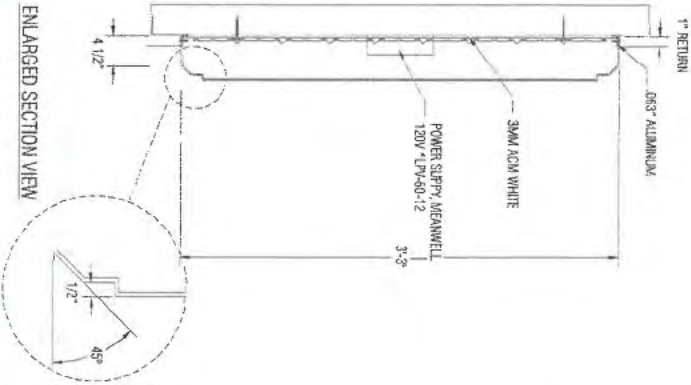
Signoff indicates that the above product has been permitted with any municipalities involved. By signing this document, the product will be manufactured to these specifications.



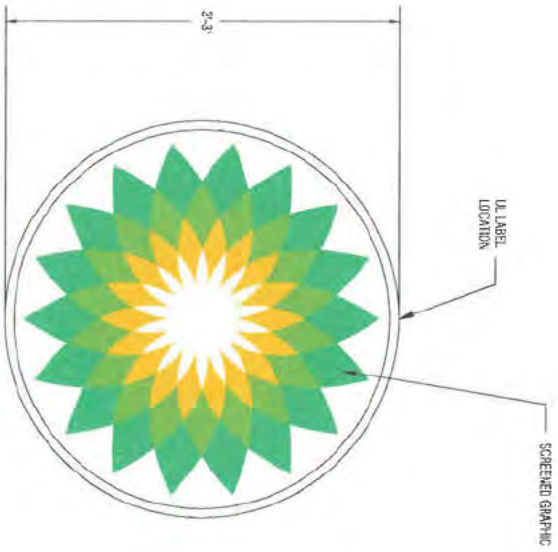
5



NIGHT TIME VIEW

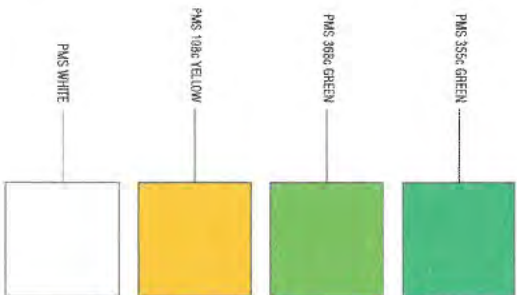


ENLARGED SECTION VIEW



FACE VIEW  
SCALE: 1"=1'-0"

**BP BRIGHT GREEN BEACON, 3'-3" HELIOS BUTTON**



- SPECIFICATION:**
1. Silk Screen- BP DL Green PMS 355C
  2. Silk Screen- BP LL Green PMS 366C
  3. Silk Screen- BP Yellow PMS 109C

**COLOR SCHEDULE:**  
A SILK SCREEN



**BLAIR COMPANIES**  
ARCHITECTURAL, MARKING  
SIGN & STRUCTURAL LIGHTING

address: 5707 Kissell Avenue  
Altoona PA 16601  
telephone: 814.949.8287  
fax: 814.949.8293  
web: blaircompanies.com

**project information**

client: **BP**  
address: Altoona, PA

zone #: \_\_\_\_\_  
m number: 54213  
date: 07.10.15  
rendered: JF  
file name: BPL\_54213\_15  
category: \_\_\_\_\_

**REVISIONS**

- a. \_\_\_\_\_
- b. \_\_\_\_\_
- c. \_\_\_\_\_
- d. \_\_\_\_\_
- e. \_\_\_\_\_

sign code: \_\_\_\_\_

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# Untitled Map

Write a description for your map.

## Legend

- BP
- Feature 1
- Leading Edge Automotive
- Napleton Honda of Morton Grove
- Taco Bell

Automotive

Google Earth



Image NOAA  
Image Landsat / Copernicus



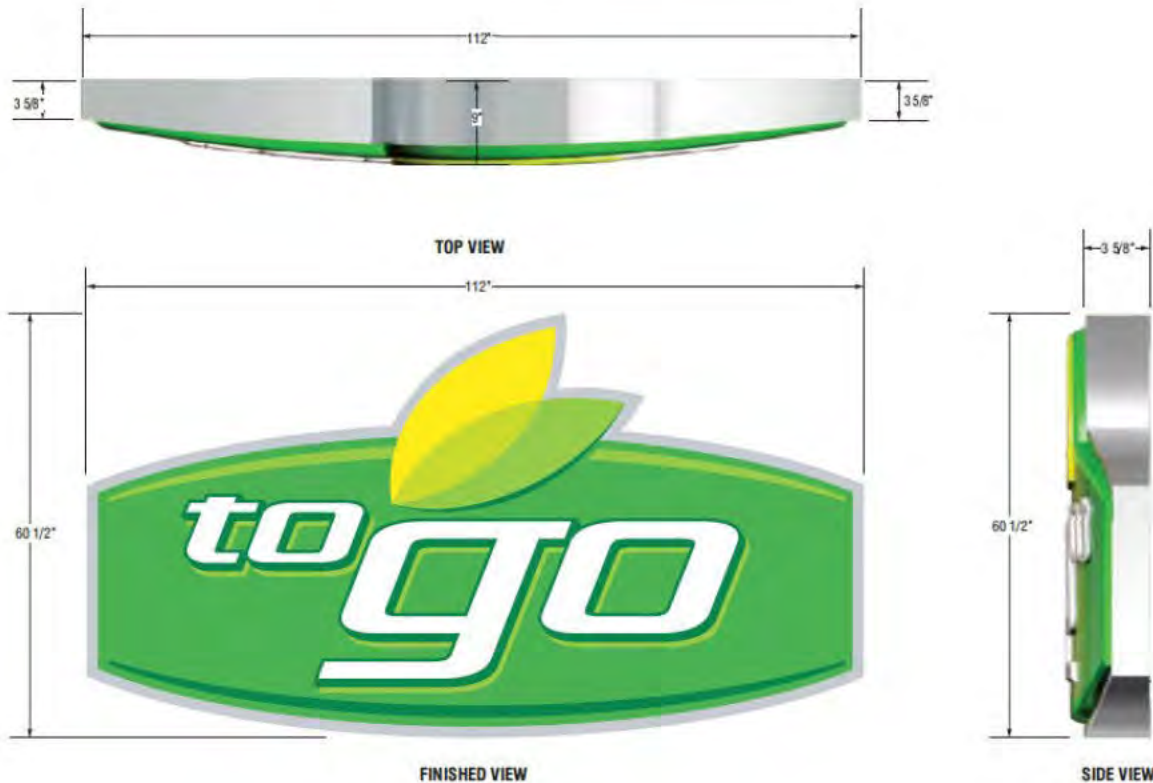
100 ft

Napleton



G-7

DETAIL - BP / TO GO BUILDING SIGNS - ALL SIZES



FRONT VIEW - LARGE SINGLE FACED BUILDING SIGN (ToGo)  
BGB-BPToGo-BLDG-LG

CUSTOMER INITIALS

Initials

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**blair**  
IMAGE ELEMENTS™

5107 Kissell Ave.  
Altoona, PA 16601

PROJECT INFORMATION

CLIENT: BP \_\_\_\_\_

ADDRESS: 5107 KISSELL AVENUE  
ALTOONA, PA 16630

M NUMBER: 93240 - GROUP 7

DATE: 10.21.20

RENDERED: JMETZ

FILE NAME: BPL93240\_20

CATEGORY: \_\_\_\_\_

REVISION

Drawing will expire 90 days after date on cover. If production request is sent in after 90 days, 24 hours is required to review approval.



To: Chairperson Pietron and Members of the Appearance Commission

From: Brandon Nolin, AICP, Community Development Administrator  
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: December 23, 2025

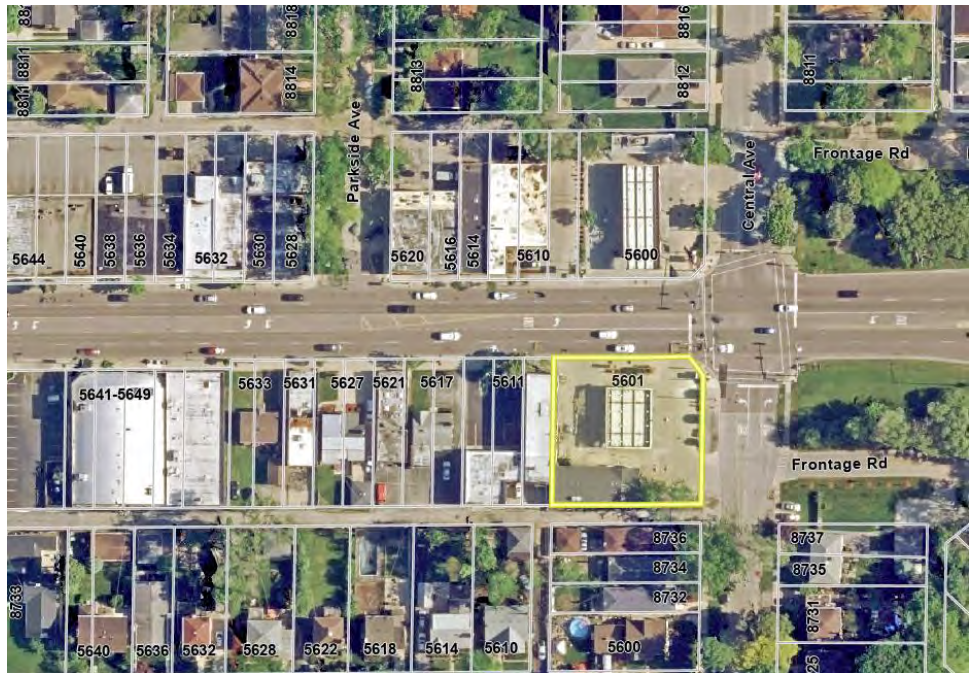
Re: Appearance Commission Case AC 26-01  
Request for approval of an Appearance Certificate for installation of a pylon sign that is nonconforming due to size, height, location, and lack of landscape bed at the property commonly known as 5601 Dempster Street in Morton Grove, Illinois (10-20-2-4-047-0000) pursuant to Section 10-10-7:G.

Project Overview

North Shore Sign, on behalf of St. Mary Real Estate Inc. (“applicant”), filed a complete application requesting the **Appearance Commission’s review and approval of** a sign application with applicable waivers to requirements to allow a nonconforming pylon sign to be installed on the Central Avenue frontage of the property commonly known as 5601 Dempster Street.

Subject Property

The subject property is a corner lot located on the south side of Dempster Street and the west side of Central Avenue. The parcel is zoned C-1 General Retail. The property across the street on Dempster Street is also in the C-1 district. Properties to the south and across Central Avenue to the east are in the R-2 Single-family Residential District and improved with single-family homes.



Subject Property – 5601 Dempster Street

Application

The applicant is proposing to install a pylon sign on the subject property located along the Central Avenue frontage within an existing parking lot perimeter landscape area. The sign requires waivers as the sign face exceeds the fifty (50) square feet maximum allowed; it will be located adjacent public right of way where a minimum setback of twelve ft. seven in. (12’ 7”) is required; and a landscape bed is not provided at the base. The sign also exceeds the maximum permitted height by 1.75 inches. The previous monument sign at the subject property has been removed, and was approximately 8 ft. tall and located in a location on the north edge of the same landscape area.



Previous Monument Sign at 5601 Dempster Street

The Appearance Commission may approve waivers to the technical requirements of Chapter 10-10 Sign Regulations. For proposed signage, review shall be based on the standards established in Section 10-10-3:E. The following table compares the proposed modified pylon sign with the Village's pylon sign requirements for the C-1 Commercial District, per Chapter 10-10 of the Municipal Code:

SIGNAGE CONTROL	CODE REQUIREMENT	PROPOSED SIGN	WAIVER NEEDED
Max. permitted height (10-10-7:G.3)	Max. 25 ft.	24.63 ft.	<i>Compliant</i>
Max. ground monument sign area (10-10-7:G.3)	50 sq. ft. of sign face area measured to include only the portion of signage visible from a single vantage point for multifaced signs	88.75 sq. ft.	<i>Waiver of 38.75 sq. ft. to allow 88.75 sq. ft. sign face</i>
Electronic Messaging Signs (10-10-7:C.1)	Electronic messaging signs are allowed on up to fifty percent (50%) of the face of a pylon signs on lots less than two (2) acres.	24.32 sq. ft. (27.4%)	<i>Compliant</i>
Monument sign location (10-10-7:G.6)	Min. greater of half height or 4 ft. from public ROW = Min. 12.58 ft. from ROW	Approximately 2 ft. from public ROW (Central Avenue)	<i>Waiver of 10.58 to allow 2 ft. setback</i>
Monument sign landscape bed (10-10-7:G.5)	Min. 2 ft. radius from base of sign	No landscape bed proposed	<i>Waiver to not require landscape bed at base of sign</i>

As outlined in the table above, the proposed pylon signage requires one waiver to the following section of the Morton Grove Municipal Code:

- Section 10-10-7:G.3 – A waiver to the maximum sign height to allow a 25.15 feet tall pylon sign.
- Section 10-10-7:G.3 – A waiver to the maximum sign face area to allow a 88.75 square feet sign face.
- Section 10-10-7:G.6 – A waiver to the minimum required setback to allow a setback of 2 feet from the side lot line.
- Section 10-10-7:G.5 – A waiver to the minimum 2 feet radius to not require a landscape bed at the base of the sign.

### Discussion

A new pylon sign is proposed to be located in an existing perimeter landscape island along the Central Avenue frontage of the BP gas station at 5601 Dempster. In 2000, a sign of similar structural design was approved for the Shell gas station to the north at 5600 Dempster St. That existing sign is 17 ft. in height and is located in a landscape bed, but there are no plantings beneath the sign.



Existing Pole Sign at 5600 Dempster Street

### *Sign Brightness*

A 64.0 in. by 65.4 in. cabinet featuring the BP logo will be located at the top of the pylon sign and will be internally illuminated with LEDs. The central portion of the pylon sign will include three digital pricing signs. The application does not include details regarding sign temperature. *Staff recommends including a condition of approval that illuminated signage not exceed 5,000K (degrees Kelvin).*

### *Landscaping*

Section 10-10-7:G requires that a landscape be provided with a minimum 2 ft. radius from the base of sign. The sign is proposed for a landscape area that is 4 ft. wide in total, with 2 ft. to the east of the sign supports, and approximately 1 ft. to the west of the sign supports. As shown in the setback diagram, the applicant is proposing to remove an existing shrub to provide room for the new sign base. However, no additional landscaping is shown for the area, resulting in a large amount of unplanted landscape bed include the area where the previous monument sign base was located. *As a condition of approval, staff recommend requiring that proposed parking lot perimeter landscape bed be **extended to include the required two foot (2') radius surrounding the proposed sign, and that the required landscaping be installed. Further, staff recommend explicitly requiring that the remnant sign base from the previous monument sign be removed and the landscape bed restored with plantings.***



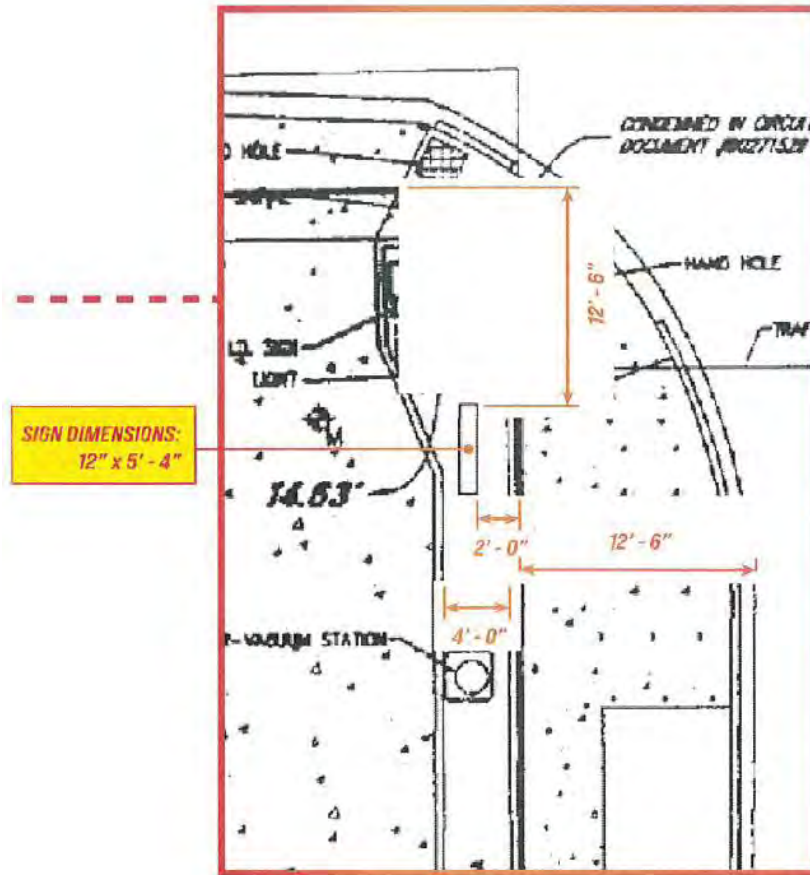
Proposed Pylon Sign with No Landscaping



Proposed Pylon Sign Setback Diagram showing Existing Landscaping

#### Sign Location

The proposed pylon sign would be located 14 ft 6 in. (14' 6") from the **Central Avenue roadway edge**. While the sign would be compliant with setback requirements from the roadway, it is only **2 ft. (2')** from the **Central Avenue sidewalk** which is considered part of the public right of way and requires a waiver. Similar location waivers have been granted for gas price signs elsewhere in the Village such as at nearby gas stations at 5600 Dempster, 5801 Dempster, and 6000 Oakton. *The applicant should speak to the need to locate the pylon sign at the proposed location.*



Proposed Pylon Sign Location

Appearance Commission Review

In accordance with Section 10-10-3:C.2, the Appearance Commission is charged with reviewing sign permit applications that do not meet technical requirements and determining whether the submitted plans comply with the provisions of the regulations and standards set forth in Chapter 10, "Sign Regulations" as follows:

The Sign Variance Standards (Sec. 10-10-3:E) established in the Code are as follows:

1. In the opinion of the appearance commission the proposed sign displays a level of creativity which might not be achieved if strict adherence to the technical requirements of this chapter were imposed; or
2. There are special circumstances unique to the property that would create practical difficulties if the technical requirement of this chapter were imposed. By way of example, but not by way of limitation, such circumstances include the size, shape, topography, location or surroundings affecting the property; however,
3. Under no circumstances may a sign be approved if the proposed sign violates the standards set forth in subsection D2 or D3 of this section. (See below)
4. The appearance commission may approve and amend a sign plan for a building or development with multiple tenants. Upon such approval, the village administrator shall approve all signs for such building or developments which conform to said plan without further design review by the appearance commission.

As referenced in Section 10-10-3:E, the standards established in subsections D2 and D3 are as follows:

- D. *Standards For Permit Approval: The village administrator shall approve an application if all of the following standards have been met or can be met with conditions as may be included in a conditional approval:*
2. *The sign as proposed does not violate any other applicable code provisions and/or standards of the village of Morton Grove, state of Illinois, or federal government; and*
  3. *The sign will not:*
    - a. *Cause substantial injury to the value of other properties in the vicinity, or*
    - b. *Be detrimental to the public safety or welfare in the neighborhood where it is located, or*
    - c. *Unreasonably impair the visibility to adjacent property or public right of way, or*
    - d. *Be inconsistent with any approved plan for the building or the district or area where it is located, or*
    - e. *Be inconsistent with other signs on the property, or with the architectural character of the building, or*
    - f. *Alter the essential character of the neighborhood, or*
    - g. *Violate the purpose, spirit, or intent of this code.*

Recommendation

If the Appearance Commission makes a motion to approve the request for waivers to select sign requirements at 5601 Dempster Street, staff recommends the following motion of approval:

*Motion to approve Case AC 26-01, a request for the installation of a monument sign that is nonconforming due to sign face size, location, and lack of planting bed at 5601 Dempster Street in Morton Grove, Illinois, subject to the following condition:*

1. *Prior to filing any Sign Permit Application, the owner/applicant shall submit a revised landscape plan that includes the location of a modified parking lot curb to accommodate the proposed island, removal of the old existing monument sign base, and required landscape bed. The final landscape plan must be deemed consistent with the approved plans and Appearance Commission discussion, as determined by the Community Development Administrator and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*
2. *Prior to filing any Sign Permit Application, the owner/applicant shall provide the Village with final details regarding the requested monument sign location and dimensions on the subject property, that must be deemed consistent with the approved signs, as determined by the Community Development Administrator and Appearance Commission Chairperson. Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin). If such designs are deemed to be inconsistent with the approved plans, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*



# Appearance Commission Application

Village of Morton Grove Department of Community & Economic Development  
6101 Capulina Avenue, Morton Grove, Illinois 60053 | 847-663-3063 | commdev@mortongroveil.org

Case Number: AC 26-01 Date Application Filed: 12-4-2025

## APPLICANT INFORMATION

Applicant Name: Jeff Barmueller

Applicant Address: 1925 Industrial Drive

Applicant City / State / Zip Code: Libertyville, IL 60048

Applicant Phone: [REDACTED] Mobil / Other: [REDACTED]

Applicant Email: [REDACTED]

Applicant Legal Interest in Property (Owner, Tenant, Etc.): Contractor - Agent

Applicant Signature: *Jeff Barmueller*

## PROPERTY INFORMATION

Common Address of Property: 5601 Dempster Street, Morton Grove, IL 60053

Property Identification Number (PIN): 10-20-204-047-0000

Zoning District: C-1 General Commercial Property's Current Use: BP Petroleum Station

## APPLICANT'S REQUEST (ATTACH ADDITIONAL SHEETS AS NECESSARY):

1. Applicant is requesting Appearance Commission approval for the following:

BP gasoline pricer sign

2. Provide detailed information to explain the reason for the request (attach additional sheets as necessary):

Variance 1 - To allow an 88.74 sq. ft. sign whereas 50.0 sq. ft. sign is allowed by code

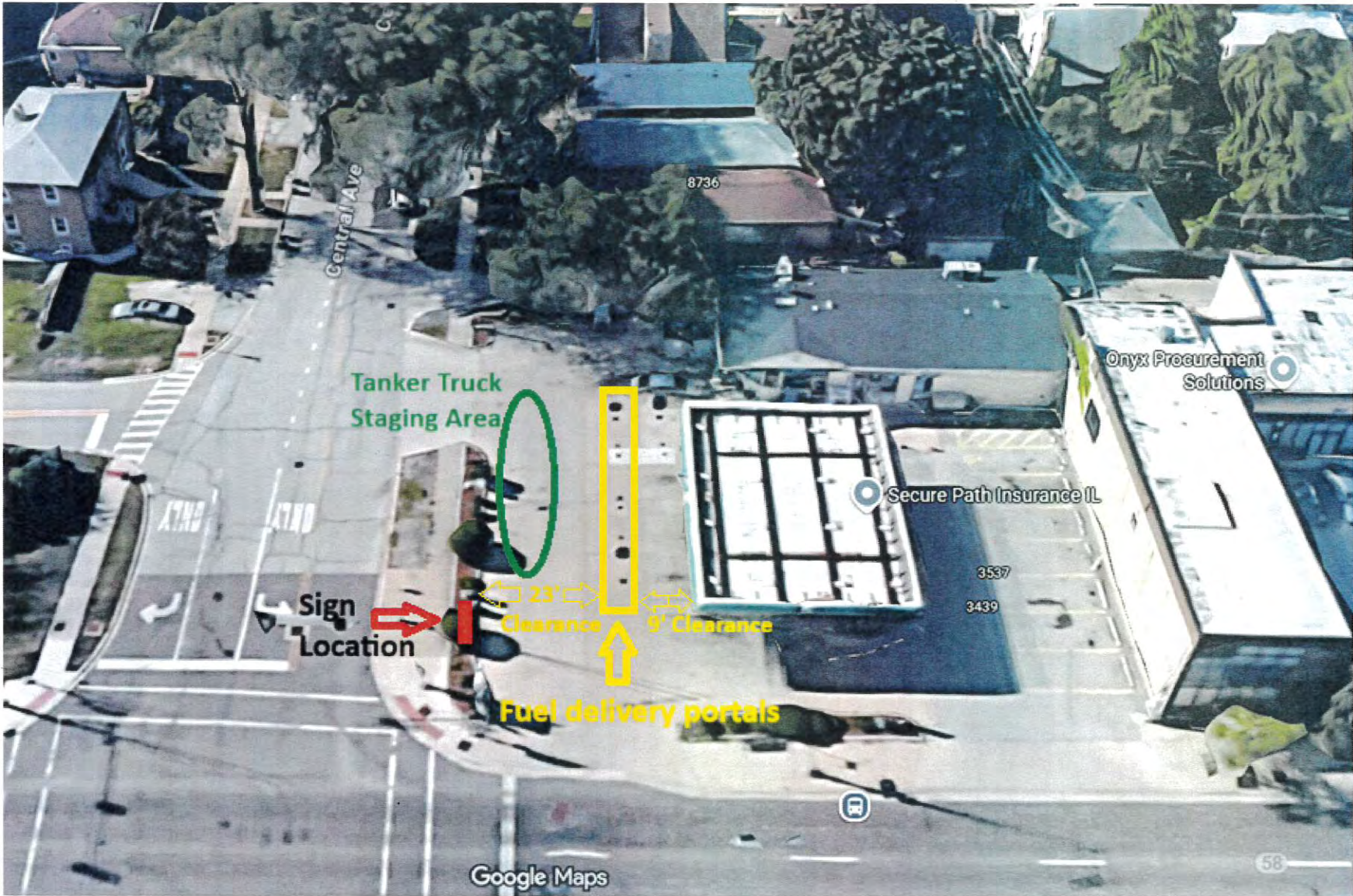
Variance 2 - To allow a 2'-0" setback from Central Ave. (east elevation) property

line whereas a 12'-6" setback is required. Expanding landscape bed to the west to

accommodate proper setback to Central Ave not attainable due to gasoline tanker truck

staging area, see picture attached; 12'-6" wide Central Ave., sidewalk provides

buffer to roadway, see picture attached.







Village of Morton Grove  
 Department of Buildings  
 6101 Capulina, Morton Grove, IL 60053  
 Phone: 847/ 470-5214 Fax: 847/ 663-6185

**SIGN APPLICATION**

<i>Office Use Only</i>
Permit #: _____
Date Issued: _____

All information below must be filled in prior to submission (Please Print):

Date Filed: 11 / 14 / 2025 Tax Index #: 10 - 20 - 204 - 047 - 0000

Project Address: 5601 Dempster Unit # \_\_\_\_\_

Project Description: New gas price sign Construction Value: \$ \$30,900.00

<i>Property Owner:</i> St. Mary Real Estate Inc.	<i>Contractor:</i> North Shore Sign Company, Inc.
<i>Address:</i> 5601 Dempster St.	<i>Address: No P.O. Box</i> 1925 Industrial Dr.
<i>City / State / Zip Code:</i> Morton Grove, IL 60053	<i>City / State / Zip Code:</i> Libertyville, IL 60048
<i>Phone #:</i> [REDACTED] <i>Email:</i> [REDACTED]	<i>Phone #:</i> [REDACTED] <i>License No</i> <i>Email:</i> [REDACTED]
<i>Name of Business:</i> BP Gas Station	<i>Electrical Contractor:</i>
<i>Contact Name:</i> Cyriac Chandy	North Shore Sign Company, Inc.
<i>Address:</i> 5601 Dempster St.	<i>Address: No P.O. Box</i> 1925 Industrial Dr.
<i>City / State / Zip Code:</i> Morton Grove, IL 60053	<i>City / State / Zip Code:</i> Libertyville, IL 60048
<i>Phone #:</i> [REDACTED] <i>Email:</i> [REDACTED]	<i>Phone #:</i> [REDACTED] <i>License No</i> <i>Fax #:</i> [REDACTED] <b>ECC 65359</b>

**Requirements:**

Required Submissions - This application must be accompanied by the following:

- Construction Plans (3 sets)

Required Inspections - When this permit is approved, the following inspections will be made.  
 The applicant is required to request these inspections at least (24) twenty four hours in advance, and their Authorized agent must be present.

- Final - Electrical/Sign      Finalize Sign

**Required Fees**

When this permit is granted, the following fees must be paid. The amount of the fees will be calculated based on the Plans submitted.

Sign..... \$ \_\_\_\_\_





Certificate No: ECC65359-37

Brandon Johnson, Mayor

*Certificate of Registration*  
*issued by the*  
*Department of Buildings*

*This is to Certify that*  
*located at*

**NORTH SHORE SIGN COMPANY - ECC65359**  
**1925 INDUSTRIAL DR LIBERTYVILLE, IL 60048**

*having complied with the requirements of Ordinances passed by the City Council of the City of Chicago*  
*providing for the registration of electrical contractors is hereby recorded as a*


**REGISTERED ELECTRICAL CONTRACTOR**

**Low Voltage Electrician**

*and is entitled to perform electrical work in the City of Chicago under the Direction of Supervising Electrician*  
*provided that such work permits are subject to the provisions of all the Ordinances of the City of Chicago*  
*now in force or which may be hereafter passed. This certificate EXPIRES June 30, 2026.*

**SUPERVISING ELECTRICIAN: KEVIN LASKA - SE4117**

*In Witness Whereof I have hereunto set my hand on June 10, 2025.*

  
\_\_\_\_\_  
Marlene . Hopkins, Commissioner

## CUSTOMER APPROVAL

- Approved   
  Approved as Noted   
  Not Approved  
Resubmit with Changes

Print Name \_\_\_\_\_

Title \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_



## BRANDBOOK

**CLIENT:** BPL  
**LOCATION:** 5601 Dempster St,  
 Morton Grove, IL 60053, USA  
**SVB #:** 8937682  
**DATE:** 3/28/2025  
**VARIANCE:** N/A

## TABLE OF CONTENTS

PAGE 1 - COVER CHECKLIST  
 PAGE 2 - COVER  
 PAGE 3 - PROGRAM COLOR SPECIFICATIONS  
 PAGE 4 - S1 - EXISTING/PROPOSED  
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 PAGE 10 - S1 - PANEL 5  
 PAGE 11 - LIGHTBAR - DETAILS  
 PAGE 12 - CODE OF CONDUCT/SAFETY CRITERIA

## CONTACTS

Project Manager: Amy Hughes  
 Email: ahughes@blairimage.com  
 Phone: (814) 949-8287 Ext. 107

## DOCUMENT INFO

**BLAIR PROJECT#:** 103991  
**ORDER #:** 26035  
**DOC #:** AD-BPL-103991-26035-0

## REVISIONS

REV	DATE	DESCRIPTION
0	3/18/2025	Initial Approval

BRAND STANDARD  
REVISION DATE:










09/04/2023

- All provided image elements and / or services meet the current brand revision.  
 The following image elements and / or services do not meet the current brand standard due to municipal code and / or specific site conditions.

\_\_\_\_\_

\_\_\_\_\_



COLOR SPECIFICATIONS		
	VINYL MATCH	PAINT MATCH
	PMS 348 C BP RETAIL GREEN (PRICER)	PMS 348 GREEN SATIN FINISH
	PMS 355 C BP RETAIL GREEN (HELIOS)	NA
	PMS 368 C BP LIGHT GREEN (HELIOS)	NA
	PMS 109 C BP YELLOW (HELIOS)	NA
	BP WHITE	WHITE SATIN FINISH
	PMS 661 C INVIGORATE BLUE	NA
	PMS PROCESS BLUE INVIGORATE LIGHT BLUE	NA
	DIGITALLY PRINTED CUSTOM GRAPHICS	NA
	SILK SCREENED GRAPHIC	NA



For clarification and without limitation, it is the sole responsibility of the fuel station/business owner to comply with applicable local, state or federal laws or regulations pertaining to selection of fuel payment designations (such as Cash, Debit, Credit, Club Price or otherwise) displayed on MIDs and/or any displayed pricers, and for specific pricing listed for each payment designation. These drawings are not for construction purposes. The information contained herein is intended to express design intent only. This original design is the sole property of Blair Image Elements. It cannot be reproduced, copied or exhibited, in whole or in part, without first obtaining written consent from Blair Image Elements.



BPL  
5601 Dempster St. Morton  
Grove, IL 60053, USA

SVB #:  
8937682

Issue Date:	3/28/2025
Drawn By:	A. STORM
REV	DATE DESCRIPTION
0	3/28/2025 Initial Approval

PROGRAM COLOR  
SPECIFICATION

Rev: 0  
Date: 3/28/2025  
Doc #: AD-BPL-103991-26035-0  
Blair Project #: 103991  
Order #: 26035

Blair Image Elements  
5107 Kissell Avenue  
Altoona, PA 16601



## Scope of Work

1. New 64" Gemini Goal Post @ 24'-7 9/16" OAH on New Foundation
- \* Paint to match Brand Standards

## Action Items Required Prior to Production

New Foundation Requested.

S1 - EXISTING/PROPOSED

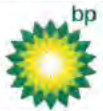
Subject to Change During Engineering Review

**PROPOSED** 88.74 sq.ft.

No Existing  
Signage on Site



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REV	DATE	DESCRIPTION
0	3/16/2025	Initial Approval

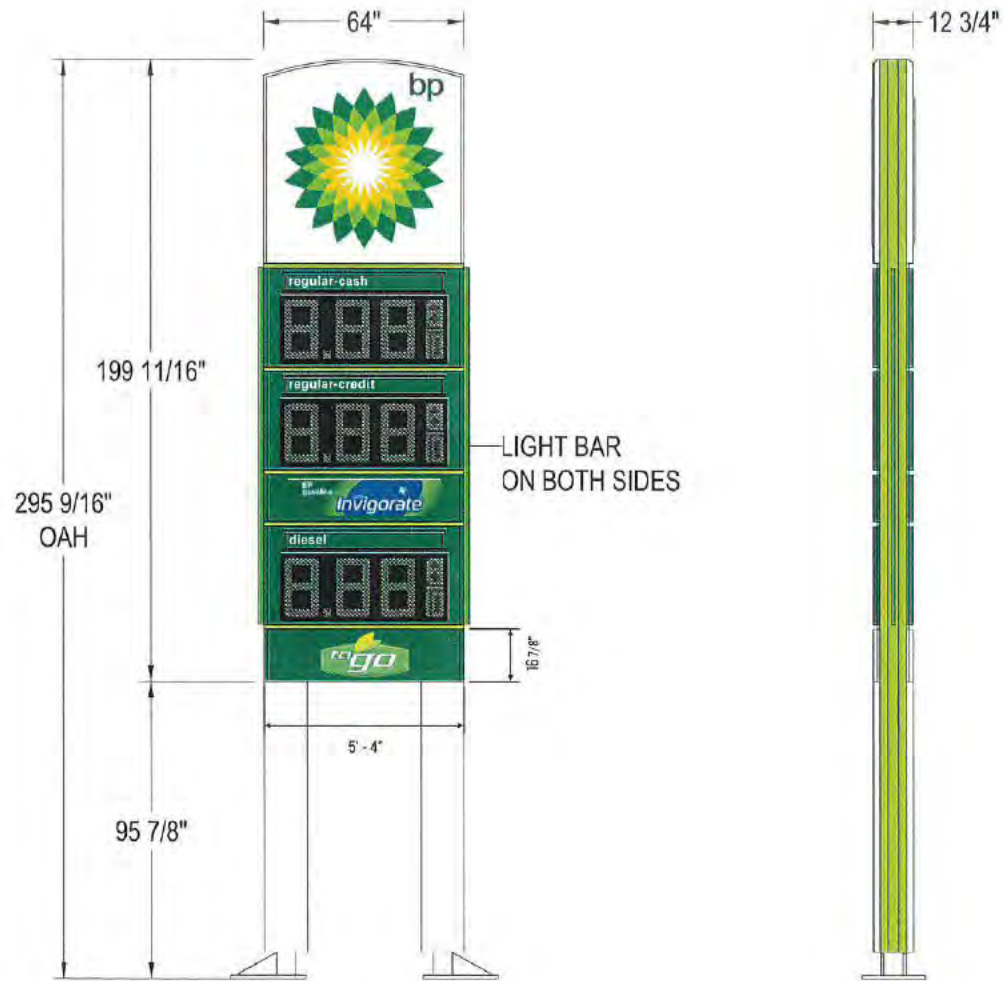
S1 - EXISTING/PROPOSED

Page 4

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Blair Project #: 103991  
Order #: 26035

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**blair**  
IMAGE ELEMENTS™



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S1 - DETAILS

Page 5

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Order #: 26035

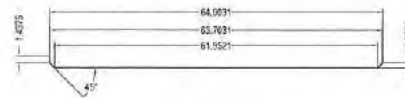
Blair Image Elements  
5107 Kissell Avenue  
Altoona, PA 16601



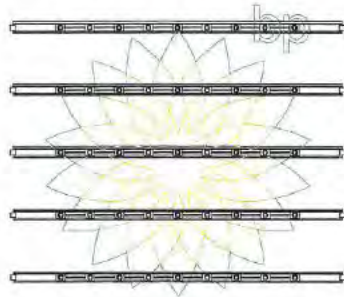
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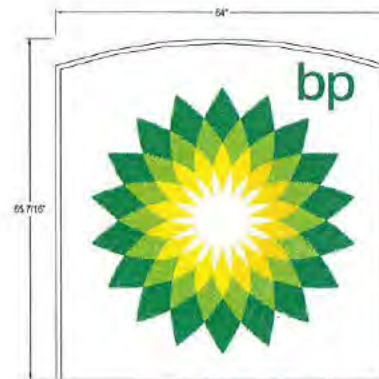
Illumination View



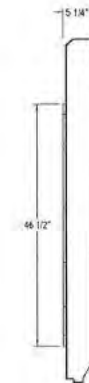
Top View



LED Layout



Front View



Side View

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REV	DATE DESCRIPTION
0	3/28/2025 Initial Approval:

S1 - PANEL 1

Rev: 0  
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 Blair Project #: 103991  
 Order #: 26035

Blair Image Elements  
 5107 Kissell Avenue  
 Altoona, PA 16601



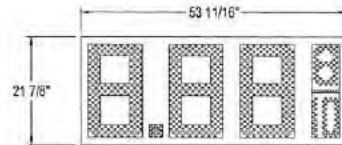
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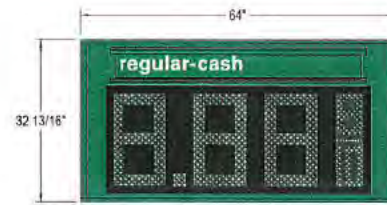
Top View



WORD PLATE



18" EPCU 3.0 DIGITS



FRONT VIEW



SIDE VIEW



Illumination View



LED Layout

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S1 - PANEL 2

Rev: 0  
 Date: 3/28/2025  
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 Blair Project #: 103991  
 Order #: 26035

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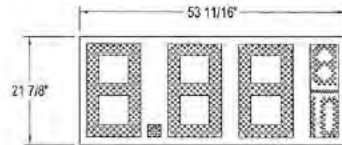
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 Estimated Illumination: 2140 cd/m<sup>2</sup>



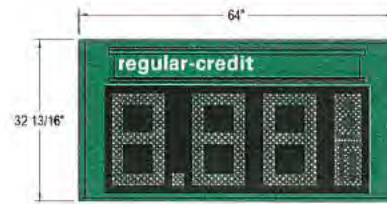
Top View



WORD PLATE



18" EPCU 3.0 DIGITS



FRONT VIEW



SIDE VIEW



Illumination View



LED Layout

For clarification and without limitation, it is the sole responsibility of the fuel station/business owner to comply with applicable local, state or federal laws or regulations pertaining to selection of fuel payment designations (such as Cash, Debit, Credit, Club Price or otherwise) displayed on MIDs and/or any displayed prices, and for specific pricing listed for each payment designation. These drawings are not for construction purposes. The information contained herein is intended to express design intent only. This original design is the sole property of Blair Image Elements. It cannot be reproduced, copied or exhibited, in whole or in part, without first obtaining written consent from Blair Image Elements.



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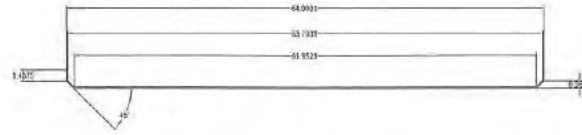
S1 - PANEL 3

Rev: 0  
 Date: 3/28/2025  
 Doc #: AD-BPL-103991-26035-0  
 Blair Project #: 103991  
 Order #: 26035

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 5107 Kissell Avenue  
 Altoona, PA 16601



Estimated Current Draw: 0.4 Amps  
 Estimated Illumination: 526 cd/m<sup>2</sup>



Top View



FRONT VIEW



SIDE VIEW



Illumination View



LED Layout

For clarification and without limitation, it is the sole responsibility of the fuel station/business owner to comply with applicable local, state or federal laws or regulations pertaining to selection of fuel payment designations (such as Cash, Debit, Credit, Club Price or otherwise) displayed on MID's and/or any displayed prices, and for specific pricing listed for each payment designation. These drawings are not for construction purposes. The information contained herein is intended to express design intent only. This original design is the sole property of Blair Image Elements. It cannot be reproduced, copied or exhibited, in whole or in part, without first obtaining written consent from Blair Image Elements.



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Issue Date: 3/28/2025		
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S1 - PANEL 4

Rev: 0  
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Blair Image Elements  
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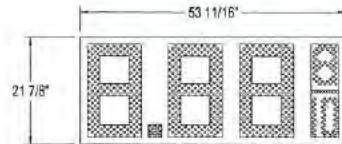
Estimated Current Draw: 1 Amps  
 Estimated Illumination: 2140 cd/m<sup>2</sup>



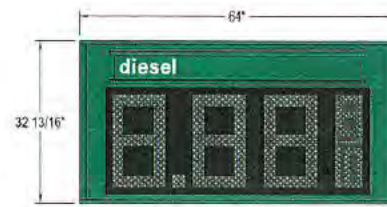
Top View



WORD PLATE



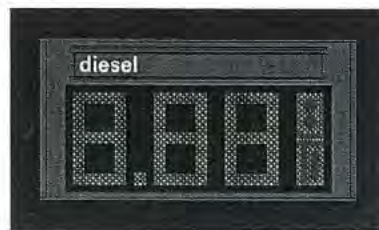
18" EPCU 3.0 DIGITS



FRONT VIEW



SIDE VIEW



Illumination View



LED Layout

For clarification and without limitation, it is the sole responsibility of the fuel station/business owner to comply with applicable local, state or federal laws or regulations pertaining to selection of fuel payment designations (such as Cash, Debit, Credit, Club Price or otherwise) displayed on MID's and/or any displayed prices, and for specific pricing listed for each payment designation. These drawings are not for construction purposes. The information contained herein is intended to express design intent only. This original design is the sole property of Blair Image Elements. It cannot be reproduced, copied or exhibited, in whole or in part, without first obtaining written consent from Blair Image Elements.



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 5601 Dempster St, Morton  
 Grove, IL 60053, USA

SVB #:  
 8937682

REV	DATE	DESCRIPTION
0	3/28/2025	Initial Approval

S1 - PANEL 5

Rev: 0  
 Date: 3/28/2025  
 Doc #: AD-BPL-103991-26035-0  
 Blair Project #: 103991  
 Order #: 26035

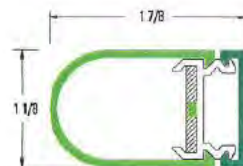
Blair Image Elements  
 5107 Kissell Avenue  
 Altoona, PA 16601



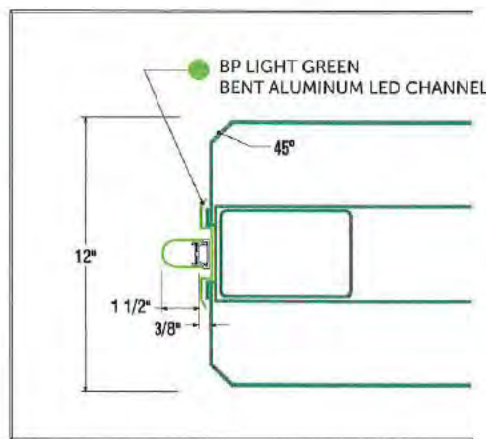
NOTE: Lightbar will be shipped loose and longer than required.  
This will need field trimmed to properly fit.



SIDE VIEW



LED LIGHT BAR



For clarification and without limitation, it is the sole responsibility of the fuel station/business owner to comply with applicable local, state or federal laws or regulations pertaining to selection of fuel payment designations (such as Cash, Debit, Credit, Club Price or otherwise) displayed on MIDs and/or any displayed prices, and for specific pricing listed for each payment designation. These drawings are not for construction purposes. The information contained herein is intended to express design intent only. This original design is the sole property of Blair Image Elements. It cannot be reproduced, copied or exhibited, in whole or in part, without first obtaining written consent from Blair Image Elements.



BPL  
5601 Dempster St, Morton  
Grove, IL 60053, USA

SVB #:  
8937682

Issue Date:	3/28/2025	
Drawn By:	A. STORM	
REV	DATE	DESCRIPTION
0	3/18/2025	Initial Approval

LIGHTBAR - DETAILS

Rev: 0  
Date: 3/28/2025  
Doc #: AD-BPL-103991-26035-0  
Blair Project #: 103991  
Order #: 26035

Blair Image Elements  
5107 Kissell Avenue  
Altoona, PA 16601



## Jobsite Code of Conduct and Basic Expectations

As an Independent Contractor, the Subcontractor acknowledges that, while operating separately from Blair and the Owner, they represent the Owner to the public. The Subcontractor, along with any approved subcontractors, agrees to uphold the following Code of Conduct while performing work for Blair. These expectations ensure professionalism for all parties involved, including the Subcontractor, Blair, and the Owner.

### 1. Professional Behavior

- Refrain from using profanity.
- Avoid wearing offensive or inappropriate clothing.
- Smoking is only permitted in designated areas, away from the worksite.
- Loud music is prohibited.
- Horseplay or unsafe conduct is strictly prohibited.
- Always maintain a professional workplace environment. Treat customers, patrons, and the public with respect and courtesy.

### 2. Site Protocol

- Notify the site manager upon arrival and departure from the site.
- Review the work and safety plan with the site manager before beginning work.
- Clearly mark the work area using cones, caution tape, or an appropriate barricading system, in accordance with required safety protocols.
- Always use the proper Personal Protective Equipment (PPE).
- Maintain a clean, organized, and safe work environment.
- Properly dispose of trash and recycle when possible.
- Pets and animals are not allowed on the worksite.
- Individuals not employed by the installation company are prohibited from work site.

### 3. Worksite Appearance

- Ensure the site is properly branded at the end of each workday.
- Temporary banners must be installed at designated locations to ensure visibility and compliance.

By following these expectations, the Subcontractor helps maintain a safe, respectful, and professional work environment for Blair and the Owner.

## Installation Instructions

Upon delivery, the installation instructions will be included with the product, typically housed in a plastic sleeve attached directly to the crate. For more detailed installation instructions or a copy of the site-specific scope of work, please contact your Blair Project Manager.

All necessary installation hardware must be provided by the installer.

## Communication and Work Progress Reporting

The Subcontractor, including any approved subcontractors, must provide regular updates to the Blair Project Manager regarding work progress at the site. At a minimum, the following communication is required:

- **Arrival Notification:** A confirmation text message/email within 15 minutes of arriving at the site.
- **Mid-Day Update:** A text message/email with the current work status.
- **Departure Notification:** A text message/email within 15 minutes of leaving the site, including a summary of completed work and relevant photographs of both completed and in-progress work.
- **Completion Photographs:**
  - Lit branding elements must show nighttime conditions or illuminated LEDs/bulbs.
  - [other photos determined by PM]
  - [other photos determined by PM]

If there are any questions, concerns, or requests for additional instructions, the Subcontractor should contact the Blair Project Manager while on-site. Any change orders or deviations must be submitted in writing to the Project Manager before proceeding with the work.

Upon completion of work, the Subcontractor must obtain written acceptance of the completed work from the site manager and provide a copy of this documentation to Blair.

## Service Contact Information

Phone: (814) 283-2177  
 Service Hours: Monday - Friday | 8:00 AM - 4:30 PM EST  
 Website: [www.blairimage.com/contact-blair/](http://www.blairimage.com/contact-blair/)  
 Email: [service@blairimage.com](mailto:service@blairimage.com)  
 Emergency/  
 After 4:30pm: (800) 563-9598

## CODE OF CONDUCT/COMMUNICATION/SAFETY CRITERIA

### Safety Criteria

All subcontractors working for Blair are required to complete the Blair Safety Certification Program and comply with OSAH regulations, along with all applicable local, state, and federal laws. Subcontractors must provide documentation of:

- COI (Proof of minimum Liability)
- Worker's Comp
- W-9
- MSA
- Blair Install Safety Certification
- JSA for every component of the project

Subcontractors working on petroleum sites must also hold a valid API Certification and adhere to API guidelines.

### Safety Protocols

- **Blair should be NOTIFIED IMMEDIATELY for any and all incidents.**
- **Job Safety Analysis:** Conduct a thorough safety analysis before beginning work.
- **First Aid and Emergency Response:** Be aware of the location of first aid supplies and medical treatment facilities, including CPR protocols.
- **Personal Protective Equipment (PPE):** Use appropriate PPE for each task.
- **Tools and Equipment:** Ensure tools are in safe working order and are used for their intended purpose within safe operating limits.
- **Vehicle Operation:** Vehicle operators must comply with all DOT and API regulations.
- **Fall Protection:** Use appropriate fall arrest equipment when required.
- **Working at Heights:** Understand and follow safety requirements for working at heights.
- **Worksite Barricading:** Properly barricade the work area to protect against potential hazards.
- **Lifting Operations:** Only trained and competent personnel should perform lifting tasks using approved equipment.

Adhering to these safety criteria ensures a safe and compliant work environment for all personnel.

For clarification and without limitation, it is the sole responsibility of the fuel station/business owner to comply with applicable local, state or federal laws or regulations pertaining to selection of fuel payment designations (such as Cash, Debit, Credit, Club Price or otherwise) displayed on MFDs and/or any displayed prices, and for specific pricing listed for each payment designation. These drawings are not for construction purposes. The information contained herein is intended to express design intent only. This original design is the sole property of Blair Image Elements. It cannot be reproduced, copied or exhibited, in whole or in part, without first obtaining written consent from Blair Image Elements.



BPL  
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SVB #:  
 8937682

Issue Date:	3/28/2025	
Drawn By:	A. STORM	
REV	DATE	DESCRIPTION
0	3/28/2025	ISSUE APPROVAL

CODE OF CONDUCT  
 /COMMUNICATION/  
 SAFETY CRITERIA

Page 12

Rev: 0  
 Date: 3/28/2025  
 Doc #: AD-BPL-103991-26035-0  
 Blair Project #: 103991  
 Order #: 26035

Blair Image Elements  
 5107 Kissell Avenue  
 Altoona, PA 16601



STREET IMPOSITION



**NORTH SHORE SIGN**  
 "QUALITY SIGNAGE SINCE 1930"  
 1825 INDUSTRIAL DRIVE, LIBERTYVILLE, IL 60048



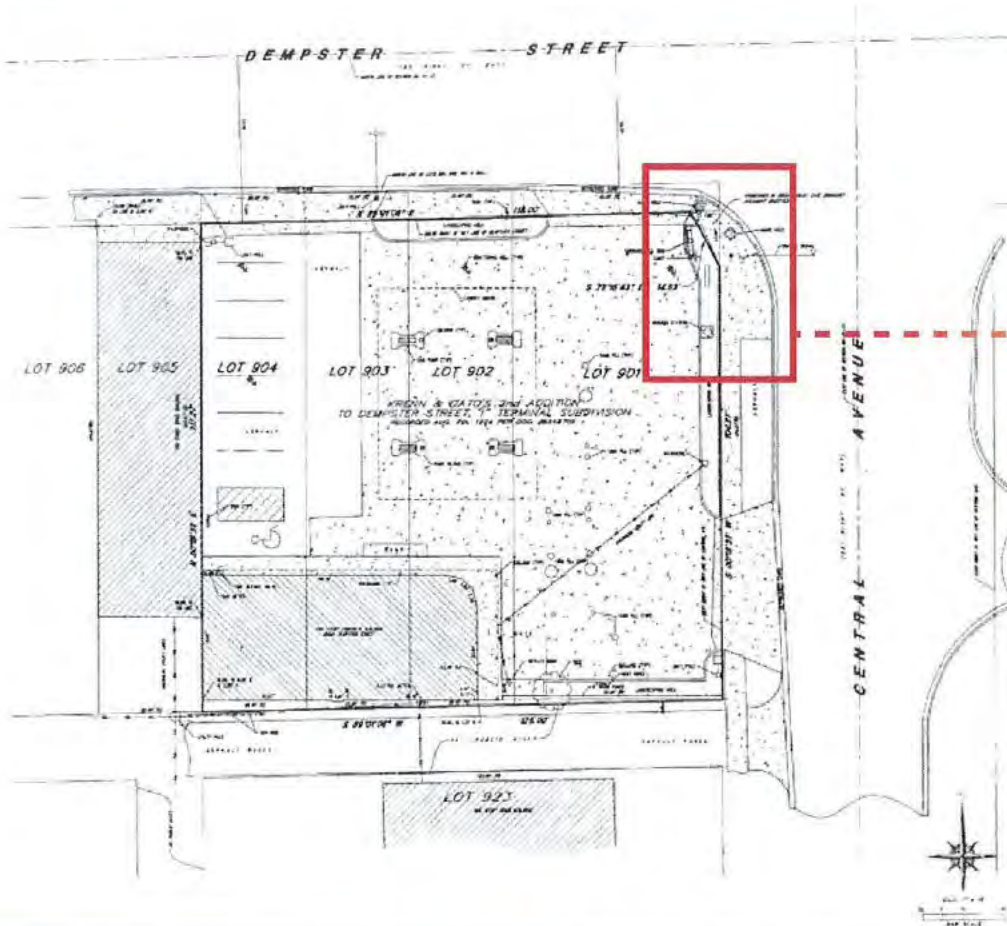
Colors depicted on this drawing are printed simulations to assist in visualizing the design. They do not accurately reflect the actual colors specified.

This design is the exclusive property of North Shore Sign Company Inc., and is the result of the original and creative work of its employees. This drawing is submitted to the respective customer for the sole purpose of consideration of whether or not to purchase this design, or a sign manufactured to this design from North Shore Sign Co. Distribution, use of, or exhibition of this drawing to anyone outside customers organization, in order to secure quotation, design work, or purchase of a sign other to this design or similar to this design, is expressly forbidden. In the event that such distribution, use or exhibition occurs, North Shore Sign is to be compensated \$1500.00 for time, effort and creative service entailed in creating these plans, as well as any and all legal fees and expenses to enforce its rights. Copyright 2020 North Shore Sign Company Inc.

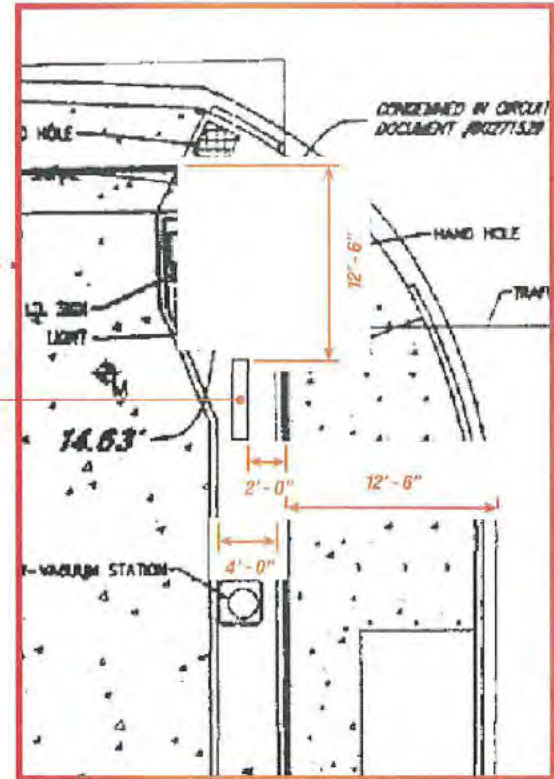
<b>BP (MORTON GROVE)</b>			
5601 DAMPSTER ST. MORTON GROVE, IL 60053			
SCALE	N/A	PAGE #	BPMG-2025-002
DATE	12-2-25	A	SALESMAN JEFF B
FILE	GRAHAM		DRAWN BY ML



**PLAT OF SURVEY**



**SIGN DIMENSIONS:**  
12" x 5' - 4"



Colors depicted on this drawing are printed simulations to assist in visualizing the design. They do not accurately reflect the actual colors specified.

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<b>BP (MORTON GROVE)</b>			
5601 DEMPSTER ST. MORTON GROVE, IL 60053			
SCALE: N/A	PAVE # BPMG-2025-001	B	SALESMAN JEFF B
DATE 11-11-25	CONFIRMED SETBACKS 12-2-25		DRAWN BY ML
FILE GRAHAM			



To: Chairperson Pietron and Members of the Appearance Commission

From: Brandon Nolin, AICP, Community Development Administrator  
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: December 23, 2025

Re: Appearance Commission Case AC 26-02

Request for approval of an Appearance Certificate for signage plan for the rebranding of an existing automobile mini mart and service station in the C-1 General Commercial District for the property commonly known as 9544 Waukegan Road (PIN 10-18-100-030-0000) in Morton Grove, Illinois. The applicant is Jas. D. Ahern Signs on behalf of property owner St. Marys Petroleum Inc.

## STAFF REPORT

### Application Summary

Jas. D. Ahern Signs on behalf of St. Marys Petroleum Inc. ("**applicant**"), submitted a complete Appearance Commission Application to the Department of Community and Economic Development requesting an Appearance Certificate for new signage as part of a rebranding of the existing automobile mini mart and service station at 9544 Waukegan Road.

### Subject Property

The subject property consists one (1) lot at 9544 Waukegan Road in Morton Grove, Illinois. The parcel is in the C-1 General Commercial District and is 38,799.74sq. ft. (0.89 acres) in total area. The adjoining properties to the northwest and south are also zoned C-1 and improved with commercial buildings. Properties to the west are in the R-2 Single-family Residence District and are improved with single-family homes. The property across Waukegan Road to the east is in the M-1 Restricted Manufacturing District and improved with an industrial building. The subject property is located southwest across Waukegan Road and Golf Road intersection from the Village of Glenview.



*Subject Property Location Map*

Project Overview

The existing automobile mini mart station at 9544 Waukegan Road is being rebranded from **goodstop by Casey's** to Mobil and as part of the rebranding, the existing nonconforming pylon sign, gas canopy, and gas pumps are being updated with new signage and architectural accents. No changes are proposed to the existing parking lot or access drives serving the gas station and no façade improvements are proposed aside from improvements to the gas canopy. A very similar package of signs and finishes was approved by the Appearance Commission under case AC 24-03 at the Mobil gas station at 6000 Oakton Street.

Lighting

No photometric plan was submitted by the applicant. No additional parking lot or on-site lighting is proposed. The pylon sign face will be illuminated including digital pricing signs and the canopy signs will be illuminated with LED backlighting. The gas canopy is proposed to feature LED downlighting on the north, east, and south faces that would be concealed behind a small blue fascia that would blend with the canopy face.

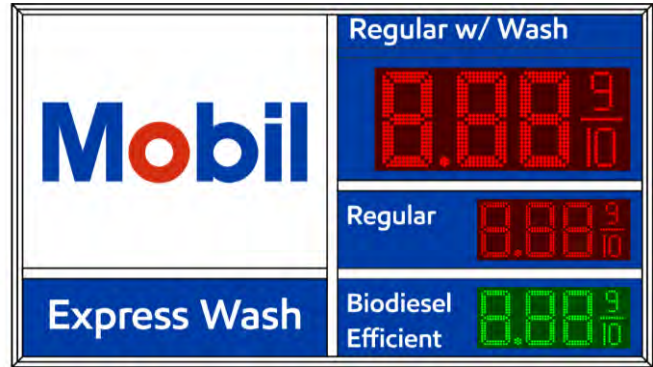
Signage

Several sign types are proposed including an update to an existing nonconforming pylon sign, updated gas canopy signs, and various smaller signs on the canopy columns adjacent the gas pumps. **The Village's applicable sign requirements are outlined** in the following table.

C-1 SIGN CONTROLS	REQUIREMENT	PROPOSED	COMPLIANCE
Wall Signs Size – Primary Frontage (Waukegan Road) (10-10-7.F.3)	Up to one and one-half (1.5) sq. ft. of wall signage per each linear foot of frontage or one hundred twenty (120) sq. ft. of signage (whichever is less) shall be allowed on the primary frontage of each tenant space of a nonresidential building.  Max. 120 sq. ft.	11.5 canopy +0.6 sq. ft. Blade Sign Endcaps = 12.1 sq. ft.	<i>Compliant</i>
Number of Additional Signs (10-10-4:F)	No more than two (2) exempt small signs shall be allowed per lot.	<b>“Koala”</b> signs on canopy columns, Gas pump toppers, Blade signs	<i>Waiver to increase number to allow for all new exempt signs</i>
Wall Signs Size – Secondary Frontage (Golf Road) (10-10-7.F.4)	Up to one and one-half (1.5) sq. ft. of additional wall signage per each linear foot of frontage or thirty two (32) sq. ft. of signage (whichever is less) shall be allowed on the secondary frontage of each tenant space of a nonresidential building.  Max. 32. sq. ft.	<b>11.5 canopy + 4.1 sq. ft. “koala”</b> signs + 8.1 sq. ft. Blade Signs + 8.9 sq. ft. Pump Toppers = 32 sq. ft.	<i>Compliant</i>
0Pylon Sign Location (10-10-7:G.6)	Min. greater of ½ height or 4 ft. from public ROW = Min. 5 ft. from ROW	2 ft. from public ROW (west of Waukegan Road sidewalk)	<i>Waiver of 3 ft. to allow a setback of 2 ft. from public ROW</i>
Ground Monument and Pylon Sign Landscaping (10-10-7:G.5)	All ground monument and pylon signs shall be located in a landscaped bed that extends at least two feet (2') from the base on all sides. The landscape bed of a pylon sign shall be planted with shrubs at least three feet (3') in height.	Landscape bed with day lilies and lavender shrubs	<i>Compliant</i>

*Existing Pylon Sign & Landscape Bed*

The applicant proposes to install a new panel within the existing pylon sign along with updated digital pricing signs. All proposed sign faces would be within the area of the existing pylon sign face. The pylon sign is nonconforming due to its location at the corner of the lot without required separation of 5 ft. from the right-of-way. An Appearance Certificate was approved for the existing pylon sign under case AC 21-08, with a waiver of 3 ft. The landscape bed will remain in place as it exists today.



*Existing Pylon Sign; Proposed Pole Sign Face Replacement*

*Illuminated Canopy Signs*

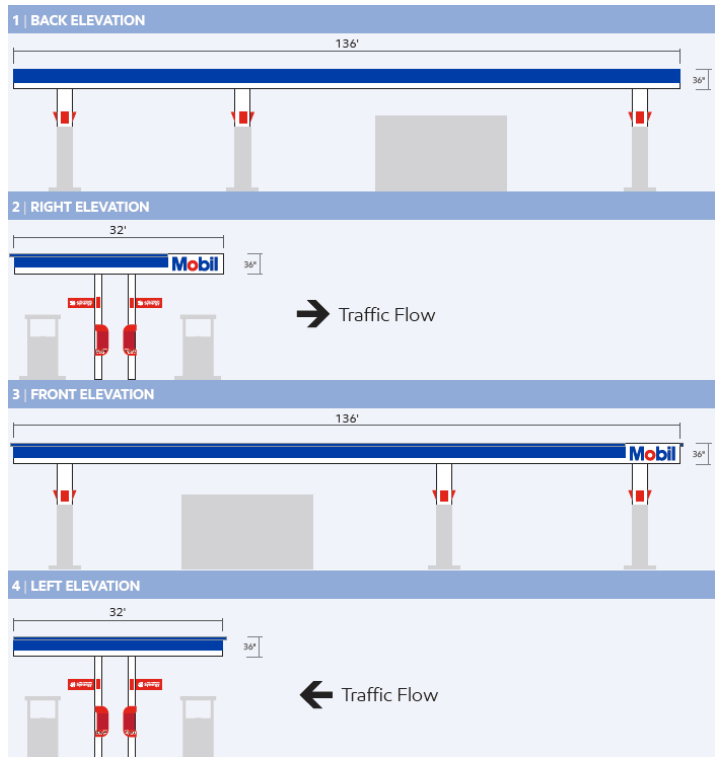
Three (3) identical illuminated wall signs measuring 22.5 inches tall and 6.2 feet wide (11.5 sq. ft. in area each) will be installed on the north, south, and east faces of the existing canopy. The applicant has also proposed to replace the face of the gas canopy with blue aluminum composite panels with a white strip running along the bottom of all sides of the canopy.

*Additional Signage & Total Sign Area*

In addition to the canopy signage, the applicant is proposing to install:

- 6 gas pump topper signs;
- 3 smaller red blade signs indicating the gas brand/type on the interior canopy columns); and
- 2 red, non-illuminated “koala” sign holders that wrap around each of the two interior canopy columns.

Per Section 10-10.7.F, the maximum area for wall signs on the primary frontage is 120 sq. ft. and the maximum area for wall signs on a secondary frontage is 32 sq. ft. The east elevation (facing Waukegan Road) is considered to the primary frontage because it contains the primary entrance to the building. The east canopy sign contributes to the total sign area on the primary frontage along with any additional signage facing Waukegan Road. **The existing “goodstop” signs** located above the primary entrance on the north wall of the building will be removed. The north canopy sign contributes to total sign area on the



*Proposed Additional Signage*

secondary frontage facing Golf Road and is within the maximum allowed 32 sq. ft. permitted.

While total proposed sign area is compliant, the Unified Development Code does not provide clear guidance regarding the addition of numerous smaller signs at gas stations. As such the proposed signage will require a variance to allow for additional number of signs. The sign package approved by the Appearance Commission for 6000 Oakton Street Mobil gas station (Case AC 24-03) is nearly identical in terms of number of signs and sign location requested in addition to the pylon and canopy signage.

With the understanding that the pylon sign and canopy signs will be improved as part of the rebranding, *Staff has no concerns with the application for the installation of small signage adjacent the gas pumps.* Taken as a whole, the proposed signage does not exceed the sign area permitted per frontage and similar signage has been permitted at two other Mobil gas stations located in the Village. The proposed additional signage is located under a gas canopy adjacent to gas pumps and is a common application that does not add to visual clutter as seen from the right-of-way.

### Appearance Commission Review

In accordance with Unified Development Code Section 2-10-2:A, the Appearance Commission shall conduct design reviews and approve or disapprove applications for sign permits and relief from the technical requirements of the sign code in accordance with title 10, chapter 10 of this code.

*The Sign Variance Standards (Sec. 10-10-3:E) established in the Code are as follows:*

1. In the opinion of the appearance commission the proposed sign displays a level of creativity which might not be achieved if strict adherence to the technical requirements of this chapter were imposed; or
2. There are special circumstances unique to the property that would create practical difficulties if the technical requirement of this chapter were imposed. By way of example, but not by way of limitation, such circumstances include the size, shape, topography, location or surroundings affecting the property; however,
3. Under no circumstances may a sign be approved if the proposed sign violates the standards set forth in subsection D2 or D3 of this section. (See below)
4. The appearance commission may approve and amend a sign plan for a building or development with multiple tenants. Upon such approval, the village administrator shall approve all signs for such building or developments which conform to said plan without further design review by the appearance commission.

*As referenced in Section 10-10-3:E, the standards established in subsections D2 and D3 are as follows:*

- D. Standards For Permit Approval: The village administrator shall approve an application if all of the following standards have been met or can be met with conditions as may be included in a conditional approval:
  2. The sign as proposed does not violate any other applicable code provisions and/or standards of the village of Morton Grove, state of Illinois, or federal government; and
  3. The sign will not:
    - a. Cause substantial injury to the value of other properties in the vicinity, or
    - b. Be detrimental to the public safety or welfare in the neighborhood where it is located, or
    - c. Unreasonably impair the visibility to adjacent property or public right of way, or
    - d. Be inconsistent with any approved plan for the building or the district or area where it is located, or
    - e. Be inconsistent with other signs on the property, or with the architectural character of the building, or
    - f. Alter the essential character of the neighborhood, or
    - g. Violate the purpose, spirit, or intent of this code.

### Recommendation

If the Appearance Commission approves the request for an Appearance Certificate for new signage and landscaping, with associated waivers described herein, under Appearance Certificate (AC 26-02) for the property commonly known as 9544 Waukegan Road in Morton Grove, Illinois, staff recommends the following conditions of approval:

- 1. Prior to filing any Sign Permit Application, the owner/applicant shall provide the Village with final details regarding all sign locations and dimensions on the subject property, including existing signs on the primary structure that are to remain, that must be deemed consistent with the approved signs, as determined by the Community Development Administrator and Appearance Commission Chairperson. Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin). If such designs are deemed to be inconsistent with the approved plans, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*





Incredibly Close ✨ Amazingly Open

# Appearance Commission Application

Village of Morton Grove Department of Community & Economic Development  
6101 Capulina Avenue, Morton Grove, Illinois 60053 | 847-663-3063 | commdev@mortongroveil.org

Case Number: AC 26-02 Date Application Filed: 12/5/2025

### APPLICANT INFORMATION

Applicant Name: TIJI VETIKATTIL

Applicant Address: 9544 Waukegan Rd

Applicant City / State / Zip Code: MORTON GROVE

Applicant Phone: [REDACTED] Mobil / Other: [REDACTED]

Applicant Email: [REDACTED]

Applicant Legal Interest in Property (Owner, Tenant, Etc.): Mobil gas station

Applicant Signature: [Handwritten Signature]

### PROPERTY INFORMATION

Common Address of Property: 9544 Waukegan Rd

Property Identification Number (PIN): 1018100030000

Zoning District: C=1 Property's Current Use: Mobil gas station

### APPLICANT'S REQUEST (ATTACH ADDITIONAL SHEETS AS NECESSARY):

1. Applicant is requesting Appearance Commission approval for the following:  
LOOKING TO APPROVE THE MOBIL STANDARD IMAGE TO THE SITE MID SIGN AND CANOPY AND PUMP

2. Provide detailed information to explain the reason for the request (attach additional sheets as necessary):  
the site was recently purchase and the new owner want to change the station from good stop to an branded MOBIL station as they are not part of the existing branded station





**SITE  
IMAGE  
MATERIALS  
MAINTENANCE**

**PBL #:** 310196

**BRAND:** MOBIL

**PROJECT LOCATION:**  
9544 WAUKEGAN ROAD,  
MORTON GROVE, IL, 60053

**DATE:** 09\_22\_2025

**REVISION #:** ORIGINAL

*In the event of project termination, a cancellation fee of \$1,000 will be invoiced for Quote and Brand Book development.*

**PROJECT OVERVIEW**

- A** Main ID Visuals
- B** Site Configurations
- C** Aperture Specifications
- D** Dispenser Visuals/Amenity Bins
- E** Paint Specifications/Change Log

**ExxonMobil**



**BIG RED  
ROOSTER FLOW**

Marmon Retail Solutions – Berkshire Hathaway

\_\_\_\_\_  
approval signature  
*I have reviewed the visuals within this document and I  
approve the designs and scope of work listed within.*

**B** RETAIL CANOPY



**Existing**



**Proposed**

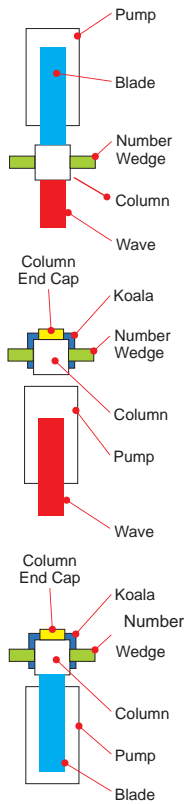
In the event of project termination, a cancellation fee of \$1,000 will be invoiced for Quote and Brand Book development.

Project Name	PBL #	Customer	Created by	<b>ExxonMobil Brand Book</b> Site Image Materials Maintenance  <b>Big Red Rooster Flow</b> 10275 W Higgins Rd Suite 560 Rosemont, IL 60018 P: (847) 441-1818 F: (847) 592-9564
<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
Revision #	Date	Scale	Page #	
<b>Original</b>	<b>09_22_2025</b>	<b>NA</b>	<b>2 OF 16</b>	

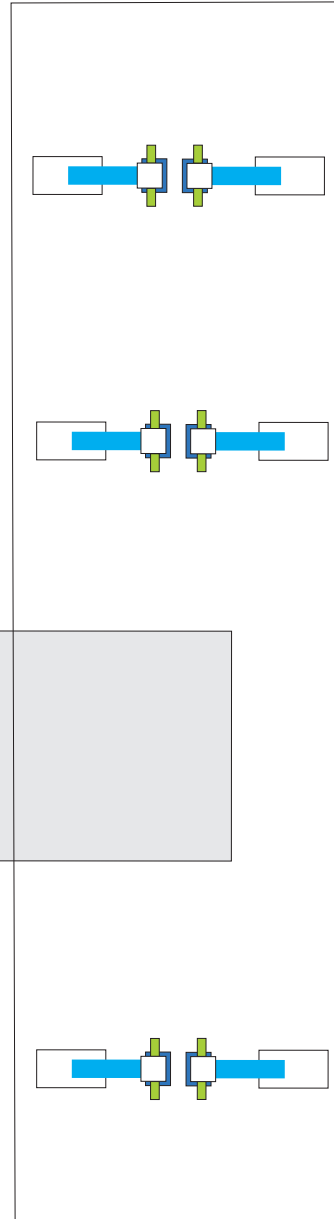
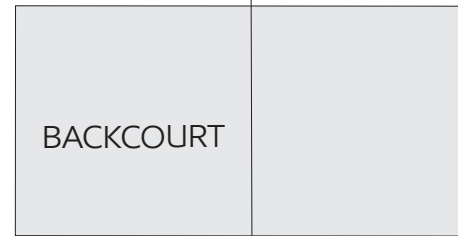
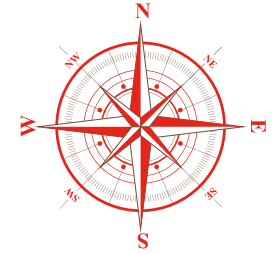
# B SITE CONFIGURATIONS

## Site Key

- Wave
- Blade
- Koala
- Number Wedge
- Column End Cap



GOLF RD



← Traffic Flow

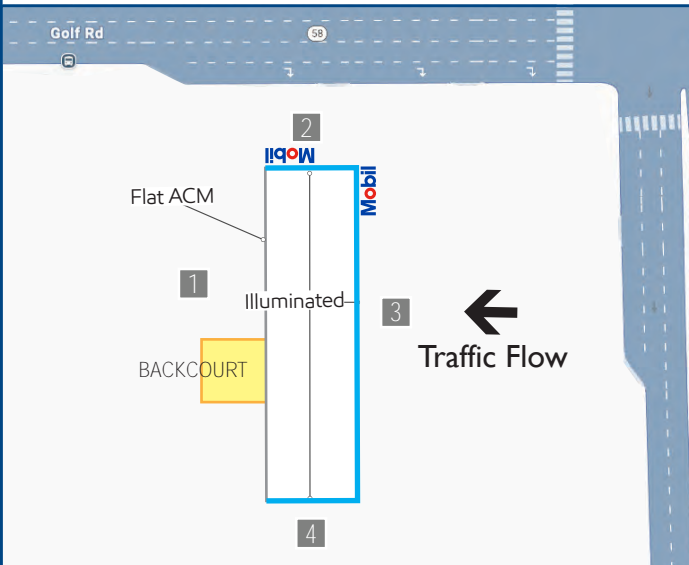
N WAUKEGAN RD

In the event of project termination, a cancellation fee of \$1,000 will be invoiced for Quote and Brand Book development.

Project Name	PBL #	Customer	Created by	<b>ExxonMobil Brand Book</b> Site Image Materials Maintenance  <b>Big Red Rooster Flow</b> 10275 W Higgins Rd Suite 560 Rosemont, IL 60018 P: (847) 441-1818 F: (847) 592-9564
<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
Revision #	Date	Scale	Page #	
<b>Original</b>	<b>09_22_2025</b>	<b>NA</b>	<b>3 OF 16</b>	

# B SITE CONFIGURATIONS

\*\*Canopy fascia artwork for visualization purposes only\*\*

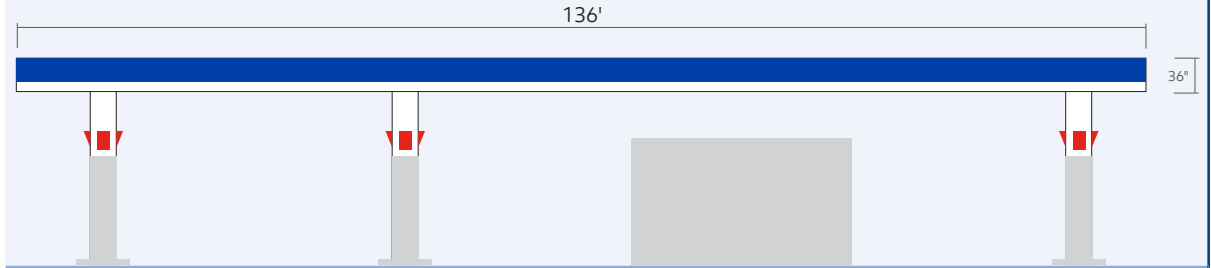


Overhead Map



Canopy Perspective

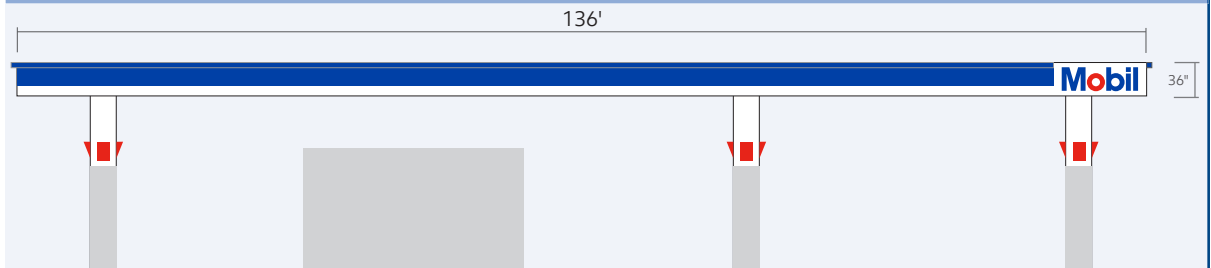
## 1 | BACK ELEVATION



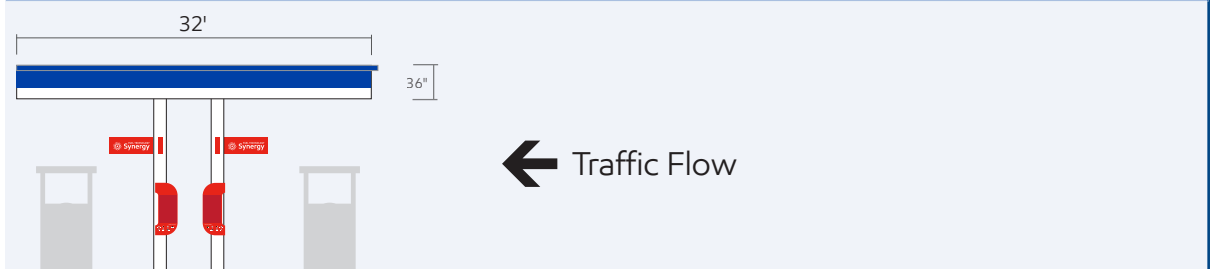
## 2 | RIGHT ELEVATION



## 3 | FRONT ELEVATION



## 4 | LEFT ELEVATION



In the event of project termination, a cancellation fee of \$1,000 will be invoiced for Quote and Brand Book development.

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<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
Revision #	Date	Scale	Page #	
<b>Original</b>	<b>09_22_2025</b>	<b>NA</b>	<b>4 OF 16</b>	

# B SITE CONFIGURATIONS

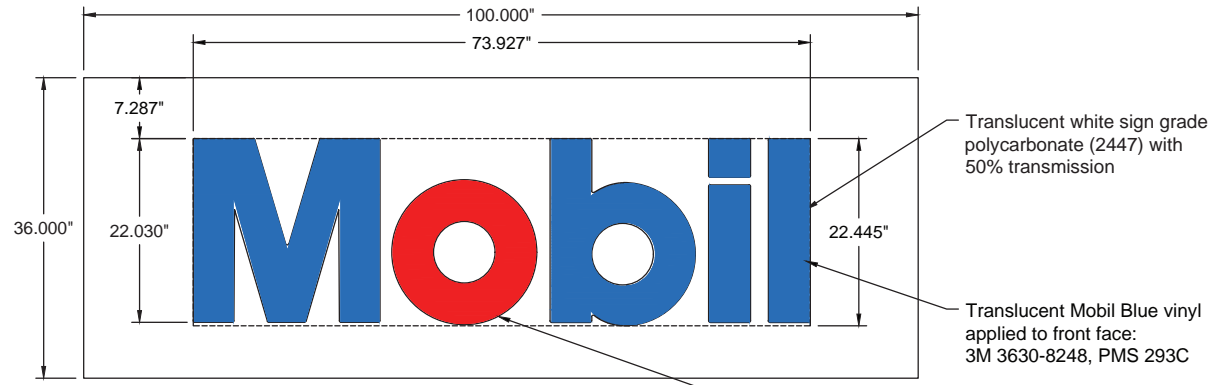
**\*See installation guide**

**SINGLE LETTER SPECS:**  
 "M" = 2.88 sq ft  
 "o" = 1.44 sq ft  
 "b" = 1.83 sq ft  
 "i" = .80 sq ft  
 "l" = .83 sq ft  
 TOTAL = 7.78 sq ft

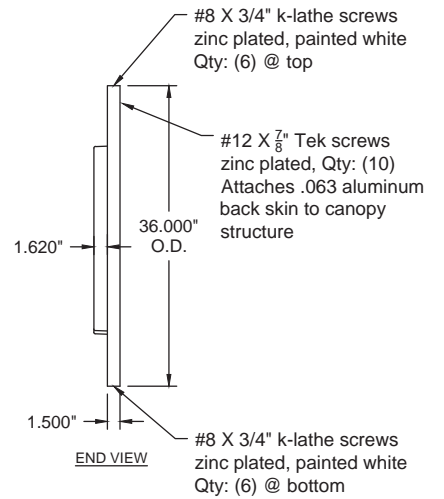
**LETTER SPECS:**  
 22.445" X 73.927" = 11.5 SF

**SIGN SPECS:**  
 36" X 100" = 25 SF

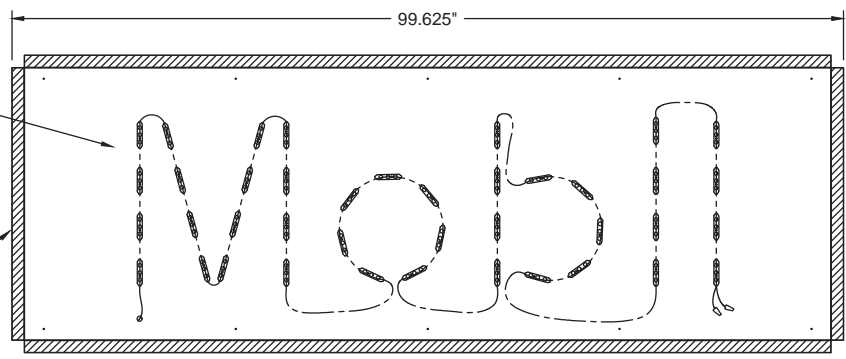
**UL NUMBER:**  
 E84811



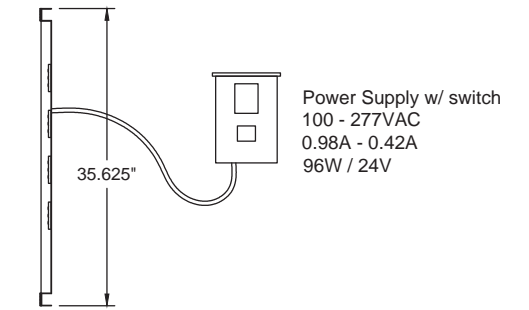
**FRONT VIEW - PUSH THRU LETTERS IN FACE**



Appx weight of sign = 75lbs



**INTERNAL DETAILS**



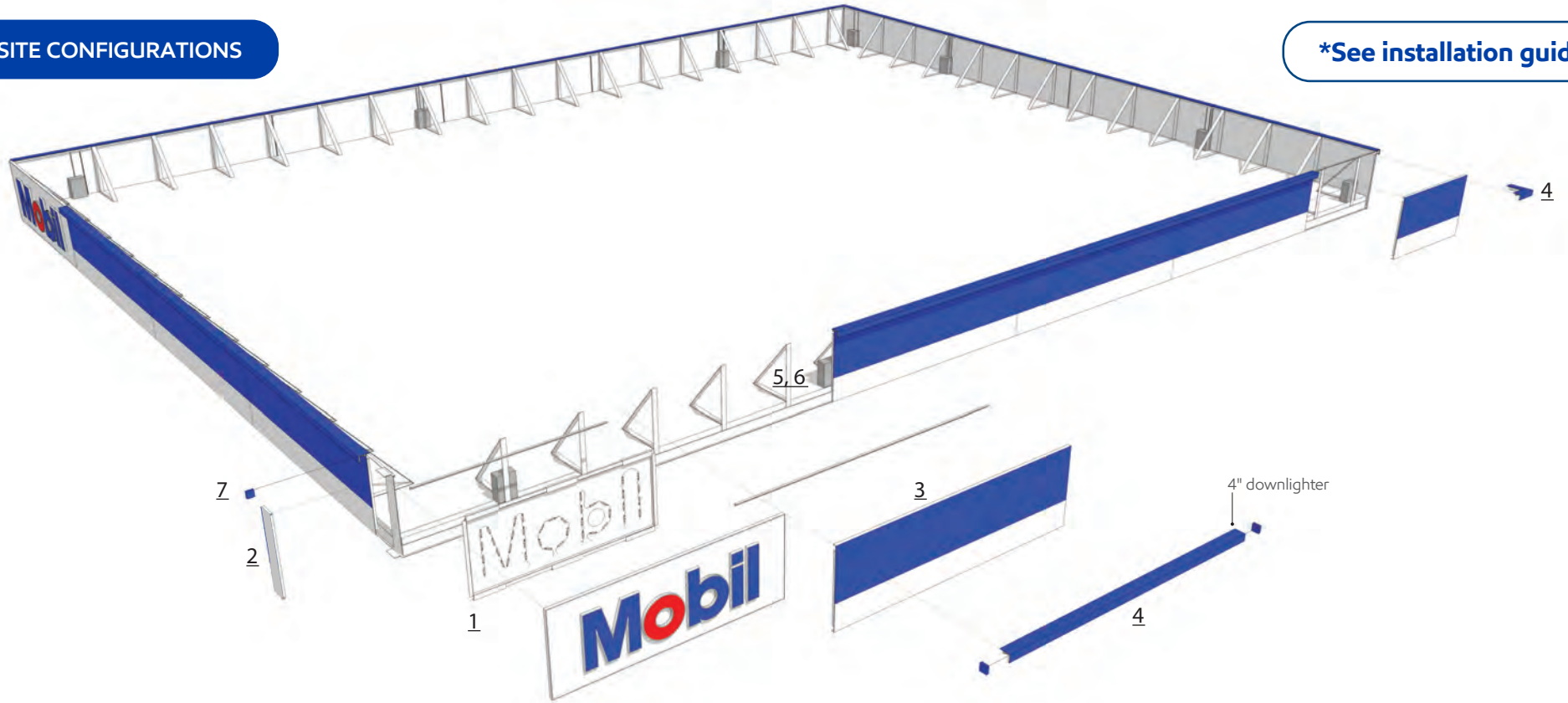
**NIGHT VIEW**

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<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
Revision #	Date	Scale	Page #	
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## B SITE CONFIGURATIONS

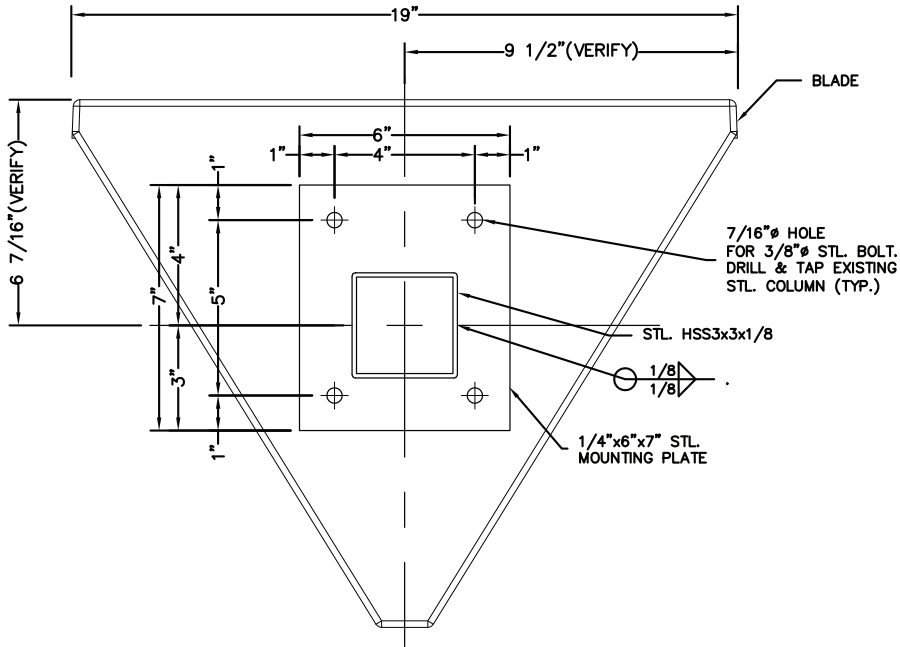
\*See installation guide



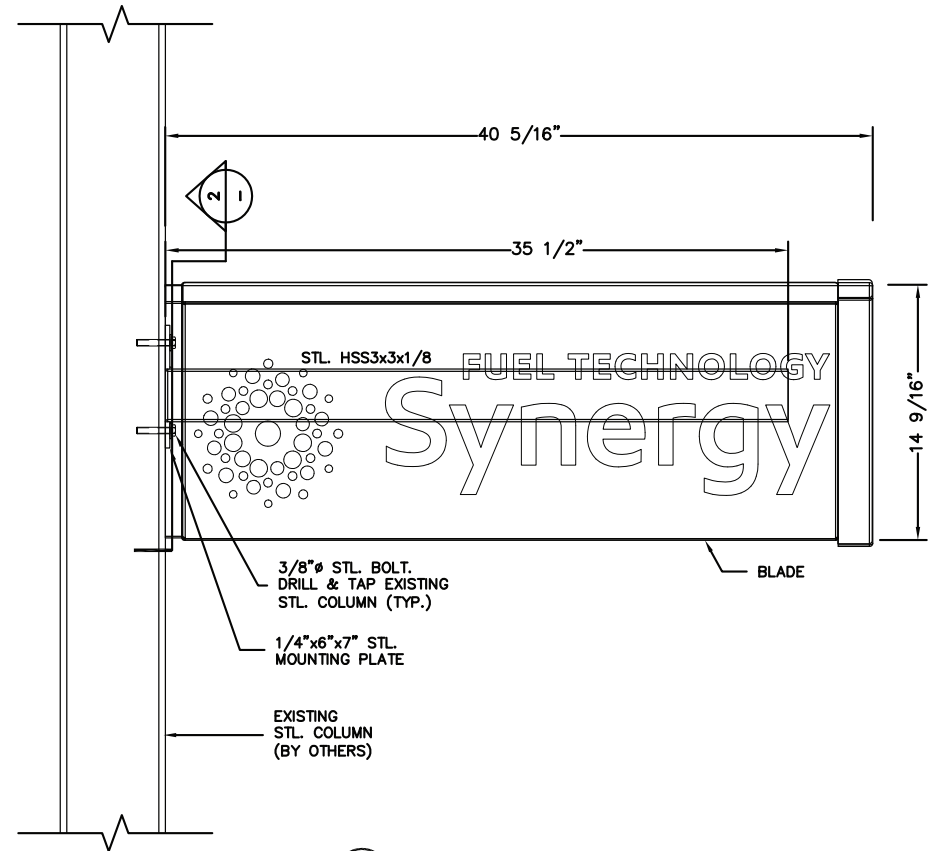
- Step 1. Begin with installing any logos (left or right Exxon or Mobil):  
back skin, side return, LED tray, power supplies and face.
- Step 2. Install logo corner panels on either side of the logo and the ends of each run.
- Step 3. Install mounting brackets and 120" ACM panels, cutting one panel per side to fit.
- Step 4. Install LED corners first, then install 118" LED downlight starting with ACM panel next to the logo. Install short downlight, cut to length or overlap as required on each side for site conditions.
- Step 5. Install power supplies - (1) 96W power supply powers (2) 118" downlight sections.  
When using a 2X96W power supply with (4) 118" downlight sections connected, the power supply box needs to be installed as centered as possible between the four sections.
- Step 6. Install junction box power circuits as required by site layout
- Step 7. Install end caps.

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<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
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**BLADE**



**2** END SECTION DETAIL



**1** BLADE ELEVATION SECTION

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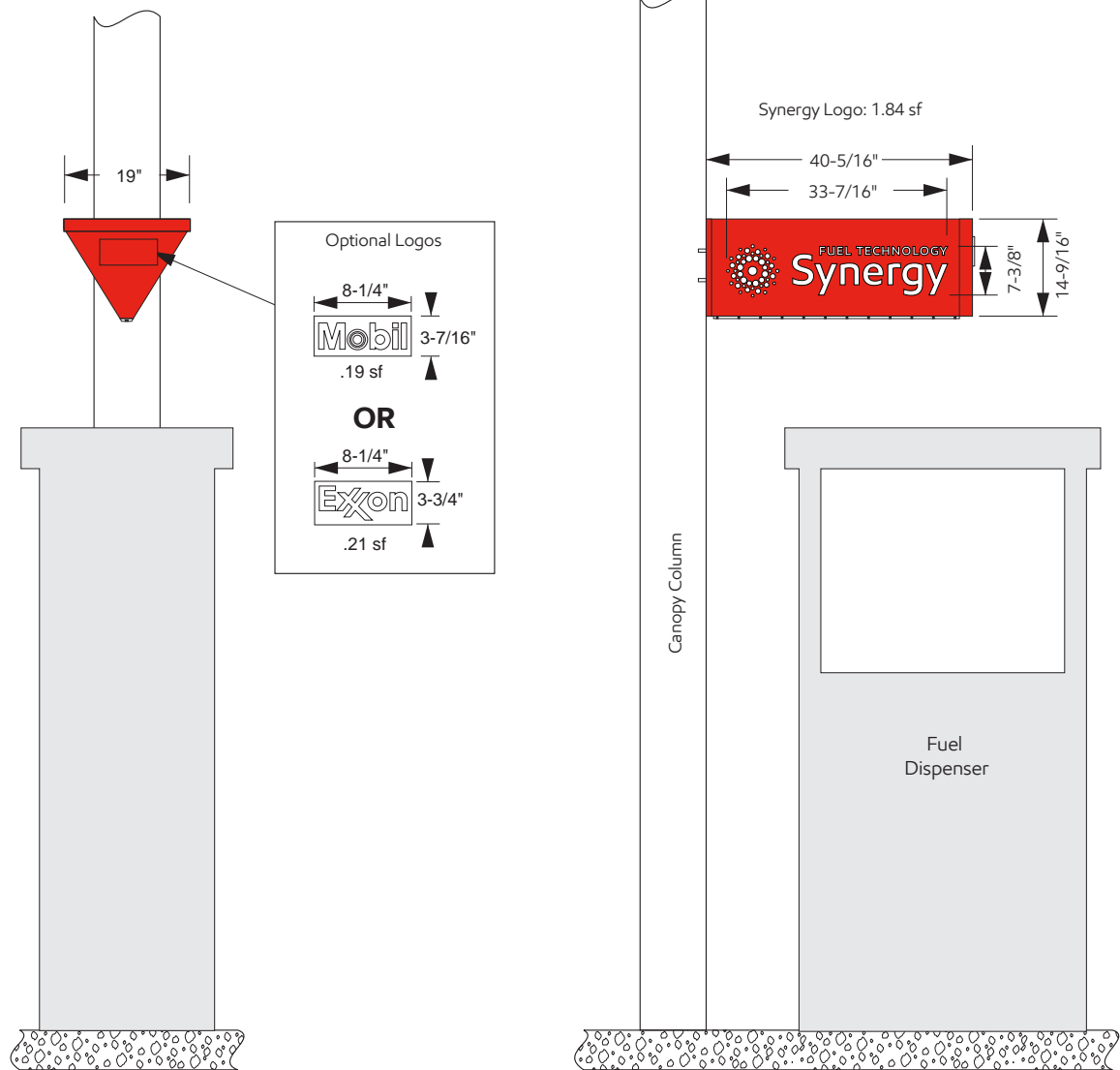
**ExxonMobil Brand Book**  
 Site Image Materials Maintenance  
**Big Red Rooster Flow**  
 10275 W Higgins Rd Suite 560  
 Rosemont, IL 60018  
 P: (847) 441-1818 F: (847) 592-9564

**BLADE**

**Blade**

Structural Spec:

- Aluminum truss core
- Acrylonitrile butadiene styrene (ABS) outer skin
- 32 lbs total weight
- Structure rated at 180 mph wind load



Project Name	PBL #	Customer	Created by
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**ExxonMobil Brand Book**  
 Site Image Materials Maintenance

**Big Red Rooster Flow**  
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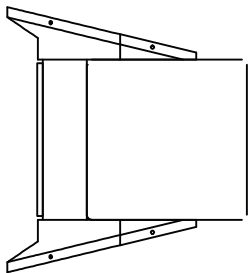
# C APERTURE SPECIFICATIONS

**\*See installation guide**

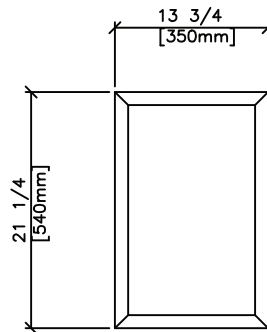
## KOALA



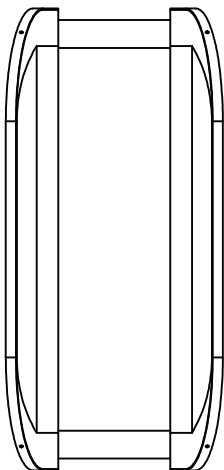
KOALA\_S



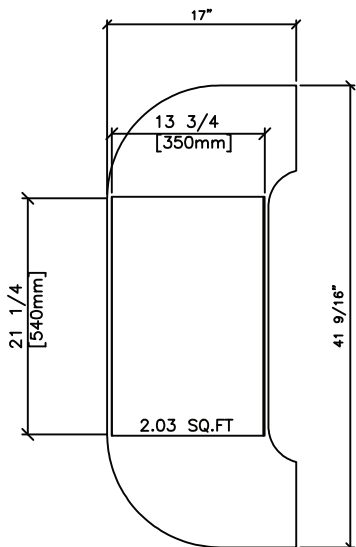
KOALA\_S\_LG



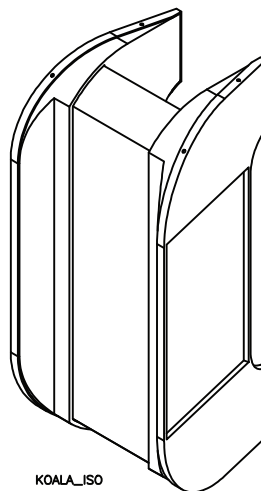
MD. POSTER:  
2.03 SQ.FT



KOALA\_B



KOALA\_B



KOALA\_ISO

**KOALA ELEVATION**  
SCALE: 1"=1'-0"

### Extra Small

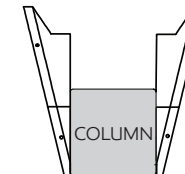
Ears Only

Rectangular Column

7"-9"

Round Column

7"-9"



### Small

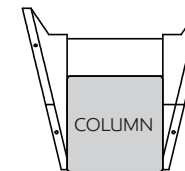
Koala with small back and two posters

Rectangular Column

10"-13"

Round Column

10"-13"



### Large

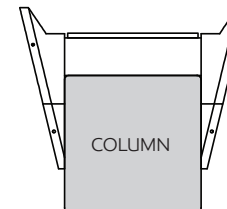
Koala with large back and three posters

Rectangular Column

13.1"-14.5"

Round Column

13.1"-16.5"



### Extra Large

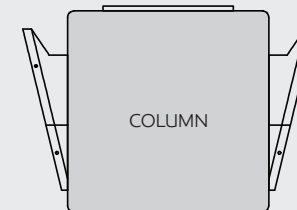
Koala with ears and three posters

Rectangular Column

>14.5"

Round Column

>16.5"



Project Name	PBL #	Customer	Created by
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<b>Original</b>	<b>09_22_2025</b>	<b>NA</b>	<b>9 OF 16</b>

**ExxonMobil Brand Book**  
Site Image Materials Maintenance

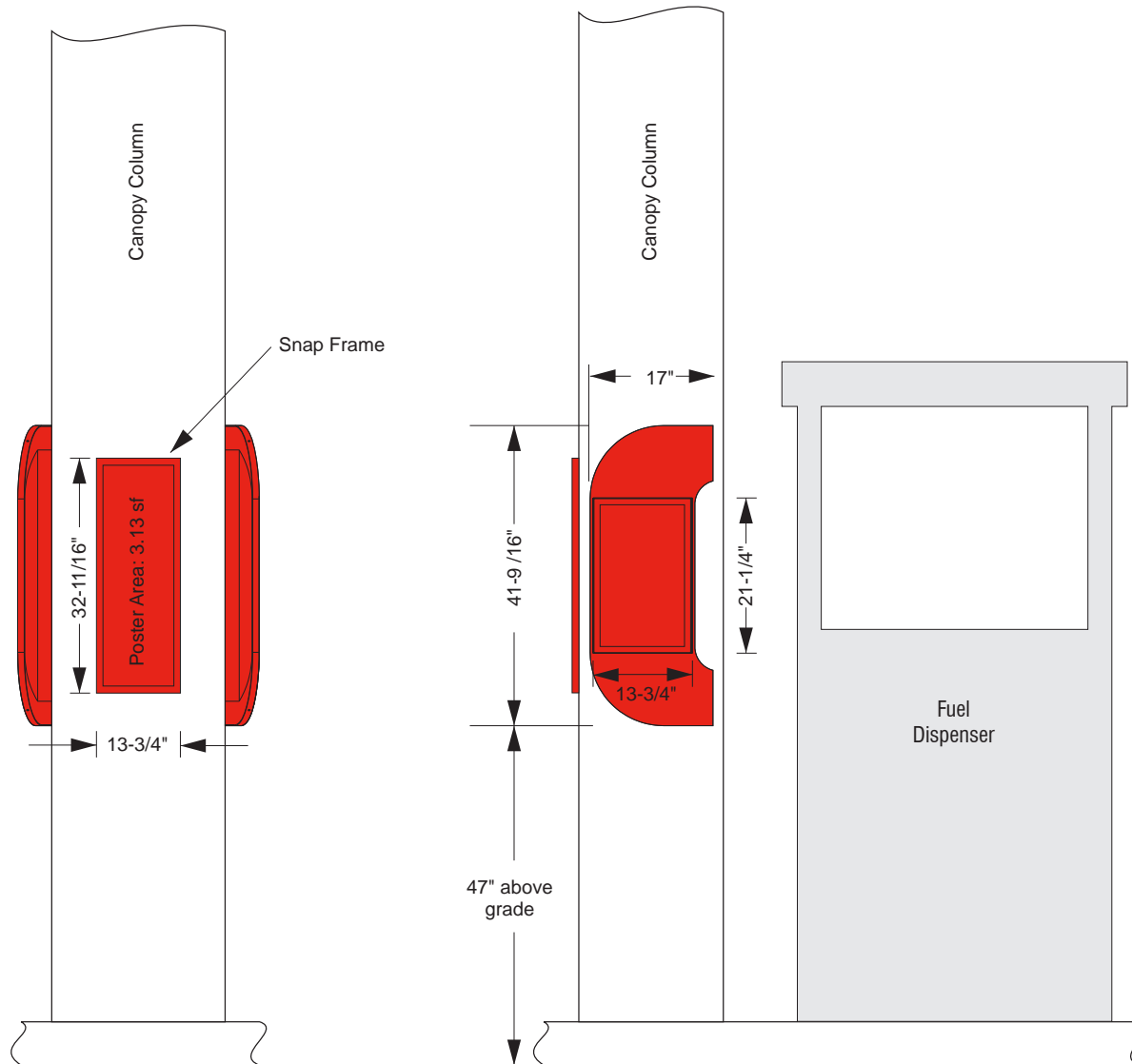
**Big Red Rooster Flow**  
10275 W Higgins Rd Suite 560  
Rosemont, IL 60018  
P: (847) 441-1818 F: (847) 592-9564

**KOALA**

**XL Koala without Back**

Structural Spec:

- Koala has 3 sides, each with a snap-frame poster
- Koala is non-illuminated
- Acrylonitrile butadiene styrene (ABS) outer skin
- 20 lbs total weight
- Structure rated at 120mph wind load



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<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
Revision #	Date	Scale	Page #	
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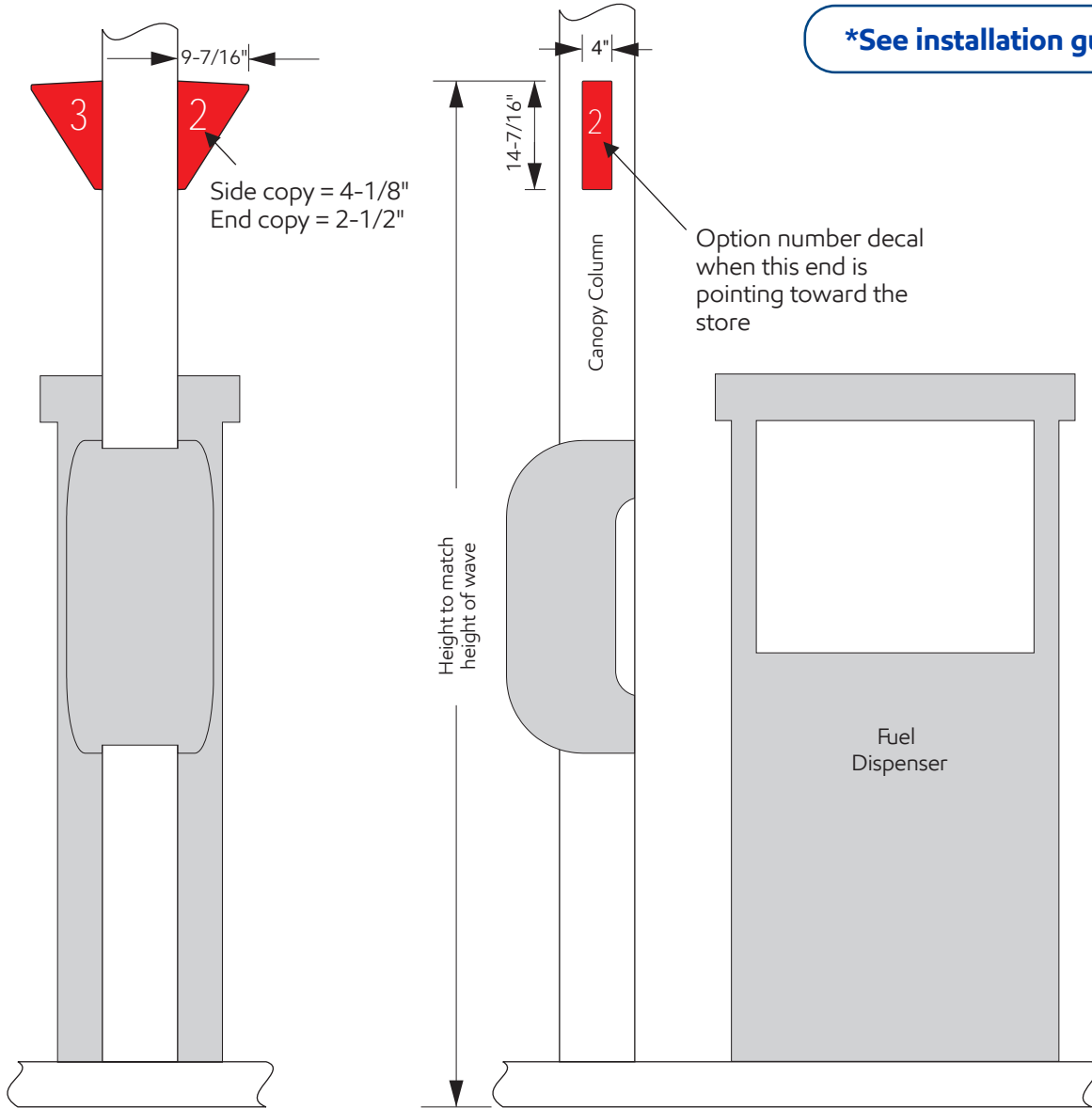
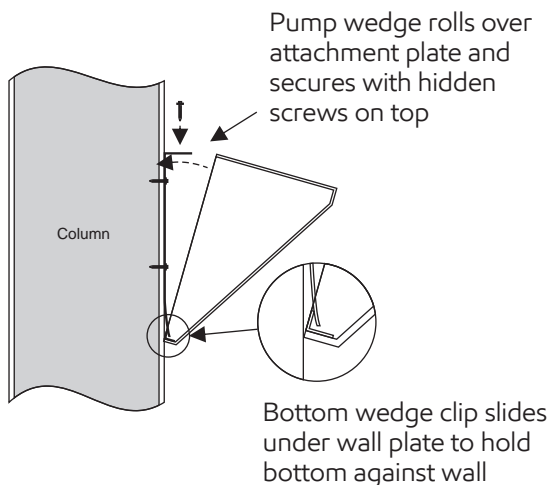
# C APERTURE SPECIFICATIONS

## NUMBER WEDGE

### Structural Spec:

- Wedges are 2 sided, non-illuminated, with white vinyl graphics
- Acrylonitrile butadiene styrene (ABS) skin with aluminum mounting plate
- 2 lbs total weight
- Structure rated at 120 mph wind load

### Mounting Detail



**\*See installation guide**

Project Name	PBL #	Customer	Created by
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**ExxonMobil Brand Book**  
Site Image Materials Maintenance

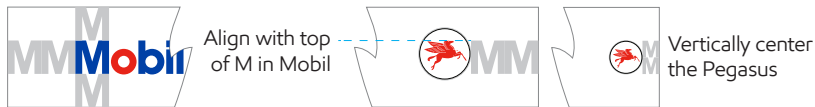
**Big Red Rooster Flow**  
10275 W Higgins Rd Suite 560  
Rosemont, IL 60018  
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# D DISPENSER

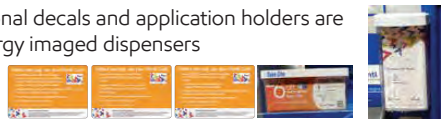
## Gilbarco | Encore 500/700 S with EPP 3 Product Ancillary decals placement

**Note:** Please make sure the dispenser surface is cleaned prior to applying any of the adhesive backed or sponge tape decals.

- A. Pump number (dispenser mounted)
- B. Nozzle instruction
- C. Site experience decal and EZ Enroll decal
- D. Card reader graphic
- E. Pump operation message - defined as needed
- F. Receipt decal
- G. Safety/caution message - as defined per legal requirements
- H. Customer assistance decal, if applicable
- I. Product content - ethanol %, bio %, sulfur ppm, if applicable
- J. ExxonMobil-related only marketing program, instructions (within dotted area at right)
- K. Marketing/loyalty stickers (within dotted area at right; K2 is for the Smart card program)
- L. Apple App Clip QR code, Speed pass QR code, and G Pay QR code
- M. Clean air nozzle decal, Temperature notice decal, Oxygenated gas decal, etc. dotted area (within at right; Motor fuel decal goes here, if required, M2 is alternate placement)
- N. Local regulatory decals, e.g. Weights and Measures (within dotted area at right)
- O. Dispenser manufacturing decals (within dotted area at right)
- P. "Gasoline" decal, California-only and on mixed fuel dispensers only
- Q. Florida-only ADA decal
- R. Valance logos - as defined by brand (positioned per graphic below)
- S. "Use your cell phone to enroll..." Decal



Ensure these instructional decals and application holders are removed from all Synergy imaged dispensers



Existing

Project Name	PBL #	Customer	Created by	<b>ExxonMobil Brand Book</b> Site Image Materials Maintenance  <b>Big Red Rooster Flow</b> 10275 W Higgins Rd Suite 560 Rosemont, IL 60018 P: (847) 441-1818 F: (847) 592-9564
<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
Revision #	Date	Scale	Page #	
<b>Original</b>	<b>09_22_2025</b>	<b>NA</b>	<b>12 OF 16</b>	

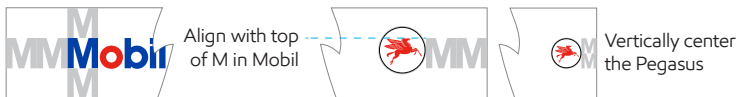
# D DISPENSER

## Gilbarco | Encore 500/700 S with EPP 3 Product +1

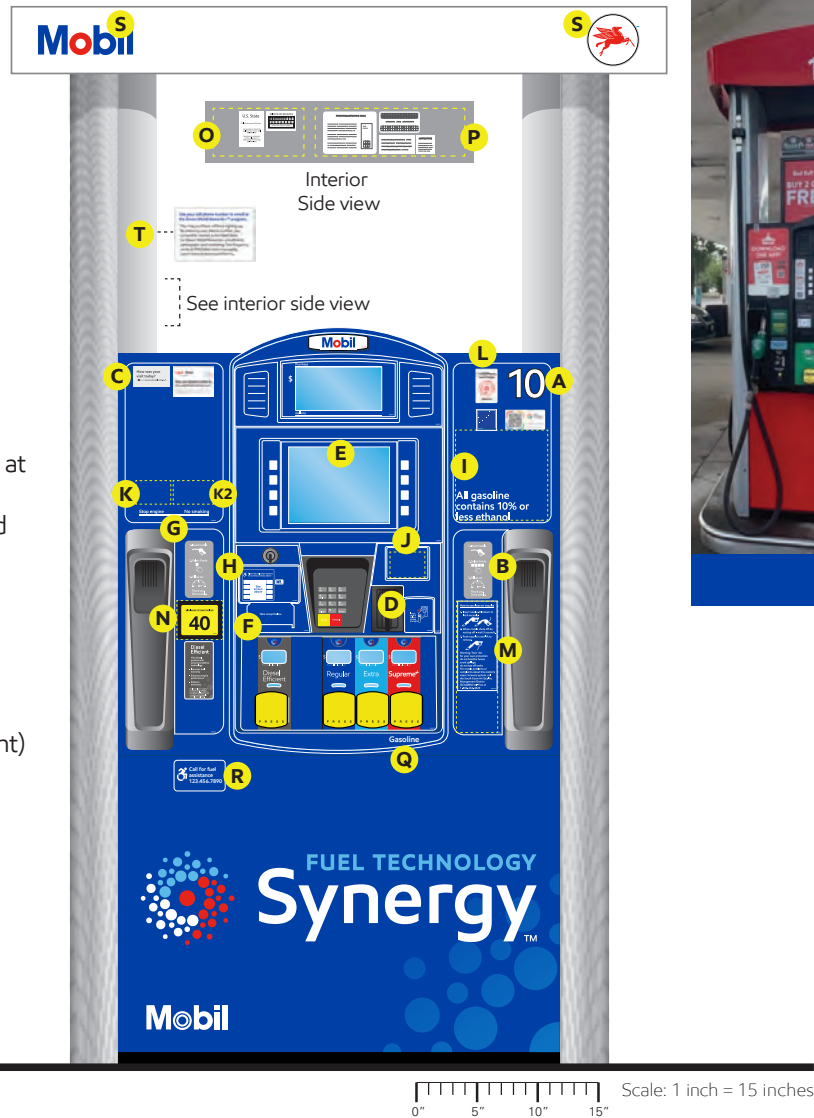
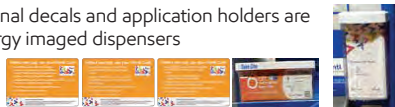
### Ancillary decals placement

**Note:** Please make sure the dispenser surface is cleaned prior to applying any of the adhesive backed or sponge tape decals.

- A. Pump number (dispenser mounted)
- B. Nozzle instruction
- C. Site experience decal and EZ Enroll decal
- D. Card reader graphic
- E. Pump operation message - defined as needed
- F. Receipt decal
- G. Safety/caution message - as defined per legal requirements
- H. Customer assistance decal, if applicable
- I. Product content - ethanol %, bio %, sulfur ppm, if applicable
- J. ExxonMobil-related only marketing program, instructions (within dotted area at right)
- K. Marketing/loyalty stickers (within dotted area at right; K2 is for the Smart card program)
- L. Apple App Clip QR code, Speed pass QR code, and G Pay QR code
- M. Clean air nozzle decal, Temperature notice decal, Oxygenated gas decal, etc. dotted area (within at right; Motor fuel decal goes here, if required)
- N. Cetane decal where required (within dotted area at right if diesel is sold on dispenser)
- O. Local regulatory decals, e.g. Weights and Measures (within dotted area at right)
- P. Dispenser manufacturing decals (within dotted area at right)
- Q. "Gasoline" decal, California-only and on mixed fuel dispensers only
- R. Florida-only ADA decal
- S. Valance logos - as defined by brand (positioned per graphic below)
- T. "Use your cell phone to enroll..." Decal



**Ensure** these instructional decals and application holders are removed from all Synergy imaged dispensers

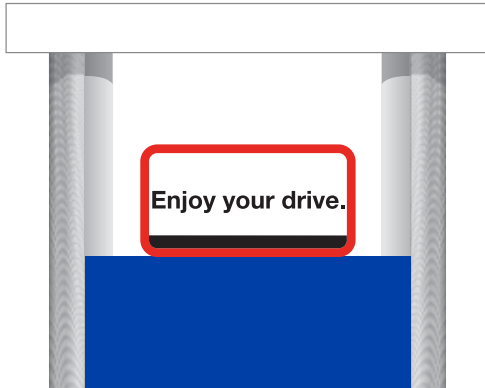


Existing

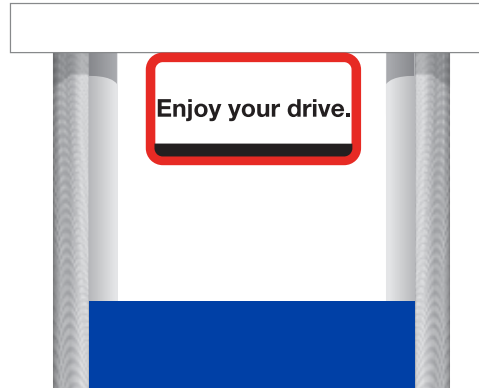
Project Name	PBL #	Customer	Created by	<b>ExxonMobil Brand Book</b> Site Image Materials Maintenance  <b>Big Red Rooster Flow</b> 10275 W Higgins Rd Suite 560 Rosemont, IL 60018 P: (847) 441-1818 F: (847) 592-9564
<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
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# D PUMP TOPPERS

## MHD PUMP TOPPERS



## OVERHEAD PUMP TOPPERS



## PRICE PUMP TOPPERS



<b>QUANTITY:</b>	6
<b>WIDTH:</b>	26.25"
<b>HEIGHT:</b>	12.25"

<b>QUANTITY:</b>	0
<b>WIDTH:</b>	-
<b>HEIGHT:</b>	-

<b>QUANTITY:</b>	0
<b>WIDTH:</b>	-
<b>HEIGHT:</b>	-

Project Name	PBL #	Customer	Created by	<b>ExxonMobil Brand Book</b> Site Image Materials Maintenance  <b>Big Red Rooster Flow</b> 10275 W Higgins Rd Suite 560 Rosemont, IL 60018 P: (847) 441-1818 F: (847) 592-9564
<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
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# D AMENITY BINS



ARUBA WASTE/WINDSHIELD CENTER,  
42-GALLON DOUBLE-SIDED, OPEN-TOP

BLACK: #75990199

QUANTITY: 0



FIJI WASTE/WINDSHIELD SERVICE CENTER,  
40-GALLON SINGLE-SIDED, OPEN-TOP

BLACK: #758901

QUANTITY: 0



HAVEN 2 DOUBLE-SIDE  
WASTE/WINDSHIELD  
SERVICE CENTER

Black: #75820199

QUANTITY: 0



ARUBA WASTE/WINDSHIELD CENTER,  
42-GALLON SINGLE-SIDED, OPEN-TOP

BLACK: #759901

QUANTITY: 0



HARBOR 1 SINGLE-SIDED  
WASTE/WINDSHIELD  
CENTER

Black: #755101

QUANTITY: 6



42-GALLON SQUARE  
WASTE CONTAINER

Black: #732101

QUANTITY: 0



FIJI WASTE/WINDSHIELD SERVICE  
CENTER, 40-GALLON DOUBLE-SIDED,  
OPEN-TOP

BLACK: #758701

QUANTITY: 0



HAVEN 1 SINGLE-SIDE  
WASTE/WINDSHIELD  
SERVICE CENTER

Black: #75810199

QUANTITY: 0




42-GALLON WITH DOME OR  
ASHTRAY LID

Black: #73300199

QUANTITY: 0


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<b>ExxonMobil</b>	<b>310196</b>	<b>ExxonMobil</b>	<b>B.Dighero</b>	
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# E PAINT SPECIFICATIONS

 **Sherwin Williams: P1**  
**Name:** Tan  
**Pantone:** N/A  
**NCS:** 2610-Y11R


**Jones Blair:** A2W-080101/  
 99951 Acrylithane HS2  
 Semi-Gloss

**Application:** Proscenium arch existing buildings

 **Sherwin Williams: P6**  
**Name:** ExxonMobil Red  
**Pantone:** 485C  
**NCS:** 0980-Y81R


**Jones Blair:** A2N-D10169/  
 99951 Acrylithane HS2  
 Semi-Gloss

**Application:** Signage and fascia

 **Sherwin Williams: P13**  
**Name:** Gray  
**Pantone:** N/A  
**NCS:** N/A


**Jones Blair:** 45604/99951  
 Acrylithane HS2  
 Semi-Gloss

**Application:** Exterior walls on existing buildings mullions, door and door frames, building sign frames, curbs, and bollards

 **Sherwin Williams: P8**  
**Name:** Eggshell White  
**Pantone:** N/A  
**NCS:** N/A

**Jones Blair:** (U.S. only)  
 45027/99951 Acrylithane  
 1152 Semi-Gloss

**Application:** All columns shrouds or columns, ID signs/frames (excluding high rise signs) includes any sign with prices and island shelter buildings

 **Sherwin Williams: P9**  
**Name:** Gunmetal Gray  
**Pantone:** N/A  
**NCS:** N/A

**Jones Blair:** A2N6011/  
 99951 Acrylithane HS2  
 Semi-Gloss

**Application:** Sign frames (snap-lock), high rise ID sign poles, frames, yard lights and poles, small free-standing message sign frames, Air & Water stand, trash enclosure, and vent pipes (remote from building)

## Islands

Existing painted islands need to be painted P13 gray

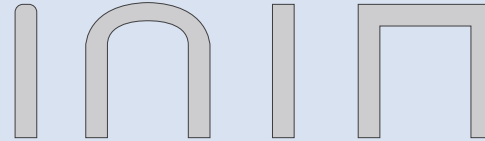


Unpainted and stainless steel islands do not need to be painted

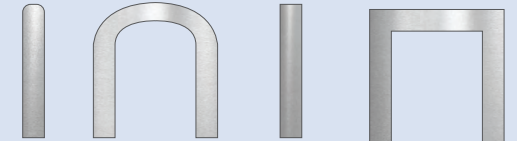


## Bollards

Existing painted bollards need to be painted P13 gray



Stainless steel bollards do not need to be painted

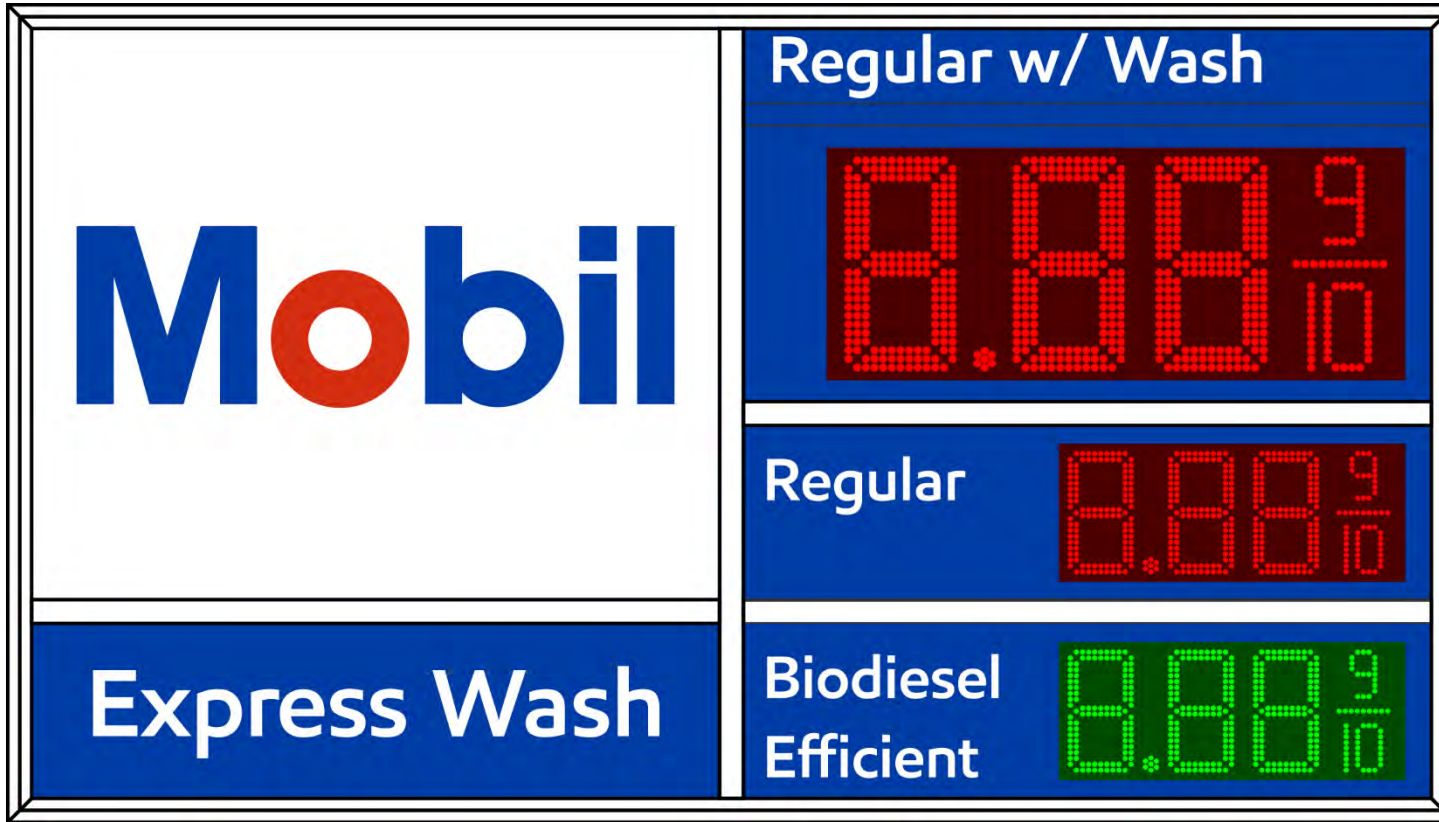


## CHANGE LOG

For any questions please contact Site Image Materials Maintenance at **866-844-7078**

DATE	CHANGE LOG

Project Name <b>ExxonMobil</b>	PBL # <b>310196</b>	Customer <b>ExxonMobil</b>	Created by <b>B.Dighero</b>	<b>ExxonMobil Brand Book</b> Site Image Materials Maintenance  <b>Big Red Rooster Flow</b> 10275 W Higgins Rd Suite 560 Rosemont, IL 60018 P: (847) 441-1818 F: (847) 592-9564
Revision # <b>Original</b>	Date <b>09_22_2025</b>	Scale <b>NA</b>	Page # <b>16 OF 16</b>	



Detailed Information

Standard Windload  
 Street Justified  
 Retainer Type: Hinged  
 Existing Cab: 69.25"H X 122"W  
 Retainer Quantity: 2  
 Retainer Size: 68.875"H X 121.625"W  
 Retainer VO: 64.875"H X 117.625"W  
 Area: 58.17 SQ FT  
 Retainer Color: Egg Shell-Satin White

Detail 1: Logo  
 VO: 48.125"H X 57.8125"W  
 Mobil Logo Flat Emboss Face  
 Color Specifications:  
 Vinyl  
 Blue, 3630-8248  
 Red, 3630-2590


Detail 2: Text  
 VO: 14.75"H X 57.8125"W  
 Mobil Flat Imprint Face  
 Text Line 1: Express Wash

Detail 3: Priceline  
 VO: 31.4375"H X 57.8125"W  
 Digit Type: Lumidigit 4 (Flat Faces)  
 Priceline 1: Red 18", Stacked

Detail 4: Priceline  
 VO: 31.4375"H X 57.8125"W  
 Digit Type: Lumidigit 4 (Flat Faces)  
 Priceline 1: Red 10", Right  
 Priceline 2: Green 10", Right

1 - 20 Amp Circuit(s) @120V Required  
 LEDs Total Draw: 2 Amps@120V

Est. Crated Weight: 559 pounds  
 Crate HxLxW: 82x129x21"  
 Freight Class: 175

		<p>DISCLAIMER: Renderings are for graphic purposes only and not intended for actual construction dimensions. For windload requirements, actual dimensions and mounting detail, please refer to engineering specifications and install drawings. These drawings and designs are the exclusive property of Everbrite LLC Use of, or duplication in any manner without express written permission of Everbrite LLC is prohibited.</p>	
Customer: Mobil		Description:	
Project No: PP532413A	Scale: N/A	Customer Approval: NOTE: Unless specified by customer, all depth of embossing will be determined by Everbrite Engineering or existing customer specifications on file. Colors and graphics on file will be used unless otherwise specified by customer. Please read carefully, check appropriate box and fax back to Everbrite: <input type="checkbox"/> Sketch OK as is <input type="checkbox"/> New Sketch Required	
Date: 11/24/2025	Drawn By: BM		
Location & Site No: 9544 Waukegan Rd, Morton Grove, IL, 60053-1354		Version:1	LANDLORD SIGNATURE _____ DATE _____ SIGNATURE _____ DATE _____

To: Chairperson Pietron and Members of the Appearance Commission

From: Brandon Nolin, AICP, Community Development Administrator  
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: December 23, 2025

Re: Appearance Commission Case AC 26-03

Request for approval of an amendment to a Special Use Permit (Ord. 10-26) to eliminate the automotive maintenance and repair use and expand the retail sales area within an automobile minimart station in a M-2 General Manufacturing District in accordance with Section 12-4-4:E of the Village of Morton Grove Unified Development Code (Title 12), for the property commonly known as 6000 Oakton Street in Morton Grove, Illinois (10-20-302-037-0000). The applicant is Proyekt Studio, LLC on behalf of St. Marys Petroleum Inc.

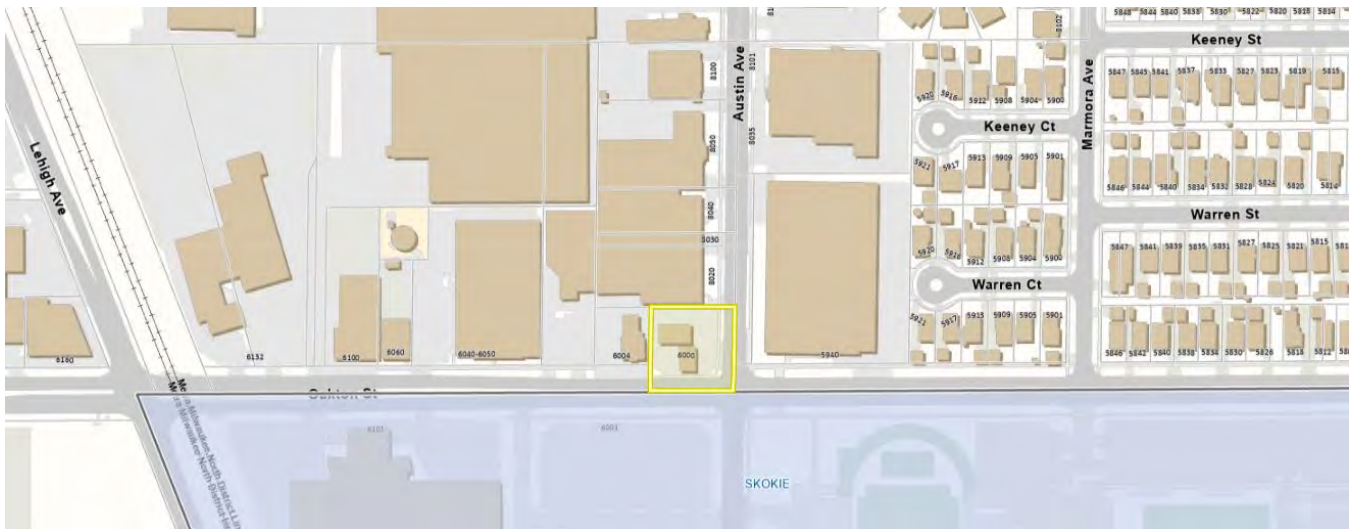
## STAFF REPORT

### Application Summary

Proyekt Studio, LLC on behalf of St. Marys Petroleum Inc. ("**applicant**"), submitted a complete Appearance Commission Application to the Department of Community and Economic Development requesting an Appearance Certificate for the renovation of an existing automobile minimart station at 6000 Oakton Street. The proposed project consists of the elimination of the automotive maintenance and repair use and expansion of the retail sales area, including exterior façade changes.

### Subject Property

The subject property consists one (1) lot at 6000 Oakton Street in Morton Grove, Illinois. The parcel is zoned M-2 General Manufacturing and is 24,895 sq. ft. (0.57 acres) in total area including portions of adjacent rights-of-way for Austin Avenue and Oakton Street. The adjoining property to the west is a restaurant, and the adjoining property to the north and east across Austin Avenue are industrial buildings. All surrounding properties in the M-2 General Manufacturing zoning district. The subject property is located north across Oakton Street from the Village of Skokie.

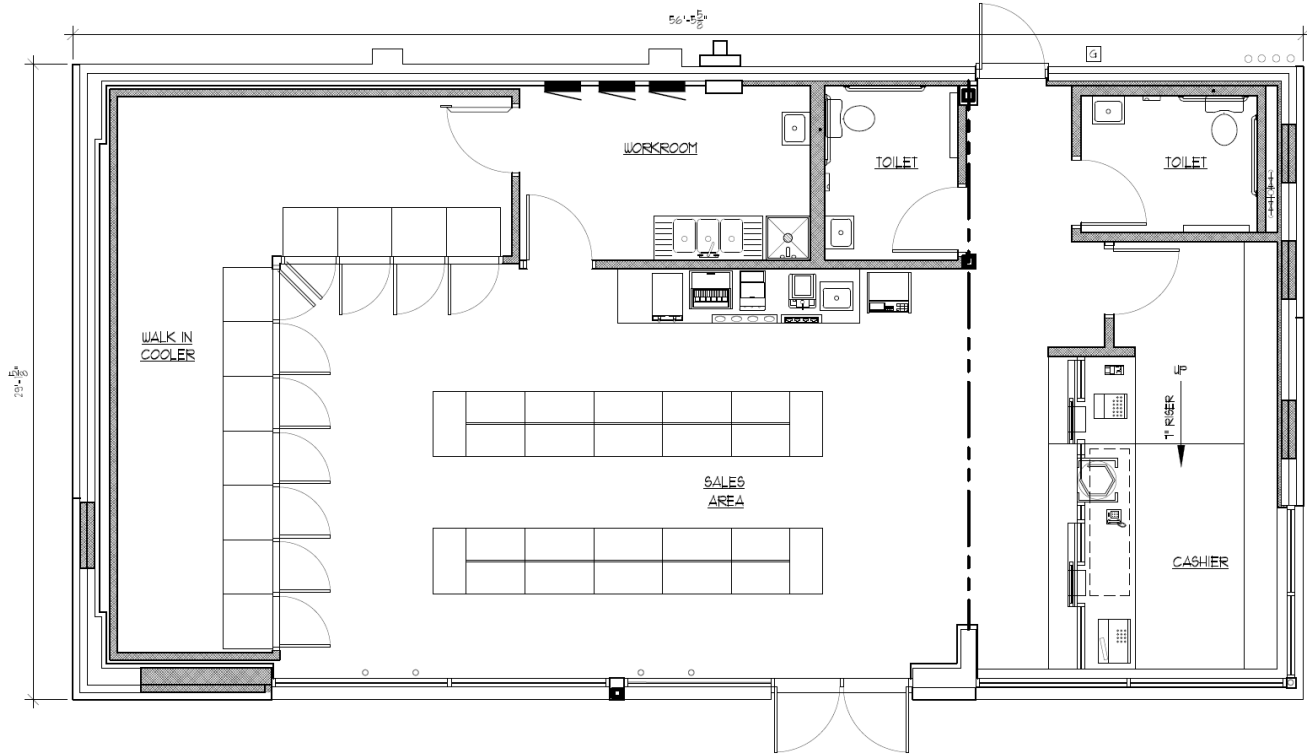


*Subject Property Location Map*

Project Overview

The applicant is proposing to renovate the existing automobile minimart and service station at 6000 Oakton Street to eliminate the automotive maintenance and repair use and expand the retail sales area. The business was established under Special Use Permit (Ordinance 10-26) and changes to the use mix require an amendment to that special use permit.

The retail area would expand into a portion of the building currently occupied by two automotive repair service bays. As part of the renovation, the service bays would be eliminated and replaced by a new façade with interior remodeling to add a walk-in cooler, a work room, two restrooms, and expanded sales area. The main entrance would be relocated to a more central location along the primary (south) façade, and the existing cashier area should be expanded. There are no proposed changes to signage (which was recently approved under case AC 24-03) or to landscaping.



Proposed Floor Plan

Building Design

Based on the submitted elevations, the exterior finishes of the proposed building will predominantly consist of light brown brick veneer with a gray stone parapet and stone still. A coursed ashler stone veneer in light brown and orange tones is proposed to break up the façade. The east window would have an aluminum louvered sun shade.

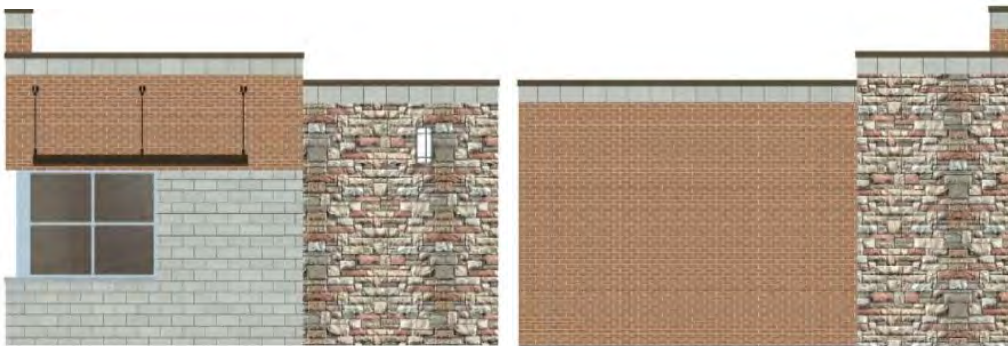
Façade Transparency

A note on the east elevation drawing indicates that all windows would have an opaque glazing. The windows on the east end of the south façade (where the cashier would be located) are proposed to use Level 1 bullet resistant glass, while all other windows would consist of one inch insulated glass. Staff are concerned that use of all opaque glazing will negatively impact the appearance of the Oakton Street corridor, and believe that transparent windows would foster a greater sense of activity by making the structure feel more open to visitors. *As a condition of approval, staff recommend that the primary entrance and all windows, except for those located on the east façade (by the proposed cash register), be 100% transparent and that no shelving or stock should be placed in front of any windows to maintain transparency. The applicant should speak to the proposed glazing and security needs.*



**SOUTH ELEVATION**

SCALE: NTS



**EAST ELEVATION**

SCALE: NTS

**WEST ELEVATION**

SCALE: NTS

*Proposed Building Elevations*

Lighting

The applicant provided a photometric analysis prepared by Walsh, Long & Co. Proposed lighting consists of twelve (12) LED fixtures mounted to the underside of the gas canopy to illuminate the fuel pumps, and three (3) wall mounted LED fixtures along the north, east, and south facades of the proposed retail building. No lighting is proposed on the west side of the building. The proposed light fixtures can provide a range of light temperature between 2,700 and 5,000K, but the selected temperature is not specified in the application.

Per Section 12-4-3:B.5, lighting of parking and loading areas must be a minimum of one foot-candle on the surface. However, such lighting must be confined to the property boundary and reach as close to zero illumination at the property boundaries as possible. Glare may not be evident from surrounding properties or adjacent public rights of way. As proposed, light levels along nearly all segments of **the subject property's lot lines will exceed 1 foot candle**. Foot candles range from 0.0 to 0.8 on the west side and northwest corner of the building where no site lighting is provided. Low light levels are desirable at the property line, but low light levels on-site could present a safety concern for employees accessing the rear loading area.

Per the photometric plan submitted by the applicant, light levels along the north and west property edges adjacent to the canopy and parking area measure between 0.0 and 1.2 foot candles. The lighting on the Austin Avenue frontage range between 0.0 and 0.5 foot candles. The south property line along the Oakton Street frontage is well above 0 foot candles, with light levels ranging from 1.4 to 22.2 foot candles. This is due to the close proximity of the gas canopy to the south property line. *The applicant is expected to discuss the types of lighting fixtures proposed in the photometric plan including the light temperature to be used on all fixtures. The applicant should also speak to the lighting plan and how it could be modified to achieve adequate site lighting and as close to zero illumination at the south property lines.*



Photometric Analysis with South Property Line Highlighted (ORANGE)

**Signage**

The Appearance Commission previously approved a sign package for the subject property under case AC 24-03 as part of the rebranding of the gas station from Marathon to Mobil. The current façade includes two wall signs on the primary façade (Oakton Street) for the “service center” and “food shop,” and a small wall sign is located on the secondary façade (Austin Avenue) for the “food shop.” Those signs would be removed as part of the proposed renovation. No additional signs are proposed at this time.

Any future signs, such as wall signs for the remodeled and expanded retail use, would need to adhere to the waivers granted under AC 24-03, or additional waivers would need to be approved by the Appearance Commission. *Staff recommends including explicit reference to AC 24-03 within any conditions of approval for this case.*



Existing Wall Signs at Subject Property (Staff provided)

## Appearance Commission Review

In accordance with Unified Development Code Section 12-12-1:C, all site, landscape and building plans are to be reviewed by the Appearance Commission, and an Appearance Certificate by the Commission granted, prior to the issuance of a building permit. Further, per Section 12-16-2:C.2, the Appearance Commission is charged with reviewing the exterior elevations, sketches, and materials and other exhibits as to whether they are appropriate to or compatible with the character of the immediate neighborhood and whether the submitted plans comply with the provisions of the regulations and standards set forth in chapter, 12 "Design Standards," of this title.

### The Design Standards (Sec. 12-12-1:D) are as follows:

D. Criteria and Evaluation Elements: The following factors and characteristics relating to a unit or development and which affect appearance, will govern the appearance review commission's evaluation of a design submission:

1. Evaluation Standards:
  - a. Property Values: Where a substantial likelihood exists that a building will depreciate property values of adjacent properties or throughout the community, construction of that building should be barred.
  - b. Inappropriateness: A building that is obviously incongruous with its surroundings or unsightly and grotesque can be inappropriate in light of the comprehensive plan goal of preserving the character of the municipality.
  - c. Similarity/Dissimilarity: A builder should avoid excessively similar or excessively dissimilar adjacent buildings.
  - d. Safety: A building whose design or color might, because of the building's location, be distracting to vehicular traffic may be deemed a safety hazard.
2. Design Criteria:
  - a. Standards: Appearance standards as set forth in this chapter.
  - b. Logic Of Design: Generally accepted principles, parameters and criteria of validity in the solution of design problems.
  - c. Architectural Character: The composite or aggregate of the components of structure, form, materials and functions of a building or group of buildings and other architectural and site composing elements.
  - d. Attractiveness: The relationship of compositional qualities of commonly accepted design parameters such as scale, mass, volume, texture, color and line, which are pleasing and interesting to the reasonable observer.
  - e. Compatibility: The characteristics of different uses of activities that permit them to be located near each other in harmony and without conflict. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; floor area ratio; pedestrian or vehicular traffic generated; parking required; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, erosion, or radiation.
  - f. Harmony: A quality which produces an aesthetically pleasing whole as in an arrangement of varied architectural and landscape elements.
  - g. Material Selection: Material selection as it relates to the evaluation standards and ease and feasibility of future maintenance.
  - h. Landscaping: All requirements set forth in chapter 11, "Landscaping and Trees", of this title. (Ord. 07-07, 3-26-2007)

## Recommendation

If the Appearance Commission approves the request for an Appearance Certificate for site, landscape, and building plans, for the modification of an existing automobile minimart station under Special Use Permit amendment (PC 26-01) for the property commonly known as 6000 Oakton Street in Morton Grove, Illinois, staff recommends the following conditions of approval:

1. *Prior to filing any Building Permit Application, the owner/applicant shall provide revised elevation drawings, subject to review and approval by the Community Development Administrator and Appearance Commission Chairperson, that indicate 100% transparent glazing on all windows, except for those located on the east façade and the primary entrance. A note shall also be provided on the revise elevation drawings indicating that no shelving or stock shall ever be placed in front of any windows to maintain transparency. If such designs are deemed to be inconsistent with*

*the approved plans, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*

- 2. Prior to filing any Building Permit Application, the owner/applicant shall provide revised lighting plan and photometric analysis, subject to review and approval by the Community Development Administrator and Appearance Commission Chairperson, that provides adequate site lighting and limits spillover on all property lines including the, but not limited to the Oakton Street right-of-way. If such designs are deemed to be inconsistent with the approved plans, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*
- 3. Prior to filing any Sign Permit Application, the owner/applicant shall provide the Village with final details regarding all sign locations and dimensions on the subject property, to ensure compliance with the Appearance Certificate granted under case AC 24-03, as determined by the Community Development Administrator. Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin). If such designs are deemed to be inconsistent with the approved plans, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*



Incredibly Close ✨ Amazingly Open

# SPECIAL USE APPLICATION

Village of Morton Grove  
Department of Community Development  
6101 Capulina Avenue, Morton Grove, Illinois 60053  
commdev@mortongrovaill.org | 847-663-3063

Case Number: PC 26-01 Date Application Filed: Nov. 18, 2025

## APPLICANT INFORMATION

Applicant Name: Gregory Ziomek  
Applicant Organization: Projekt Studio LLC  
Applicant Address: 2810 RFD  
Applicant City / State / Zip Code: Long Grove, IL 60047  
Applicant Phone: [REDACTED]  
Applicant Email: [REDACTED]  
Applicant Relationship to Property Owner: Project Architect  
Applicant Signature: Gregory Ziomek

## PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: Oaktin Real Estate Company  
Owner Address: 960 Rand Rd, Suite 208  
Owner City / State / Zip Code: Des Plaines, IL 60016  
Owner Phone: [REDACTED]  
Owner Email: [REDACTED]  
Owner Signature: Cynthia K. Chandy

## PROPERTY INFORMATION

Common Address of Property: 6000 Oakton St.  
Property Identification Number (PIN): 10-20-302-037-0000  
Property Square Footage: 24,968 sq ft  
Legal Description (attach as necessary): see attached page 3  
Property Zoning District: M-2, General Manufacturing

## APPLICATION INFORMATION

Requested Special Use: to revise an existing special use for a gas station  
Purpose of Special Use (attach as necessary): to enlarge a mini-mart / gas station into an area of the building that is currently an auto repair area.

## RESPONSES TO STANDARDS FOR SPECIAL USE

Provide responses to the seven (7) Standards for Special Use as listed in Section 12-16-4-C-5 of the Village of Morton Grove Unified Development Code. The applicant must present this information for the official record of the Planning Commission. The Special Use Standards are as follows:

- a. The establishment, maintenance, or operation of the Special Use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.  
Correct - This project will not be detrimental. It will be beneficial to the neighborhood, due to it being a cleaner and more handicapped accessible building.
- b. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.  
Correct - It will not negatively impact property in the immediate vicinity. The cleaner / brighter building will be an asset.
- c. The establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.  
This project will be constructed to comply with all applicable requirements of governing entities having jurisdiction, therefore it will not impede the development of adjacent properties.
- d. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.  
Correct - the existing utilities, roads and facilities are adequate for this project.
- e. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.  
Yes - Our project will not alter traffic patterns, we will keep the existing driveways.
- f. The proposed Special Use is not contrary to the objectives of the current Comprehensive Plan for the Village of Morton Grove.  
The project is in harmony with the Comprehensive Plan as evident by other such uses along this road.
- g. The Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Commission.  
Yes - The project will conform <sup>to</sup> the applicable regulations

OAKTIN REAL ESTATE INC.  
6000 OAKTON ST  
MORTON GROVE, IL 60053

September 5, 2025

The Village of Morton Grove  
Department of Community and Economic Development  
6101 Capilina Ave.  
Morton Grove, IL. 60053

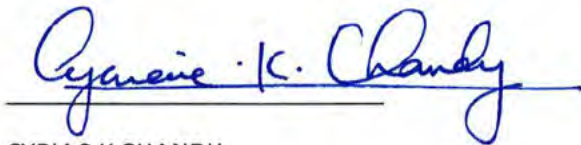
Re: Authorization to File Application  
6000 Oakton St  
Morton Grove, IL. 60053

Dear Sir:

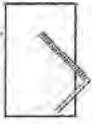
I am the owner of the above-referenced address. This letter shall serve as my written authorization for my Architect (Gregory Ziomek of Proyeckt Studio LLC) to file a Special Use application and accept conditions of approval regarding the project and property.

Thank you for your time with this matter

Regards,

A handwritten signature in blue ink that reads "Cyriac K. Chandy". The signature is written over a horizontal line.

CYRIAC K CHANDY  
PRESIDENT



**PROYEKT STUDIO, LLC**  
**Architecture / Engineering**  
2810 RFD, Long Grove IL. 60047

Aug 14, 2025

The Village of Morton Grove  
Department of Community and Economic Development  
6101 Capilina Ave.  
Morton Grove, IL. 60053

Re: Legal Description  
6000 Oakton St  
Morton Grove, IL. 60053

THE EAST 158 FEET OF THE SOUTH 158 FEET OF THE EAST 4 ACRES OF THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

Thank you for your time with this matter

Regards,

*Gregory P. Ziomek*



Gregory P Ziomek, A.L.A., N.C.A.R.B., L.E.E.D.-G.A.  
IL Arch Lic # 001-01746  
GZ:lg  
cc: File



www.exactalands.com | office: 773.305.4011



**PROPERTY ADDRESS:**  
6000 OAKTON STREET, MORTON GROVE, ILLINOIS 60053

**SURVEY NUMBER:** IL2307.3479

**DATE SIGNED:** 08/07/23      **FIELD WORK DATE:** 7/22/2023

**REVISION DATE(S):**  
(REV.0 8/7/2023)

**POINTS OF INTEREST**  
IMPROVEMENTS WITHIN THE SOUTH 50 FEET OF PROPERTY TAKEN FOR OAKTON STREET.

STATE OF ILLINOIS } SS  
COUNTY OF LASALLE }

THIS IS TO CERTIFY THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. GIVEN UNDER MY HAND AND SEAL THIS DATE HEREON.



ILLINOIS PROFESSIONAL LAND SURVEYOR No. 2971  
LICENSE EXPIRES 11/30/2024  
EXACTA LAND SURVEYORS, LLC  
PROFESSIONAL DESIGN FIRM 184008059-0008



Exacta Land Surveyors, LLC  
PLS# 184008059

316 East Jackson Street | Morris, IL 60450



IL2307.3479  
BOUNDARY SURVEY  
COOK COUNTY

ALTA/NSPS "TABLE A" ITEMS

1. AS SHOWN HEREON
2. AS SHOWN HEREON
4. GROSS LAND AREA IS 24968', MORE OR LESS
- 7a. AS SHOWN HEREON
- 7b. BUILDING SQ. FT. = 15,75'
- 7c. BUILDING HEIGHT = 16.00'
8. AS SHOWN HEREON
14. AS SHOWN HEREON

REVIEW OF TITLE:

CHICAGO TITLE INSURANCE COMPANY  
COMMITMENT NO.: 23CSA122128NA  
COOK COUNTY, ILLINOIS  
SCHEDULE B-II  
EFFECTIVE DECEMBER 27, 2018

EXCEPTIONS 1-18, 20, & 23: NO SURVEY OR PLOTTABLE MATTERS; AFFECTS THE SUBJECT PROPERTY  
EXCEPTION L 19: EASEMENT REFERENCED IN DOCUMENT NO. 12684945. THIS EXCEPTION IS FOR LAND NOW TAKEN FOR OAKTON AVENUE AND AUSTIN AVENUE.  
EXCEPTION M 21: EASEMENTS AS SHOWN HEREON; AFFECTS THE SUBJECT PROPERTY  
EXCEPTION N 22: EASEMENTS AS SHOWN HEREON; AFFECTS THE SUBJECT PROPERTY

TO: ST. MARYS PETROLEUM INC.  
CHICAGO TITLE INCURANCE COMPANY

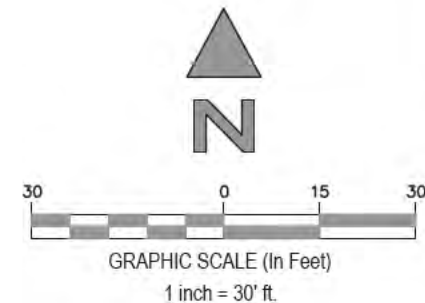
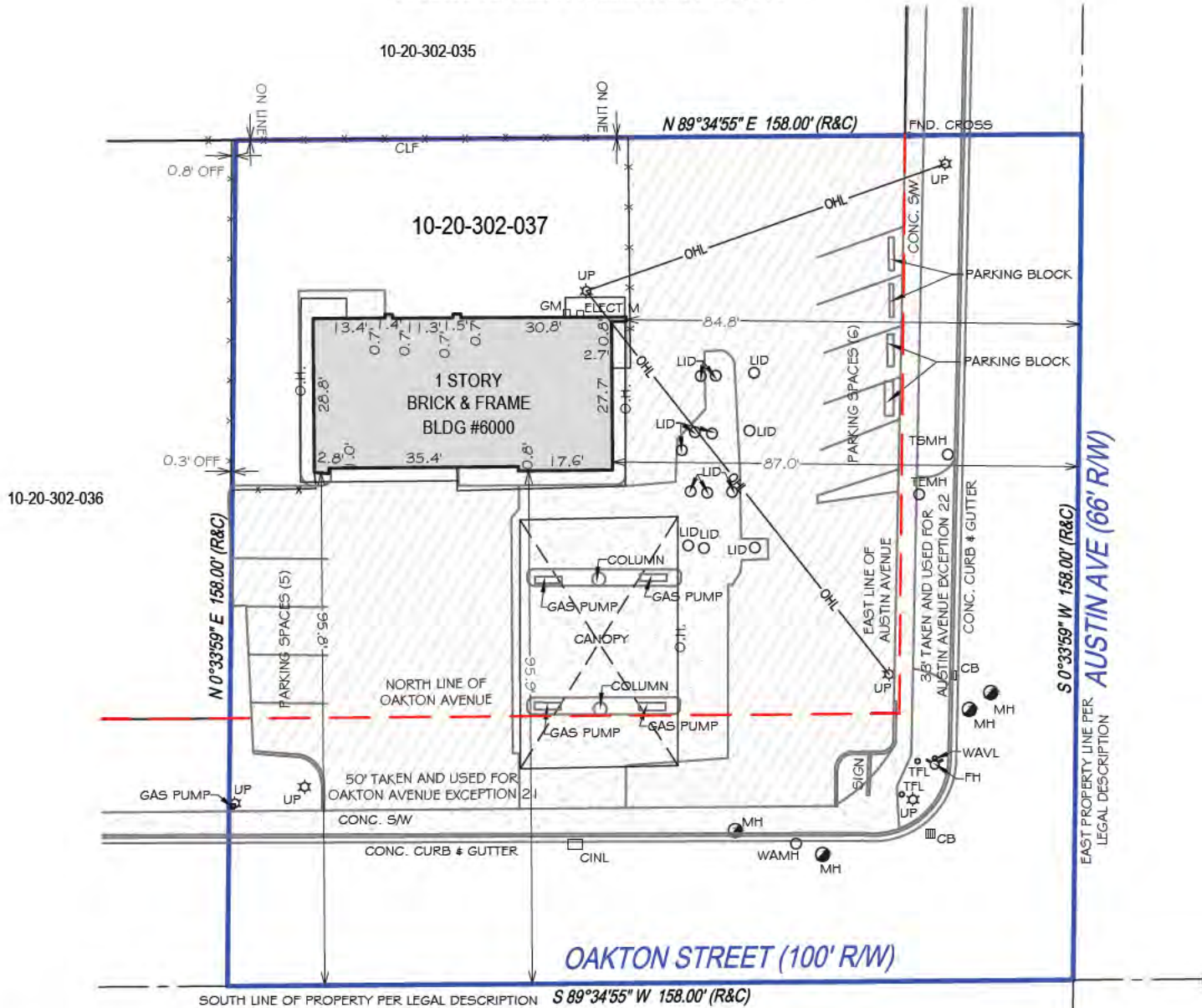
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 7(A, B, AND C), 8, AND 14 OF TABLE A. FIELDWORK WAS COMPLETED ON JULY 22, 2023. DATED THIS 7TH DAY OF AUGUST, 2023.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2971  
LICENSE EXPIRES 11/30/2024  
EXACTA LAND SURVEYORS  
PROFESSIONAL DESIGN FIRM 184008059-0008



CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO.  
23CSA122128NA DATED DECEMBER 27, 2018 WAS UTILIZED IN THE PREPARATION OF THIS SURVEY

TOTAL AREA OF PROPERTY SURVEYED 24968 SQ.FT.±



**PROPERTY ADDRESS:**  
6000 OAKTON STREET, MORTON GROVE, ILLINOIS 60053

**SURVEY NUMBER:** IL2307.3479

**CERTIFIED TO:**  
ST. MARYS PETROLEUM, INC; CHICAGO TITLE INSURANCE COMPANY;

**DATE OF SURVEY:** 08/07/23

**BUYER:** ST. MARYS PETROLEUM, INC

**LENDER:**

**TITLE COMPANY:**

**COMMITMENT DATE:** DECEMBER 27, 2018 **CLIENT FILE NO:** 23CSA122128NA

**LEGAL DESCRIPTION:**  
THE EAST 158 FEET OF THE SOUTH 158 FEET OF THE EAST 4 ACRES OF THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

- GENERAL SURVEYORS NOTES:**
- The Legal Description used to perform this survey was supplied by others. This survey does not determine nor imply ownership of the lands or any fences shown hereon. Unless otherwise noted, an examination of the abstract of title was NOT performed by the signing surveyor to determine which instruments, if any, are affecting this property.
  - The purpose of this survey is to establish the boundary of the lands described by the legal description provided and to depict the visible improvements thereon for a pending financial transaction. Underground footings, utilities, or other service lines, including roof eave overhangs were not located as part of this survey. Unless specifically stated otherwise the purpose and intent of this survey is not for any construction activities or future planning.
  - If there is a septic tank or drain field shown on this survey, the location depicted hereon was either shown to the surveyor by a third party or it was estimated by visual above ground inspection. No excavation was performed to determine its location.
  - This survey is exclusively for a pending financial transaction and only to be used by the parties to whom it is certified.
  - Alterations to this survey map and report by other than the signing surveyor are prohibited.
  - Dimensions are in feet and decimals thereof.
  - Any FEMA flood zone data contained on this survey is for informational purposes only. Research to obtain said data was performed at [www.fema.gov](http://www.fema.gov) and may not reflect the most recent information.
  - Unless otherwise noted "SIR" indicates a set iron rebar, 5/8 inch in diameter and twenty-four inches long.
  - The symbols reflected in the legend and on this survey may have been enlarged or reduced for clarity. The symbols have been plotted at the approximate center of the field location and may not represent the actual shape or size of the feature.
  - Points of Interest (POI's) are select above-ground improvements, which may appear in conflict with boundary, building setback or easement lines, as defined by the parameters of this survey. These POI's may not represent all items of interest to the viewer. There may be additional POI's which are not shown or called-out as POI's, or which are otherwise unknown to the surveyor.
  - Utilities shown on the subject property may or may not indicate the existence of recorded or unrecorded utility easements.
  - The information contained on this survey has been performed exclusively by and is the sole responsibility of Exacta Land Surveyors, LLC. Additional logos or references to third party firms are for informational purposes only.
  - Due to varying construction standards, building dimensions are approximate and are not intended to be used for new construction or planning.
  - Surveyor bearings are used for angular reference and are used to show angular relationships of lines only and are not related or orientated to true or magnetic north. Bearings are shown as surveyor bearings, and when shown as matching those on the subdivision plats on which this survey is based, they are to be deemed no more accurate as the determination of a north orientation made on and for those original subdivision plats. North 00 degrees East is assumed and upon preparation of this plat, the resulting bearing between found points as shown on this survey is the basis of said surveyor bearings as defined and required to be noted by Illinois Administrative Code Title 68, Chapter VII, Sub-Chapter B, Part 1270, Section 1270.56, Paragraph B, Sub-Paragraph 6, Item k.
  - THIS SURVEY IS A PROFESSIONAL SERVICE IN COMPLIANCE WITH THE MINIMUM STANDARDS OF THE STATE OF ILLINOIS. NO IMPROVEMENTS SHOULD BE MADE ON THE BASIS OF THIS PLAT ALONE. PLEASE REFER ALSO TO YOUR DEED, TITLE POLICY AND LOCAL ORDINANCES. COPYRIGHT BY EXACTA ILLINOIS SURVEYORS. THIS DOCUMENT MAY ONLY BE USED BY THE PARTIES TO WHICH IT IS CERTIFIED. PLEASE DIRECT QUESTIONS OR COMMENTS TO EXACTA ILLINOIS SURVEYORS, INC. AT THE PHONE NUMBER SHOWN HEREON.

**SURVEYORS LEGEND:**

LINETYPES		ABBREVIATIONS	
	Boundary Line	(C) - Calculated	<b>FIP</b> - Found Iron Pipe
	Center Line	(D) - Deed	<b>FIPC</b> - Found Iron Pipe & Cap
	Chain Link or Wire Fence	(F) - Field	<b>FIR</b> - Found Iron Rod
	Easement	(M) - Measured	<b>FIRC</b> - Found Iron Rod & Cap
	Edge of Water	(P) - Plat	<b>FN</b> - Found Nail
	Iron Fence	(R) - Record	<b>FN&amp;D</b> - Found Nail & Disc
	Overhead Lines	(S) - Survey	<b>FRRSPK</b> - Found Rail Road Spike
	Structure	A/C - Air Conditioning	<b>GAR</b> - Garage
	Survey Tie Line	AE - Access Easement	<b>GM</b> - Gas Meter
	Vinyl Fence	ANE - Anchor Easement	<b>ID</b> - Identification
	Wall or Party Wall	ASBL - Accessory Setback Line	<b>IE/EE</b> - Ingress/Egress Easement
	Wood Fence	B/W - Bay/Box Window	<b>ILL</b> - Illegible
<b>SURFACE TYPES</b>		BC - Block Corner	<b>INST</b> - Instrument
	Asphalt	BFP - Backflow Preventer	<b>INT</b> - Intersection
	Brick or Tile	BLDG - Building	<b>IRRE</b> - Irrigation Easement
	Concrete	BLK - Block	<b>L</b> - Length
	Covered Area	BM - Benchmark	<b>LAE</b> - Limited Access Easement
	Water	BR - Bearing Reference	<b>LB#</b> - License No. (Business)
	Wood	BRL - Building Restriction Line	<b>LBE</b> - Limited Buffer Easement
<b>SYMBOLS</b>		BSMT - Basement	<b>LE</b> - Landscape Easement
	Benchmark	C - Curve	<b>LME</b> - Lake/Landscape Maintenance Easement
	Center Line	C/L - Center Line	<b>LS#</b> - License No. (Surveyor)
	Central Angle or Delta	C/P - Covered Porch	<b>MB</b> - Map Book
	Common Ownership	C/S - Concrete Slab	<b>ME</b> - Maintenance Easement
	Control Point	CATV - Cable TV Riser	<b>MES</b> - Mitered End Section
	Catch Basin	CB - Concrete Block	<b>MF</b> - Metal Fence
	Elevation	CH - Chord Bearing	<b>MH</b> - Manhole
	Fire Hydrant	CHIM - Chimney	<b>MHWL</b> - Mean High Water Line
	Find or Set Monument	CLF - Chain Link Fence	<b>NR</b> - Non-Radial
	Guywire or Anchor	CME - Canal Maintenance Easement	<b>NTS</b> - Not to Scale
	Manhole	CO - Clean Out	<b>NAVD88</b> - North American Vertical Datum 1988
	Tree	CONC - Concrete	<b>NGVD29</b> - National Geodetic Vertical Datum 1929
	Utility or Light Pole	COR - Corner	<b>OG</b> - On Ground
	Well	CS/W - Concrete Sidewalk	<b>ORB</b> - Official Records Book
		CUE - Control Utility Easement	<b>ORV</b> - Official Record Volume
		CVG - Concrete Valley Gutter	<b>O/A</b> - Overall
		D/W - Driveway	<b>O/S</b> - Offset
		DE - Drainage Easement	<b>OFF</b> - Outside Subject Property
		DF - Drain Field	<b>OH</b> - Overhang
		DH - Drill Hole	<b>OHL</b> - Overhead Utility Lines
		DUE - Drainage & Utility Easement	<b>OHWL</b> - Ordinary High Water Line
		ELEV - Elevation	<b>ON</b> - Inside Subject Property
		EM - Electric Meter	<b>P/E</b> - Pool Equipment
		ENCL - Enclosure	<b>PB</b> - Plat Book
		ENT - Entrance	<b>PC</b> - Point of Curvature
		EOP - Edge of Pavement	<b>PCC</b> - Point of Compound Curvature
		EOW - Edge of Water	<b>PCP</b> - Permanent Control Point
		ESMT - Easement	<b>PI</b> - Point of Intersection
		EUB - Electric Utility Box	<b>PLS</b> - Professional Land
		F/DH - Found Drill Hole	
		FCM - Found Concrete Monument	
		FF - Finished Floor	

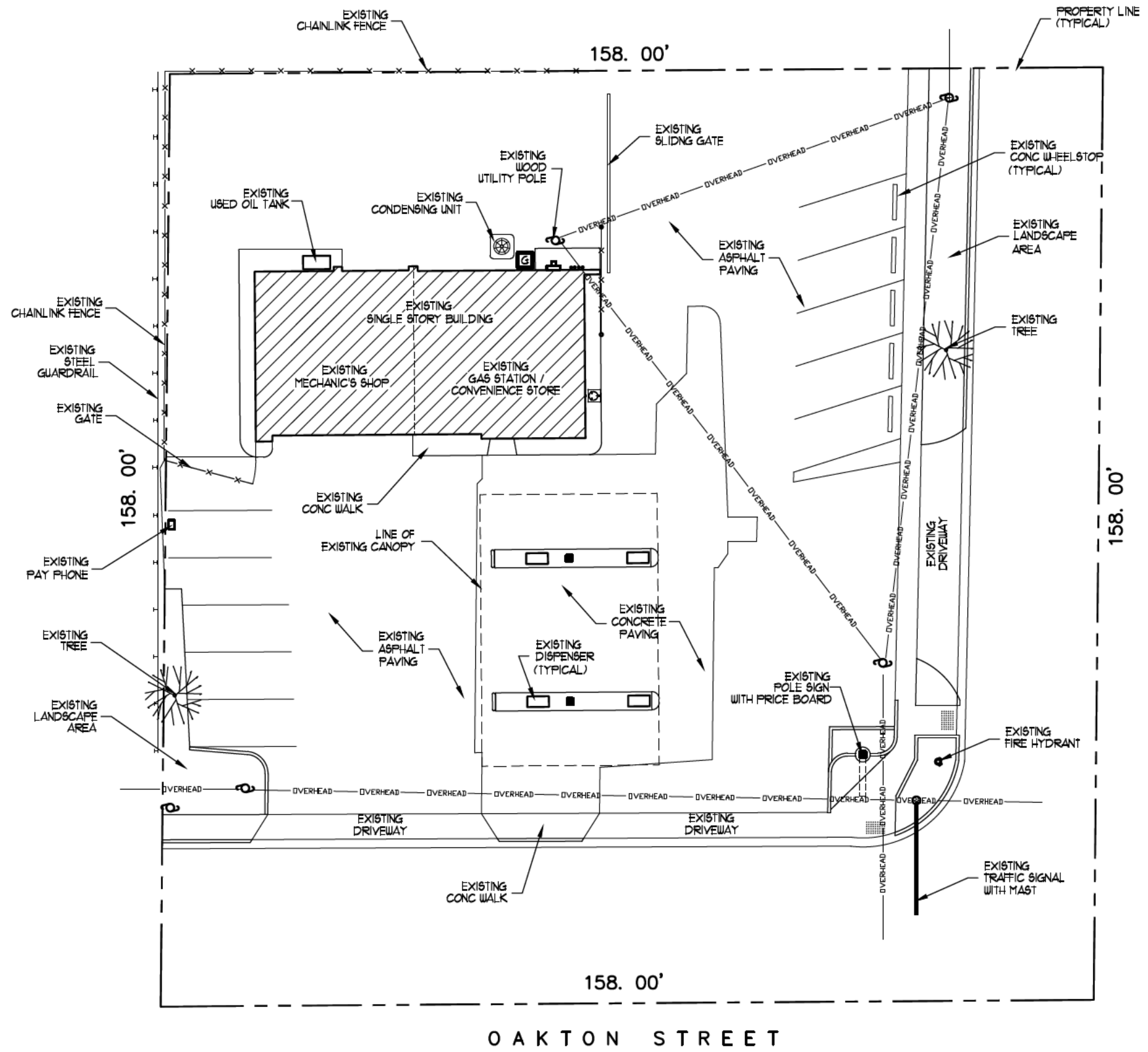
**FLOOD ZONE INFORMATION:**

**JOB SPECIFIC SURVEYOR NOTES:**



Exacta Land Surveyors, LLC  
PLS# 184008059  
316 East Jackson Street | Morris, IL 60450

SEE PAGE 1 OF 2 FOR MAP OF PROPERTY  
PAGE 2 OF 2 - NOT VALID WITHOUT ALL PAGES



PROJECT DATA	
ZONING DISTRICT:	M-2 GENERAL MANUFACTURING
FAR:	N / A
PROPERTY PIN NUMBER:	10-20-302-031-0000
LOT AREA:	24,968 SQ FT
OCCUPANCY CLASS:	GROUP "M" - MERCANTILE
CONSTRUCTION TYPE:	5 B
OCCUPANT LOAD:	
FIRE ALARM:	YES
FIRE SPRINKLER:	NO
EXISTING FLOOR AREA :	1,575 SQ FT
MAX ALLOWABLE HEIGHT:	
PROPOSED HEIGHT:	
PARKING REQUIRED:	2 SPACES ( 1 / EMPLOYEE )
PARKING PROVIDED:	
REGULAR:	8 SPACES
HANDICAPPED:	1 SPACE
TOTAL:	9 SPACES
LOADING SPACES REQUIRED:	0 SPACES
LOADING SPACES PROVIDED:	0 SPACES

**EXISTING SITE PLAN**  
 SCALE: 1" = 20'-0"



**PROYEKT STUDIO, LLC**  
 ARCHITECTURE, ENGINEERING

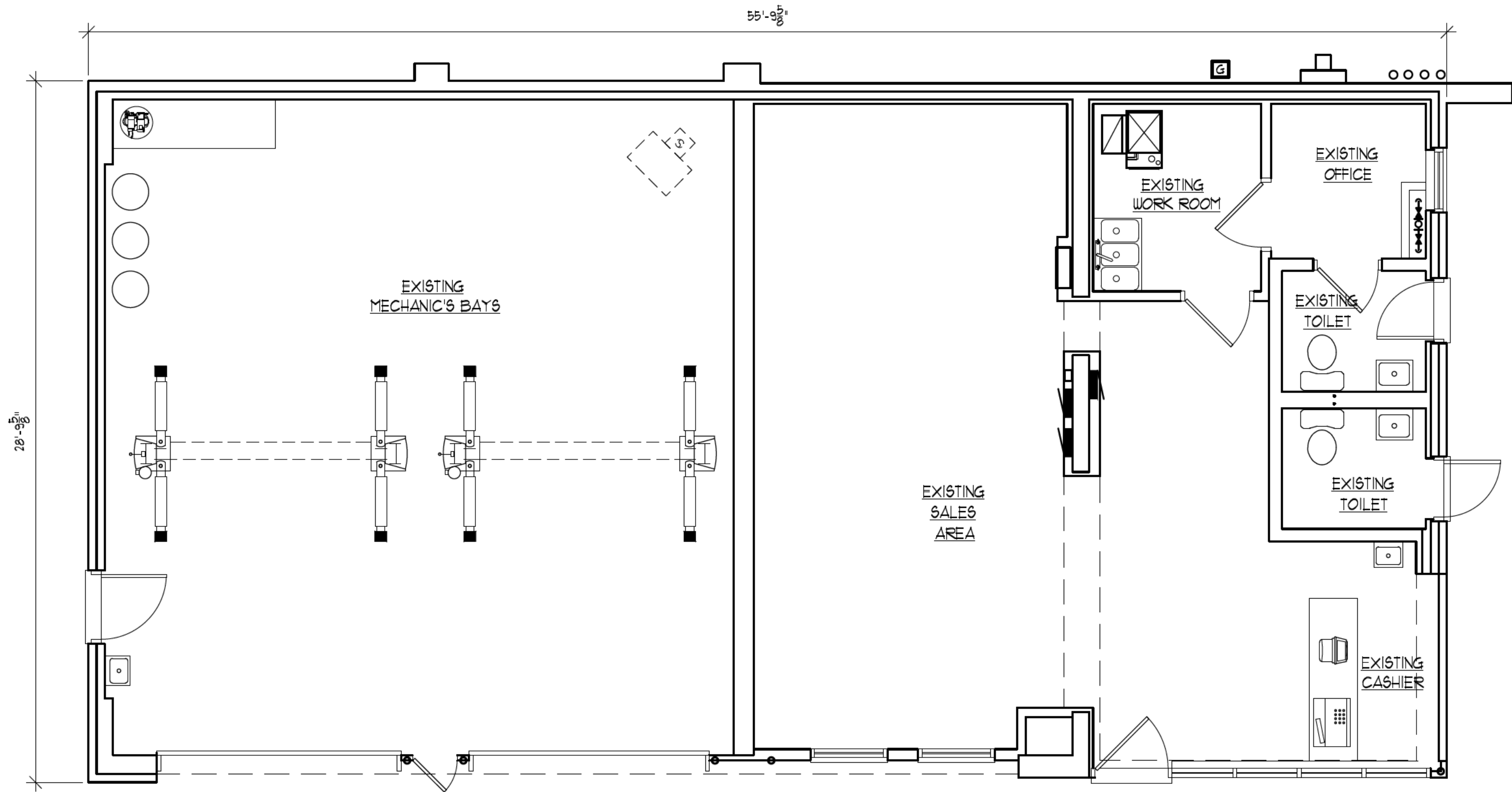
2810 RFD  
 Long Grove, IL. 60047

**PROPOSED  
 MINI-MART REMODEL**

6000 OAKTON ST  
 MORTON GROVE, IL. 60053

REVISIONS			DATE
NO.	DATE	DESCRIPTION	
			7/25/25
			JOB # 2503Z
			SHEET Δ-1
			OF 8 SHEETS





**EXISTING FLOOR PLAN**  
 SCALE: 1/8" = 1'-0"



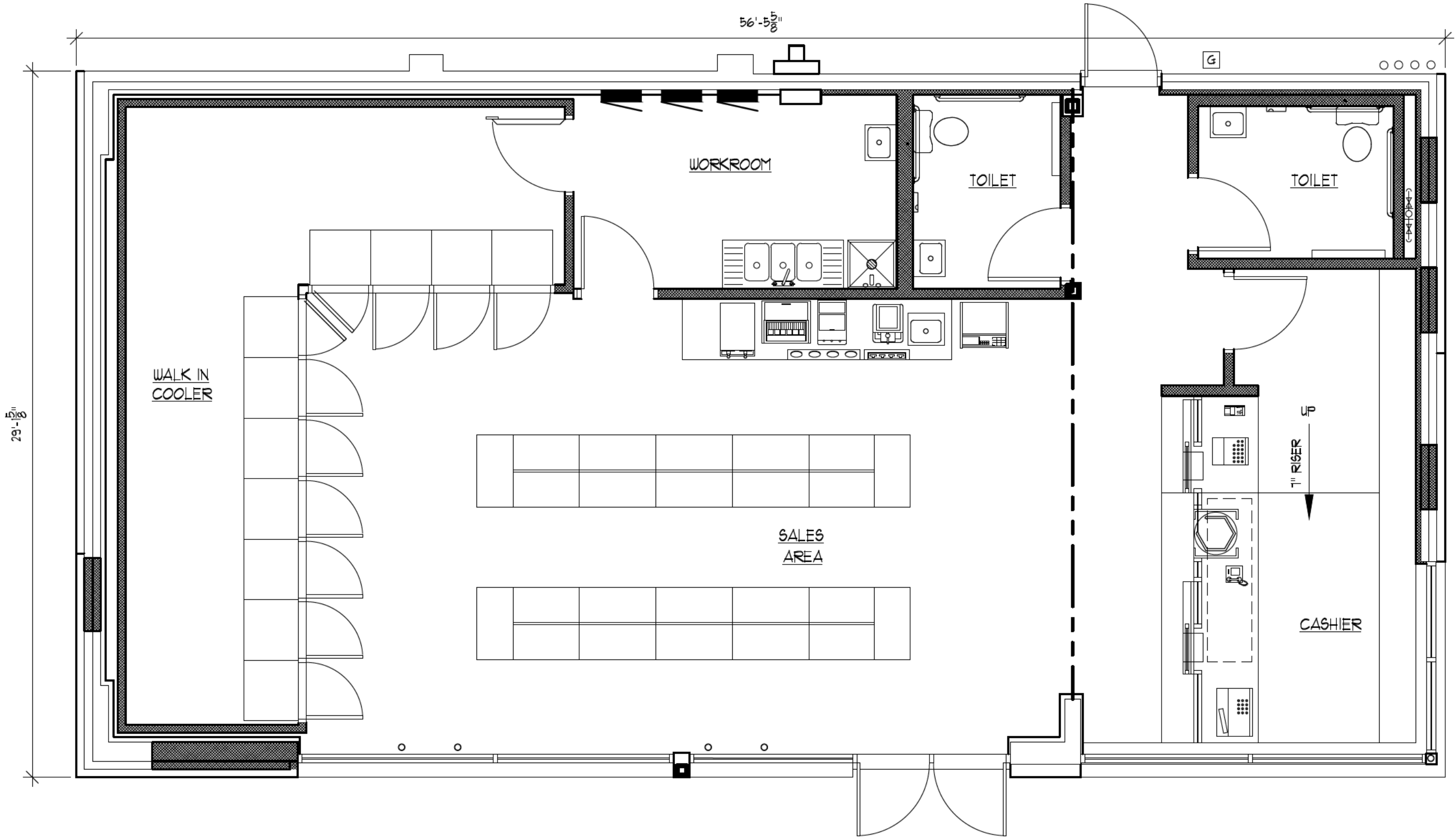
**PROYEKT STUDIO, LLC**  
 ARCHITECTURE, ENGINEERING

2810 RFD  
 Long Grove, IL. 60047

**PROPOSED  
 MINI-MART REMODEL**

6000 OAKTON ST  
 MORTON GROVE, IL. 60053

REVISIONS			DATE
NO.	DATE	DESCRIPTION	
			7/25/25
			JOB # 2503Z
			SHEET Δ-3
			OF 8 SHEETS



**FLOOR PLAN**

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



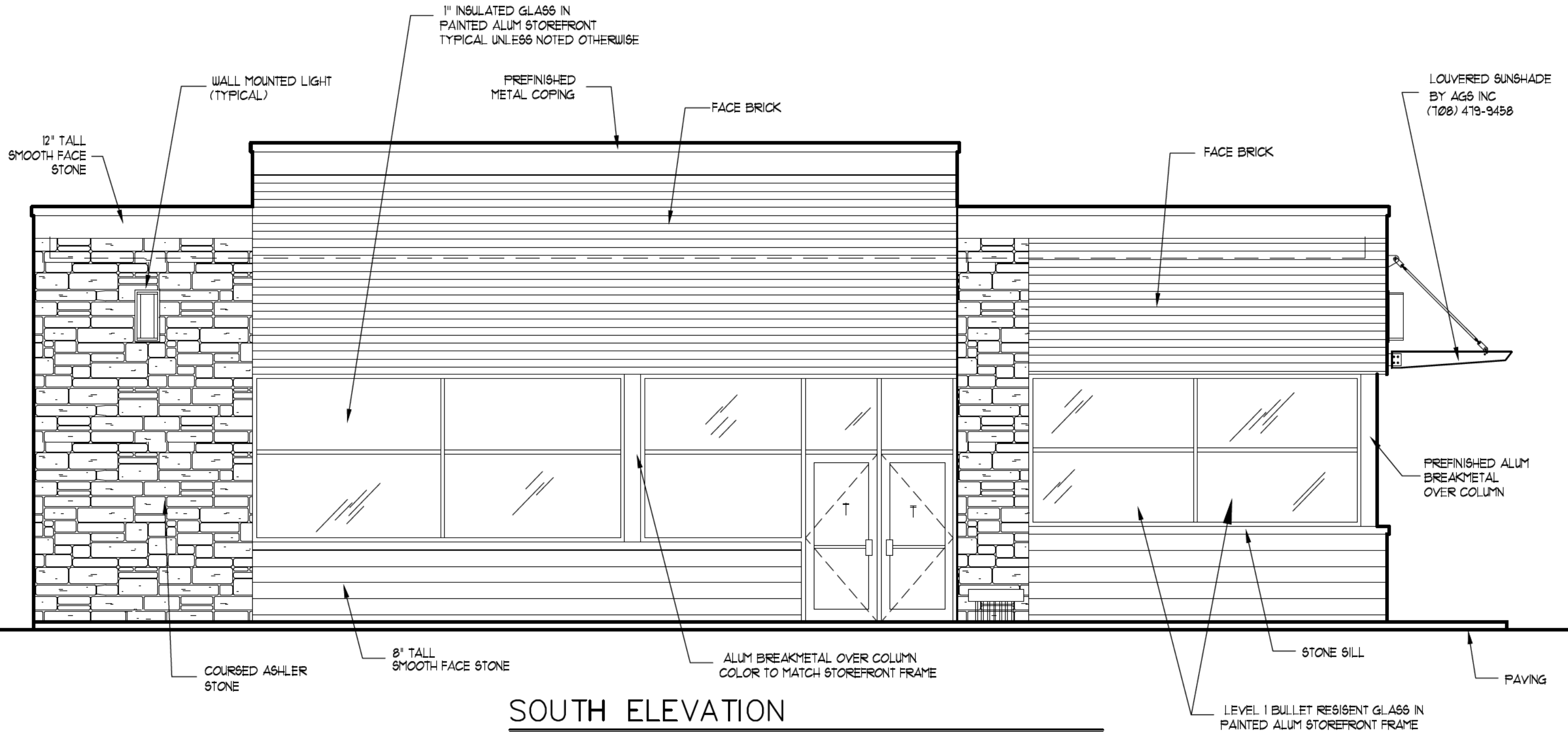
**PROYEKT STUDIO, LLC**  
 ARCHITECTURE, ENGINEERING

2810 RFD  
 Long Grove, IL. 60047

**PROPOSED  
 MINI-MART REMODEL**

6000 OAKTON ST  
 MORTON GROVE, IL. 60053

REVISIONS			DATE
NO.	DATE	DESCRIPTION	
			7/25/25
			JOB # 2503Z
			SHEET Δ-4
			OF 8 SHEETS



**SOUTH ELEVATION**  
 SCALE: 1/4" = 1'-0"

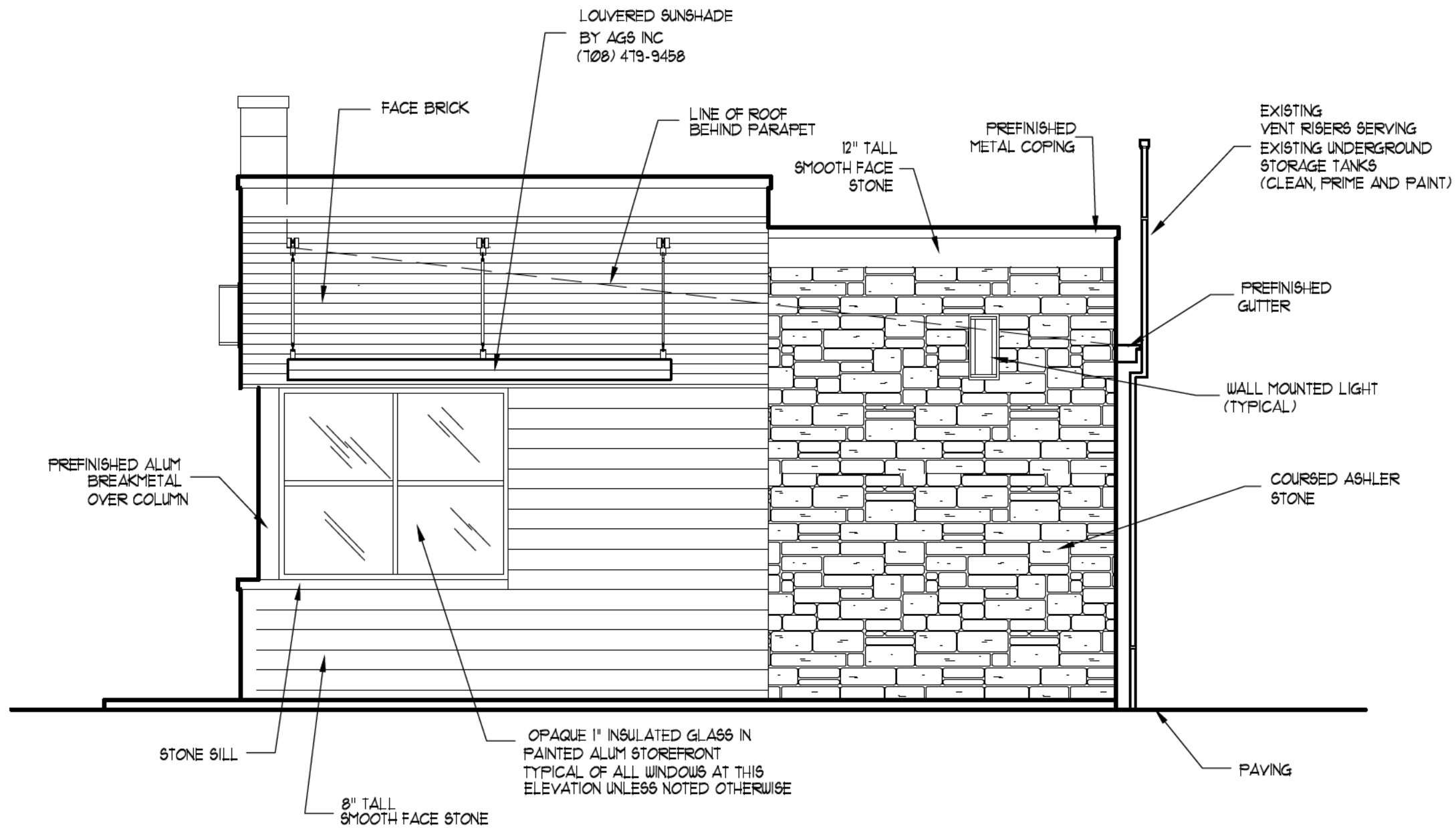
**PROYEKT STUDIO, LLC**  
 ARCHITECTURE, ENGINEERING

2810 RFD  
 Long Grove, IL. 60047

**PROPOSED  
 MINI-MART REMODEL**

6000 OAKTON ST  
 MORTON GROVE, IL. 60053

REVISIONS			DATE
NO.	DATE	DESCRIPTION	
			7/25/25
			JOB # 2503Z
			SHEET Δ-5
			OF 8 SHEETS



## EAST ELEVATION

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

 **PROYEKT STUDIO, LLC**  
ARCHITECTURE, ENGINEERING

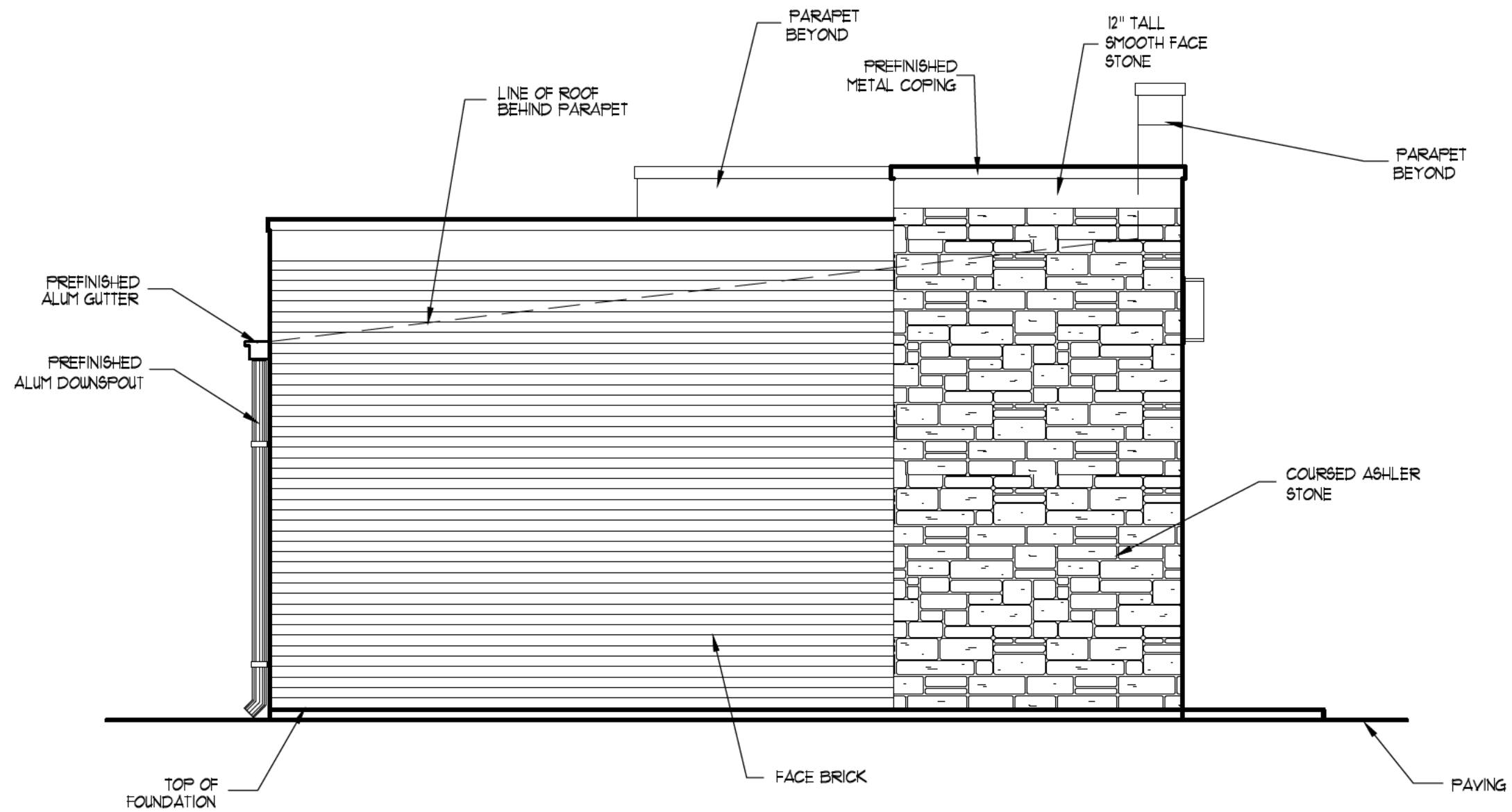
2810 RFD  
Long Grove, IL. 60047

**PROPOSED  
MINI-MART REMODEL**

6000 OAKTON ST  
MORTON GROVE, IL. 60053

REVISIONS		
NO.	DATE	DESCRIPTION

DATE **7/25/25**  
JOB # **2503Z**  
SHEET **A-6**  
OF **8** SHEETS



**EAST ELEVATION**

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

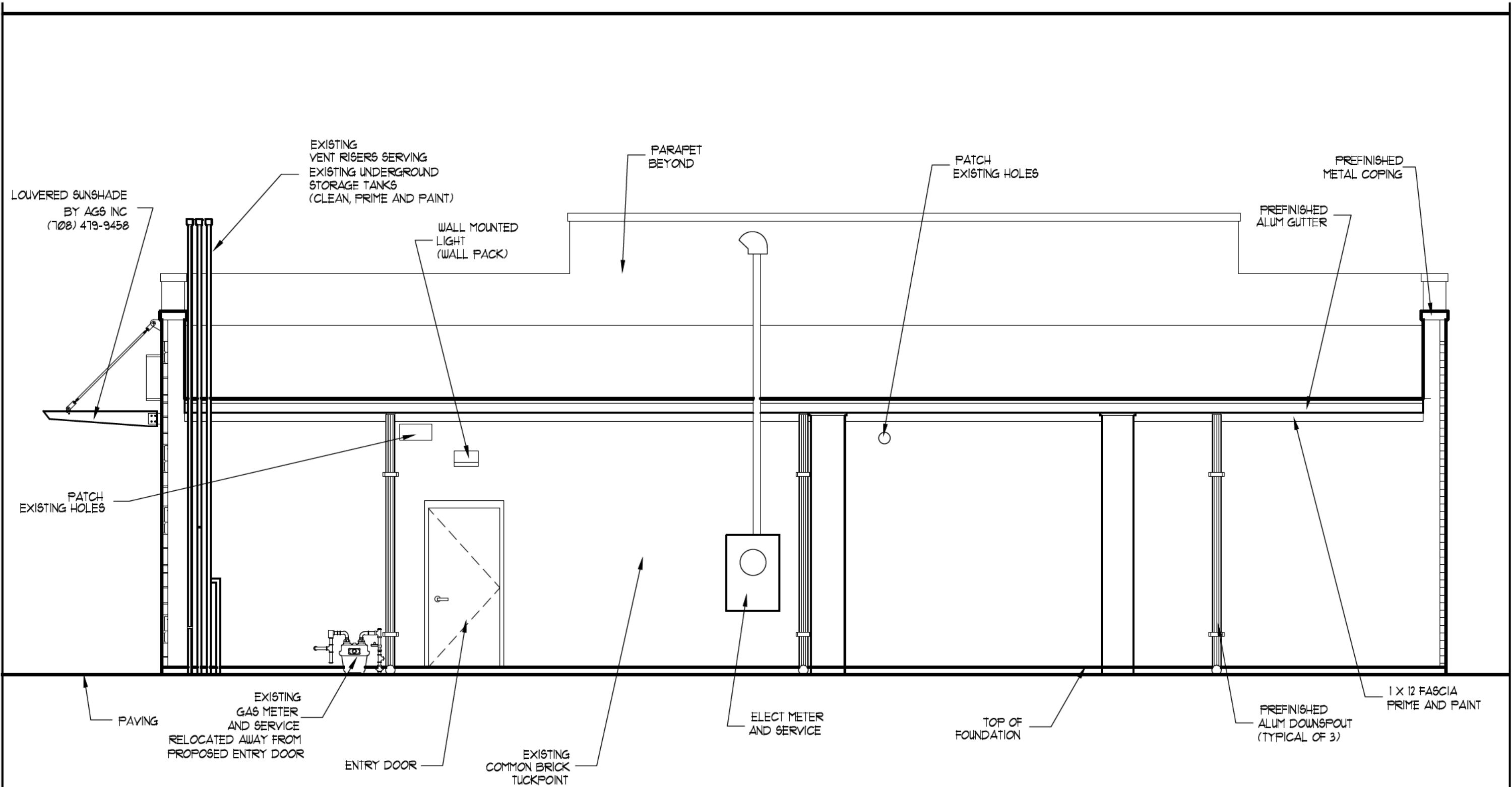
**PROYEKT STUDIO, LLC**  
 ARCHITECTURE, ENGINEERING

2810 RFD  
 Long Grove, IL. 60047

**PROPOSED  
 MINI-MART REMODEL**

6000 OAKTON ST  
 MORTON GROVE, IL. 60053

REVISIONS			DATE
NO.	DATE	DESCRIPTION	
			7/25/25
			JOB # 2503Z
			SHEET Δ-7
			OF 8 SHEETS



LOUVERED SUNSHADE  
BY AGS INC  
(708) 479-9458

EXISTING VENT RISERS SERVING  
EXISTING UNDERGROUND  
STORAGE TANKS  
(CLEAN, PRIME AND PAINT)

PARAPET  
BEYOND

PATCH  
EXISTING HOLES

PREFINISHED  
METAL COPING

WALL MOUNTED  
LIGHT  
(WALL PACK)

PREFINISHED  
ALUM GUTTER

PATCH  
EXISTING HOLES

EXISTING GAS METER  
AND SERVICE  
RELOCATED AWAY FROM  
PROPOSED ENTRY DOOR

ENTRY DOOR

EXISTING  
COMMON BRICK  
TUCKPOINT

ELECT METER  
AND SERVICE

TOP OF  
FOUNDATION

PREFINISHED  
ALUM DOWNSPOUT  
(TYPICAL OF 3)

1 X 12 FASCIA  
PRIME AND PAINT

**NORTH ELEVATION**  
SCALE: 1/4" = 1'-0"

 <b>PROYEXT STUDIO, LLC</b> ARCHITECTURE, ENGINEERING 2810 RFD Long Grove, IL. 60047	<b>PROPOSED MINI-MART REMODEL</b>		REVISIONS NO. DATE DESCRIPTION	DATE <b>7/25/25</b>
	6000 OAKTON ST MORTON GROVE, IL. 60053		JOB # <b>2503Z</b>	SHEET <b>A-8</b>
			OF 8 SHEETS	



SOUTH ELEVATION

SCALE: NTS



EAST ELEVATION

SCALE: NTS

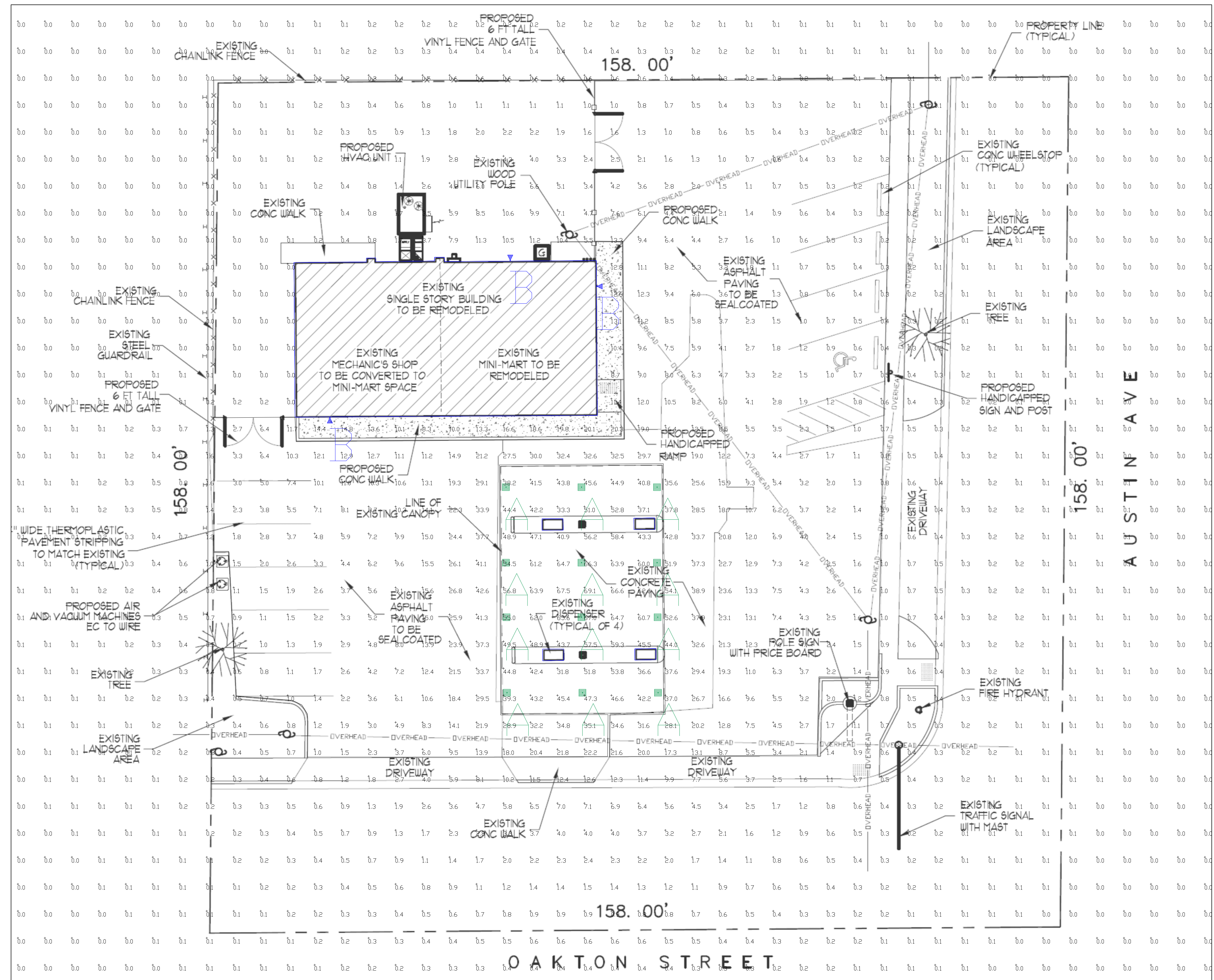
6000 E OAKTON  
PROPOSED REMODEL

Proyekt Studio, LLC  
2810 RFD  
Long Grove, IL. 60047



WEST ELEVATION

SCALE: NTS



CRUS



XWM

PHOTOMETRIC EVALUATION  
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with the Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of '00' most closely matches the old Full Cutoff rating.

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL_CALC_POINTS_AT_GRADE	Illuminance	Fc	4.53	69.1	0.0	N.A.	0	
CANDOPY	Illuminance	Fc	51.34	69.1	31.8	1.61	2.17	0
INSIDE_CURB	Illuminance	Fc	9.30	54.1	0.1	93.00	541.00	0

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
■	12	A	Single	CRUS-SC-SS-50	15'	1.000	13980	93	B3-U0-G1
▲	3	B	Single	XWM-4-LED-08L-50-70CRI	10'	1.000	8579	64	B1-U0-G3

For quotes, please contact  
WALSH, LONG & CO

Total Project Watts  
Total Watts = 1308



MINI-MART  
6000 OAKTON ST  
MORTON GROVE, IL

LIGHTING PROPOSAL LO-163220

BY: DMK DATE: 9/15/25 REV: SHEET 1 OF 1  
SCALE: 1"=10' ARCH D 0 10

Dimensions of drawings that have been scaled or converted from PDF files or scanned /submitted images are approximate.



# Scottsdale® Legacy (CRUS)

## LED Canopy Luminaire



OVERVIEW	
Lumen Package (lm)	5,000 - 22,000
Wattage Range (W)	38 - 152
Efficacy Range (LPW)	114 - 156
Weight lbs (kg)	23 (10.4)

### QUICK LINKS

- [Ordering Guide](#)
- [Performance](#)
- [Photometrics](#)
- [Dimensions](#)

### FEATURES & SPECIFICATIONS

#### Construction

- Features a ultra-slim 1 1/16" profile die-cast housing, with flat clear or diffused tempered glass lens. Unit is water-resistant, sealed and IP66 rated. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.
- Standard color is white and is finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.
- Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

#### Optical System

- Features an array of select, mid-power, high brightness, high efficiency LED; 3000K, 4000K, 5000K color temperature, 80 CRI (nominal).
- Choice of Symmetric or Asymmetric distribution. Asymmetric provides a wider distribution pattern. Optional symmetric with diffused lens also available.
- Forward Throw distribution provides an industry leading unique distribution pattern that illuminates the area under the gas canopy and beyond. The forward through optic directs the light to the forecourt from the gas canopy eliminating the need for supplemental floodlights and extensive perimeter lighting.
- Diffuse lens available as an option to soften brightness of the luminaire.
- Six Lumen Packages: 5,000, 9,000, 10,000, 13,000, 18,000 and 22,000 Lumens.

#### Electrical

- High performance factory programmable driver features over-voltage, under voltage, short-circuit and over temperature protection with integral 6kV surge protection that meets IEEE C62.41.2 and ANSI C82.77-5 Location Category C Low standards. Additional field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2). Custom lumen and wattage packages available.
- Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.
- Die-cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and acts as the primary heatsink ensuring cool operation of internal components for longer life. Seals to optical housing via one-piece molded silicone gasket.
- Universal voltage power supply, 120-277 VAC, 50/60 HZ and 347-480 VAC, 50/60 HZ input.
- -40°C to 55°C (-40°F to 131°F) ambient operating temperature. (Varies based on lumen package and mounting style see performance data for specifics.)
- Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location (see performance data for specifics.)

#### Hazardous Location

- Designed for lighter than air fuel applications. Product is suitable for Class 1 Divisions 2 only when properly installed per LSI installation instructions. See Isicorp.com for specific guidance. Not available on SLW.

#### Installation

- One-person installation.
- Installs in a 12" or 16" deck pan. Deck penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit.
- Retro panels are available for existing Encores as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

#### Warranty


- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.isicorp.com/resources/terms-conditions-warranty/> for more information.

#### Listings

- UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at [www.designlights.org/QPL](http://www.designlights.org/QPL) to confirm which versions are qualified.
- Meets Buy American Act requirements.
- IDA compliant with 3000K or lower color temperature.

# Scottsdale® Legacy (CRUS) LED Canopy Luminaire

Type: \_\_\_\_\_

 **Have questions?** Call us at (800) 436-7800

## ORDERING GUIDE

[Back to Quick Links](#)

TYPICAL ORDER EXAMPLE: CRUS SCFT LED VHO 50 UE WHT DFL							
Prefix	Distribution	Light Source	Driver	Color Temperature	Input Voltage	Finish	Options <sup>4</sup>
CRUS - LED Canopy Luminaire	SC - Symmetric AC <sup>1</sup> - Asymmetric  <hr/> SCFT <sup>2</sup> - Combination Standard Symmetric and Forward Throw	LED	SLW - 5,000 Lumens VLW - 9,000 Lumens LW - 11,000 Lumens SS - 13,000 Lumens HO - 19,000 Lumens VHO - 22,000 Lumens <sup>2</sup>  Custom Lumen Packages <sup>3</sup>  VHO - 22,000 Lumens	30 - 3000K 40 - 4000K 50 - 5000K	UE - Universal Voltage (120 - 277V) HV - High Voltage (347 - 480V)	WHT - White BRZ - Bronze BLK - Black	HL <sup>5</sup> - Hazardous Location DFL - Diffuse Lens



**Need more information?**  
[Click here for our glossary](#)

**Have additional questions?**  
 Call us at (800) 436-7800



## ACCESSORY ORDERING INFORMATION (Accessories are field installed)

Order Number	Description
525946	Retrofit Panels - EC / ECTA / SCF to CRUS, for 16" Deck Panel
530281	Retrofit Panels - ECTA / SCF to CRUS, for 12" Deck Panel
357282	Retrofit 2x2 Cover Panel Blank (no holes)

Order Number	Description
354702	Retrofit RIC Cover Panel Blank (no holes)
1320540	Kit - Hole Plugs and Silicone (enough for 25 retrofits)*

\*Consists of (25) 7/8" hole plugs, (100) 5/16" hole plugs and (1) tube of RTV

1 AC distribution utilizes a reflector which alters the look from a standard SC distribution.  
 2 FT distribution option only available with VHO 22,000 lumen package.  
 3 Custom lumen and wattage packages available; consult factory. Values are within industry standard tolerances but not DLC listed.  
 4 Not available with SCFT.  
 5 Not available on SLW.

# Scottsdale® Legacy (CRUS) LED Canopy Luminaire

Type: \_\_\_\_\_

 Have questions? Call us at (800) 436-7800

## PERFORMANCE

[Back to Quick Links](#)

Delivered Lumens											
Lumen Package	Distribution	3000K CCT			4000K CCT			5000K CCT			Wattage
		Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
VHO	SC	21,301	140	B4-U0-G2	21,835	144	B4-U0-G2	22,697	150	B4-U0-G2	152
	AC	17,355	114	B3-U0-G3	17,799	117	B3-U0-G3	18,502	122	B3-U0-G3	
	SCFT	22,192	146	B3-U0-G3	22,598	149	B3-U0-G3	23,269	153	B3-U0-G3	
HO	SC	17,889	143	B3-U0-G1	18,346	146	B3-U0-G2	19,071	152	B4-U0-G2	125
	AC	14,582	116	B3-U0-G2	14,955	119	B3-U0-G2	15,546	124	B3-U0-G2	
SS	SC	13,113	141	B3-U0-G1	13,449	144	B3-U0-G1	13,980	150	B3-U0-G1	93
	AC	11,468	123	B3-U0-G2	11,761	126	B3-U0-G2	12,226	131	B3-U0-G2	
LW	SC	10,457	144	B3-U0-G1	10,724	148	B3-U0-G1	11,148	154	B3-U0-G1	73
	AC	9,145	126	B2-U0-G2	9,379	129	B2-U0-G2	9,749	134	B2-U0-G2	
VLW	SC	8,783	146	B3-U0-G1	9,008	149	B3-U0-G1	9,364	155	B3-U0-G1	60
	AC	7,681	127	B2-U0-G1	7,878	131	B2-U0-G1	8,189	136	B2-U0-G1	
SLW	SC	5,585	146	B2-U0-G1	5,728	150	B2-U0-G1	5,954	156	B2-U0-G1	38
	AC	4,884	128	B1-U0-G1	5,009	131	B1-U0-G1	5,207	136	B1-U0-G1	

\*LEDs are frequently updated therefore values are nominal.

Electrical Data (AMPS)							
Lumen Package	Wattage	120V	208V	240V	277V	347V	480V
VHO	152	1.27	0.73	0.64	0.55	0.44	0.32
HO	124	1.03	0.6	0.52	0.45	0.36	0.26
SS	92	0.77	0.44	0.38	0.33	0.27	0.19
LW	72	0.6	0.35	0.3	0.26	0.21	0.15
VLW	60	0.5	0.29	0.25	0.22	0.17	0.13
SLW	38	0.32	0.18	0.16	0.14	0.11	0.08

\*Electrical data at 25C (77F). Actual wattage may differ by +/-10%.

OPERATING TEMPERATURE		
Lumen Package	Mounting	Max
VHO	Metal/Wood Canopy	45 C
HO	Metal/Wood Canopy	45 C
SS	Metal/Wood Canopy	55 C

Recommended Lumen Maintenance <sup>1</sup> CRUS VHO					
Ambient Temperature °C	Initial <sup>2</sup>	25k hr <sup>2</sup>	50k hr <sup>2</sup>	75k hr <sup>3</sup>	100k hr <sup>3</sup>
0 C	102%	97%	92%	88%	84%
10 C	102%	97%	92%	88%	84%
20 C	102%	97%	92%	88%	84%
25 C	102%	97%	92%	88%	84%
30 C	102%	97%	92%	88%	84%
40 C	101%	95%	90%	85%	80%
50 C	101%	94%	89%	83%	78%

Recommended Lumen Maintenance <sup>1</sup> CRUS SS					
Ambient Temperature °C	Initial <sup>2</sup>	25k hr <sup>2</sup>	50k hr <sup>2</sup>	75k hr <sup>3</sup>	100k hr <sup>3</sup>
0	102%	97%	92%	88%	84%
10	102%	97%	92%	88%	84%
20	102%	97%	92%	88%	84%
25	102%	97%	92%	88%	84%
30	102%	97%	92%	88%	84%
40	102%	97%	92%	88%	84%
50	101%	95%	91%	86%	82%

1 Lumen maintenance values at 25 °C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.

2 In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing (DUT) i.e. the packaged LED).

3 In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing (DUT) i.e. the packaged LED).

# Scottsdale® Legacy (CRUS) LED Canopy Luminaire

Type : \_\_\_\_\_

 Have questions? Call us at (800) 436-7800

## PHOTOMETRICS

[Back to Quick Links](#)

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

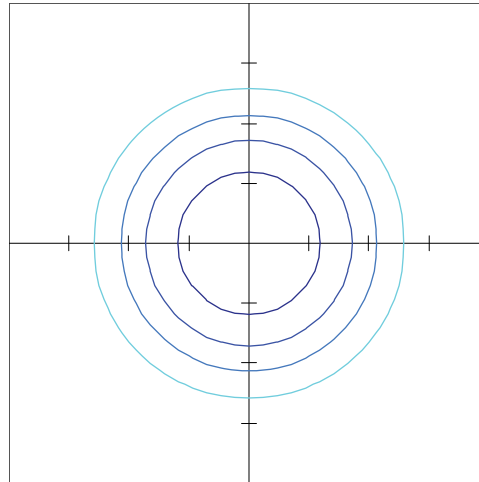
See the individual product page on <https://www.lsicorp.com/> for detailed photometric data.

### CRUS-SC-SS-50

Luminaire Data	
<b>Type 5 Distribution</b>	
Description	5000 Kelvin, 80 CRI
Delivered Lumens	13,980
Watts	93
Efficacy	150
IES Type	Type VS - Very Short
BUG Rating	B3-U0-G1

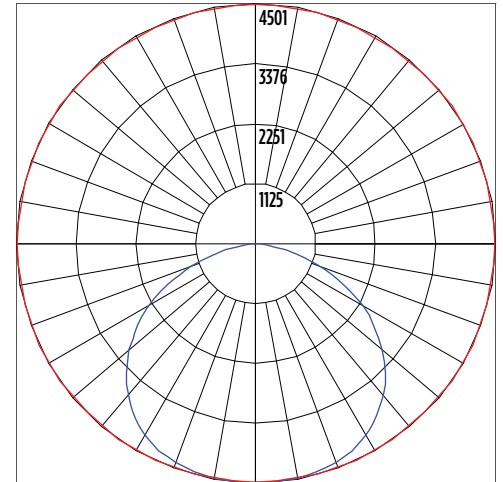
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	3,479.6	26.7%
Medium (30-60°)	7,109.8	54.5%
High (60-80°)	2,334.8	17.9%
Very High (80-90°)	114.4	0.9%
Uplight (90-180°)	0.0	0.0%
<b>Total Flux</b>	<b>13,038.6</b>	<b>100%</b>

#### ISO Footcandle



10' Mounting Height / 10' Grid Spacing  
 ■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC

#### Polar Curve



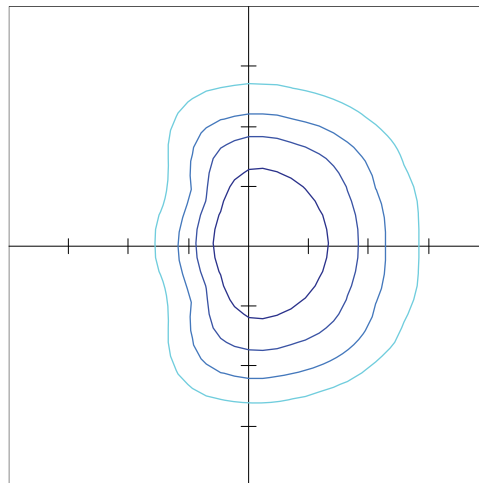
■ Vertical Plane ■ Horizontal Cone

### CRUS-AC-SS-50

Luminaire Data	
<b>Type 3 Distribution</b>	
Description	5000 Kelvin, 80 CRI
Delivered Lumens	12,226
Watts	93
Efficacy	131
IES Type	Type III, Very Short
BUG Rating	B3-U0-G2

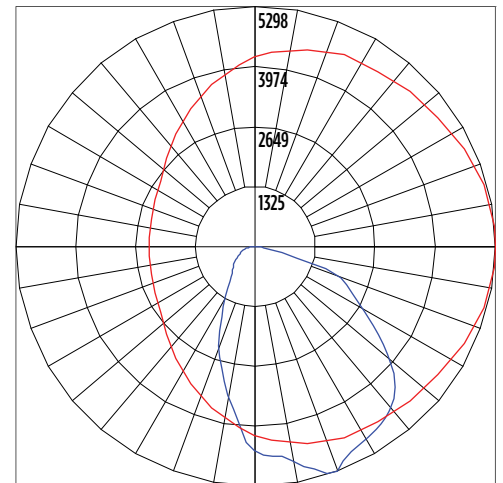
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	3,240.3	27%
Medium (30-60°)	6,245.5	51%
High (60-80°)	2,594.6	21%
Very High (80-90°)	146.1	1%
Uplight (90-180°)	0	0%
<b>Total Flux</b>	<b>12,227</b>	<b>100%</b>

#### ISO Footcandle



15' Mounting Height / 15' Grid Spacing  
 ■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC

#### Polar Curve



■ Vertical Plane ■ Horizontal Cone

# Scottsdale® Legacy (CRUS) LED Canopy Luminaire

Type : \_\_\_\_\_

 Have questions? Call us at (800) 436-7800

## PHOTOMETRICS

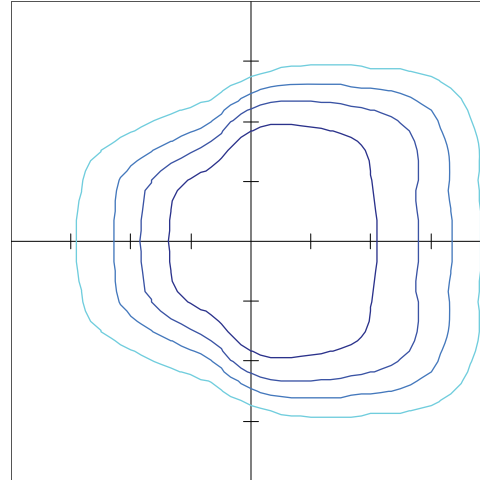
[Back to Quick Links](#)

### CRUS-SCFT-SS-50

Luminaire Data	
Type 5 Distribution	
Description	5000 Kelvin, 80 CRI
Delivered Lumens	13,980
Watts	93
Efficacy	150
IES Type	Type VS - Very Short
BUG Rating	B3-U0-G3

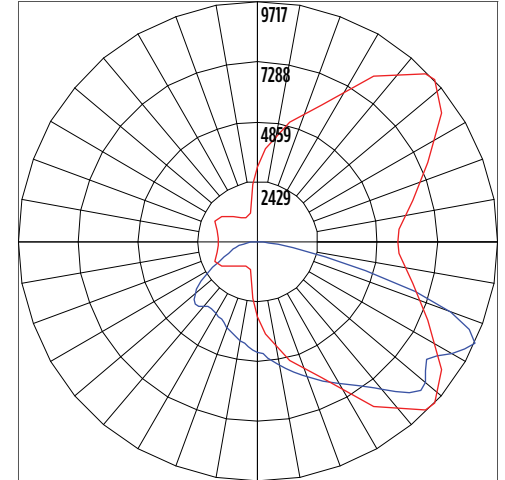
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	2,397.7	10.30%
Medium (30-60°)	8,658.8	37.20%
High (60-80°)	4,914.2	21.10%
Very High (80-90°)	225.7	1.00%
Uplight (90-180°)	0	0%
<b>Total Flux</b>	<b>23,269.3</b>	<b>100%</b>

### ISO Footcandle



10' Mounting Height / 10' Grid Spacing  
 5 FC 2 FC 1 FC 0.5 FC

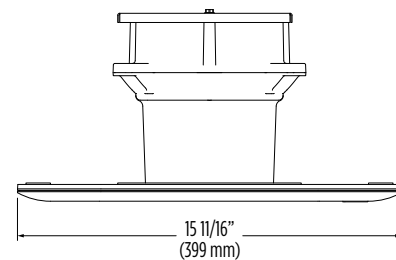
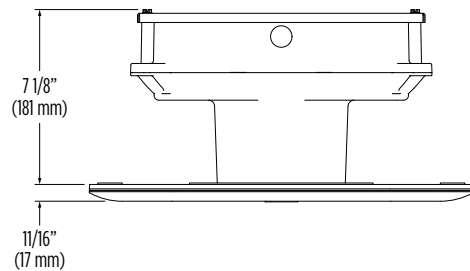
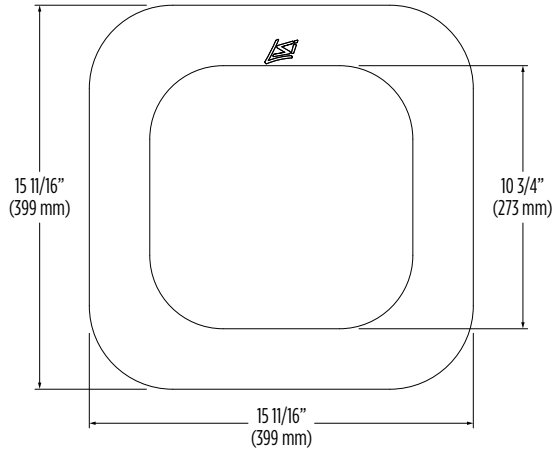
### Polar Curve



Vertical Plane Horizontal Cone

## PRODUCT DIMENSIONS

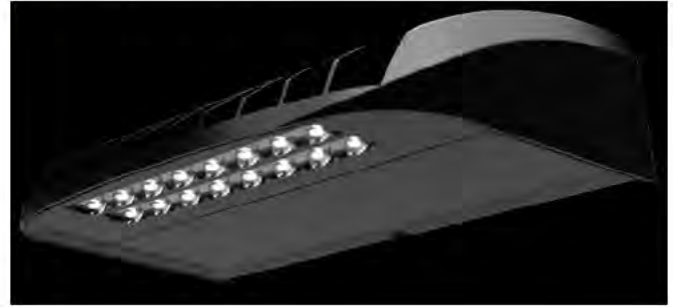
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# Mirada Medium Wall Sconce (XWM)

## Outdoor Wall Sconce



OVERVIEW	
Lumen Package	3,000 - 21,000
Wattage Range	23 - 175
Efficacy Range (LPW)	125 - 158
Weight lbs(kg)	27 (12.2)
Control Options	IMSBT, ALB, ALS, PCI

### QUICK LINKS

- [Ordering Guide](#)
- [Performance](#)
- [Photometrics](#)
- [Dimensions](#)

### FEATURES & SPECIFICATIONS

#### Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Hinged die-cast aluminum wiring access door located underneath.
- Galvanized-steel universal wall mount bracket comes standard with hinging mechanism to easily access the junction box wire connections without removing the luminaire.
- Optional pole-mounting bracket (XPM) permits mounting to standard poles.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Max shipping weight: 30lbs in carton

#### Optical System

- State-of-the-Art one piece silicone optic provides industry leading optical control while also acting as an integrated gasket reducing system complexity and improving fixture reliability.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in Types 2, 3, 4, and FT distributions.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- 5000K, 4000K, 3500K, 3000K, and 2700K color temperatures per ANSI C78.377. Also Available in Phosphor Converted Amber with Peak intensity at 610nm.
- 70 or 80CRI Minimum.

#### Electrical

- High-performance programmable driver features over-voltage, under-voltage, short-circuit and over temperature protection. Custom lumen and wattage packages available.

- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours
- Total harmonic distortion (THD): <20%
- 3L to 12L operating temperature: -40°C to +50°C (-40°F to +122°F)
- 15L operating temperature: -40°C to +45°C (-40°F to +113°F).
- 18L operating temperature: -40°C to +40°C (-40°F to +104°F).
- 21L operating temperature: -40°C to +35°C (-40°F to + 95°F).
- Power factor (PF): >.90
- Input power stays constant over life.
- Optional 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver and key electronic components can easily be accessed via hinged door.
- Optional integral emergency battery pack provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. The fixture delivers 1500 lumens during emergency mode.

#### Controls

- Integral passive infrared Bluetooth™ motion sensor options. Fixtures operate independently and can be commissioned via an iOS or Android configuration app. Updates and modifications to the control strategy are easily implemented via an intuitive app.

- AirLink™ Blue wireless control system with technology partner Silvoir incorporates Luminaire Level Lighting Controls (LLC) and high-end trim.

#### Installation

- Universal wall mounting plate easily mounts directly to 4" octagonal or square junction box.
- 2 fasteners secure the hinged door underneath the housing and provide quick & easy access to the electrical compartment for installing/servicing.
- Optional terminal block accepts up to 12 ga wire.

#### Warranty


- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.lsicorp.com/resources/terms-conditions-warranty/> for more information.
- 1 Year warranty on Battery Back-up option.

#### Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- DarkSky Approved with 3000K or warmer color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet Locations.
- IP65 rated luminaire per IEC 60598.
- 3G rated for ANSI C136.31 high vibration applications when pole mounted (using optional XPM) or wall mounted.
- IK10 rated luminaire per IEC 66262 mechanical impact code
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at [www.designlights.org/QPL](http://www.designlights.org/QPL) to confirm which versions are qualified.

# Mirada Medium Wall Sconce (XWM) Outdoor Wall Sconce

Type: \_\_\_\_\_

 Have questions? Call us at (800) 436-7800

## ORDERING GUIDE

[Back to Quick Links](#)

TYPICAL ORDER EXAMPLE: XWM 2 LED 03L 30 UE BRZ ALSC				
Family	Distribution	Light Source	Lumen Package	Color Temperature
XWM - Mirada Medium Wall Sconce	2 - Type 2 3 - Type 3 4 - Type 4 FT - Type 4 Forward Throw	LED	3L - 3,000 4L - 4,000 6L - 6,000 8L - 8,000 12L - 12,000 15L - 15,000 18L - 18,000 21L - 21,000  Custom Lumen Packages <sup>1</sup>	50 - 5000K (70CRI) 50K8 - 5000K (80CRI) 40 - 4000K (70CRI) 40K8 - 4000K (80CRI) 35K8 - 3500K (80CRI)  DarkSky Approved CCT's 30 - 3000K (70 CRI) 30K8 - 3000K (80 CRI) 27K8 - 2700K (80 CRI) AMB - Phosphor Converted Amber <sup>2</sup>
Voltage	Finish	Controls		Options
UE - Universal Voltage (120-277V) HV - High Voltage (347-480V)	BLK - Black BRZ - Dark Bronze GMG - Gun Metal Gray GPT - Graphite MSV - Metallic Silver PLP - Platinum Plus SVG - Satin Verde Green WHT - White	Blank - None <u>Wireless Controls</u> ALSC - AirLink Synapse Control System ALSCS01 - AirLink Synapse Control System with 8-12' Motion Sensor ALSCS02 - AirLink Synapse Control System with 12-20' Motion Sensor ALBMR1LR - AirLink Blue Wireless Motion & Photo Sensor Controller (8 - 15' mounting height) <sup>3</sup> ALBMR2LR - AirLink Blue Wireless Motion & Photo Sensor Controller (16 - 40' mounting height) <sup>3</sup> <u>Standalone Controls</u> DIM - 0-10v Dimming leads extended to housing exterior IMSBT1L - Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH) <sup>3,4</sup> IMSBT2L - Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH) <sup>3,4</sup> <u>Button Type Photocells</u> PC1120 - 120V PC1208-277 - 208 -277V PC1347 - 347V		Blank - None BB - Battery Back-up (0°C) <sup>5</sup> CWBB - Cold Weather Battery Backup (-20°C) <sup>5</sup> XPM - Pole Mounting Bracket SP1 - 10kV Surge Protection TB - Terminal Block



**Need more information?**  
Click here for our glossary

**Have additional questions?**  
Call us at (800) 436-7800



### FUSING ACCESSORY ORDERING INFORMATION<sup>6</sup>

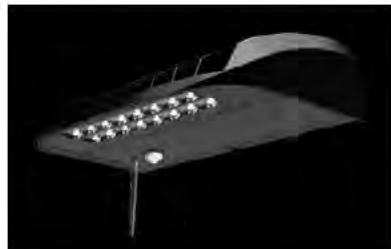
Part Number	Description
FK120 <sup>7</sup>	FK120 - Single Fusing
FK277 <sup>7</sup>	FK277 - Single Fusing
FK347 <sup>7</sup>	FK347 - Single Fusing
DFK208 <sup>7</sup>	DFK - Double Fusing
DFK240 <sup>7</sup>	DFK - Double Fusing (240V)
DFK480 <sup>7</sup>	DFK - Double Fusing (480V)

### MOUNTING ACCESSORY ORDERING INFORMATION<sup>6</sup>

Part Number <sup>8</sup>	Description
809374CLR	XWM Wet Location Surface Conduit/Wiring Box
751632	10' Linear Bird Spike Kit (2' Recommended per Luminaire)

### CONTROLS ACCESSORY ORDERING INFORMATION

Part Number	Description
734263	Adjustable Output Module



1 Custom lumen and wattage packages available consult factory. Values are within industry standard tolerances but not DLC listed.  
2 Only available in 6L Lumen Package. Consult factory for lead time and availability.  
3 IMSBT and ALBMRxLR control options are not available in 3L or 4L lumen packages when high voltage (HV) is specified.  
4 IMSBTxL is field configurable via the Leviton app that can be downloaded from your smartphone's app store.

5 Not available in HV.  
6 Accessories are shipped separately and field installed.  
7 Fusing must be located in a hand hole for pole or in the junction box.  
8 "CLR" to be replaced by paint finish selection. See Finish options for paint color selections.

# Mirada Medium Wall Sconce (XWM) Outdoor Wall Sconce

Type: \_\_\_\_\_

 Have questions? Call us at (800) 436-7800

## PERFORMANCE

[Back to Quick Links](#)

Delivered Lumens <sup>1</sup>												
Lumen Package	Distribution	CRI	3000K			4000K			5000K			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
3L	2	70	3,178	138	B1-U0-G1	3,368	146	B1-U0-G1	9,853	159	B1-U0-G1	23
	3		3,224	140	B1-U0-G1	3,416	148	B1-U0-G1	3,361	145	B1-U0-G1	
	4		3,210	140	B1-U0-G2	3,364	146	B1-U0-G2	3,294	143	B1-U0-G2	
	FT		3,160	137	B1-U0-G1	3,349	145	B1-U0-G1	3,294	143	B1-U0-G1	
4L	2	70	4,230	139	B1-U0-G1	4,483	147	B1-U0-G1	4,410	145	B1-U0-G1	30
	3		4,291	141	B1-U0-G1	4,547	150	B1-U0-G1	4,473	147	B1-U0-G1	
	4		4,234	141	B1-U0-G2	4,437	148	B1-U0-G2	4,344	145	B1-U0-G2	
	FT		4,206	138	B1-U0-G1	4,458	147	B1-U0-G1	4,385	144	B1-U0-G1	
6L	2	70	6,326	134	B2-U0-G1	6,704	142	B2-U0-G2	6,595	140	B2-U0-G2	47
	3		6,417	136	B1-U0-G2	6,800	144	B2-U0-G2	6,689	142	B2-U0-G2	
	4		6,336	135	B1-U0-G3	6,640	141	B1-U0-G3	6,500	138	B1-U0-G3	
	FT		6,290	134	B2-U0-G2	6,666	142	B2-U0-G2	6,557	139	B2-U0-G2	
8L	2	70	8,166	128	B2-U0-G2	8,654	135	B2-U0-G2	8,513	133	B2-U0-G2	64
	3		8,283	129	B2-U0-G2	8,778	137	B2-U0-G2	8,635	134	B2-U0-G2	
	4		8,362	131	B1-U0-G3	8,763	137	B2-U0-G3	8,579	134	B1-U0-G3	
	FT		8,120	126	B2-U0-G2	8,605	134	B2-U0-G2	8,465	132	B2-U0-G2	
12L	2	70	11,492	149	B2-U0-G2	12,033	156	B3-U0-G2	11,927	155	B3-U0-G2	77
	3		11,757	153	B2-U0-G2	12,311	160	B2-U0-G2	12,203	158	B2-U0-G2	
	4		11,486	149	B2-U0-G3	12,058	157	B2-U0-G3	11,716	152	B2-U0-G3	
	FT		11,721	152	B2-U0-G2	12,274	159	B2-U0-G3	12,166	158	B2-U0-G3	
15L	2	70	14,221	145	B3-U0-G2	14,891	152	B3-U0-G2	14,760	151	B3-U0-G2	98
	3		14,549	148	B2-U0-G2	15,235	155	B2-U0-G2	15,101	154	B2-U0-G2	
	4		14,099	144	B2-U0-G3	14,801	151	B2-U0-G3	14,382	147	B2-U0-G3	
	FT		14,505	148	B2-U0-G3	15,189	155	B2-U0-G3	15,055	154	B2-U0-G3	
18L	2	70	16,894	138	B3-U0-G3	17,690	145	B3-U0-G3	17,534	144	B3-U0-G3	122
	3		17,285	142	B3-U0-G3	18,099	148	B3-U0-G3	17,940	147	B3-U0-G3	
	4		16,951	139	B2-U0-G3	17,795	146	B3-U0-G3	17,291	142	B3-U0-G3	
	FT		17,231	141	B3-U0-G3	18,044	148	B3-U0-G3	17,885	147	B3-U0-G3	
21L	2	70	19,961	133	B3-U0-G3	20,902	139	B3-U0-G3	20,718	138	B3-U0-G3	150
	3		20,422	136	B3-U0-G3	21,385	143	B3-U0-G3	21,197	141	B3-U0-G3	
	4		19,768	132	B3-U0-G4	20,753	138	B3-U0-G5	20,165	134	B3-U0-G4	
	FT		20,360	136	B3-U0-G3	21,320	142	B3-U0-G3	21,132	141	B3-U0-G3	

LUMEN SCALING FACTOR		
70CRI - 80CRI	3000K 70CRI - 3500K 80CRI	3000K 70CRI - 2700K 80CRI
0.93	1.00	0.86

Electrical Data (Amps) - 2700K/3000K/3500K/4000K/5000K <sup>2</sup>						
Lumen Package	120V	208V	240V	277V	347V	480V
3L	0.19	0.11	0.10	0.08	0.07	0.05
4L	0.25	0.14	0.13	0.11	0.09	0.06
6L	0.39	0.23	0.20	0.17	0.14	0.10
9L	0.53	0.31	0.27	0.23	0.18	0.13
12L	0.64	0.37	0.32	0.28	0.22	0.16
15L	0.82	0.47	0.41	0.35	0.28	0.20
18L	1.02	0.59	0.51	0.44	0.35	0.25
21L	1.25	0.72	0.63	0.54	0.43	0.31

Delivered Lumens (Phosphor Converted Amber)					
Lumen Package	Distribution	Amber			Wattage
		Delivered Lumens	Efficacy	BUG Rating	
6L	2	3,325	76	B1-U0-G1	44
	3	3,385	78	B1-U0-G1	
	4	3,310	75	B1-U0-G1	
	FT	3,343	77	B1-U0-G1	

Recommended Lumen Maintenance - XWM <sup>3</sup>					
Ambient Temperature °C	Initial <sup>4</sup>	25K hrs. <sup>4</sup>	50K hrs. <sup>4</sup>	75K hrs. <sup>5</sup>	100K hrs. <sup>5</sup>
35	99%	97%	95%	93%	91%
50	100%	98%	95%	93%	90%

- LEDs are frequently updated therefore values are nominal
- Electrical data at 25C (77F). Actual wattage may differ by +/-10%.
- Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
- In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
- In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

# Mirada Medium Wall Sconce (XWM) Outdoor Wall Sconce

Type : \_\_\_\_\_

 Have questions? Call us at (800) 436-7800

## PHOTOMETRICS

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Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

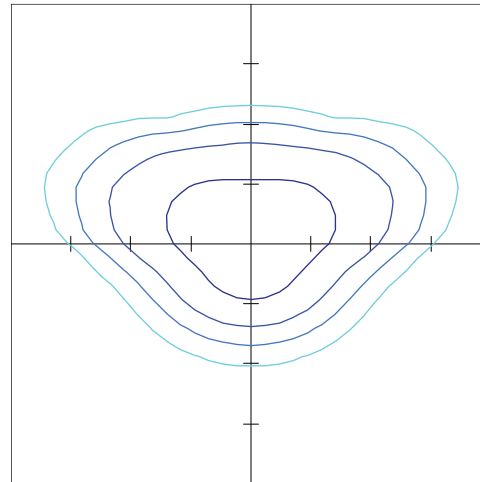
See the individual product page on <https://www.lsicorp.com/> for detailed photometric data.

### XWM-2-LED-12L-40

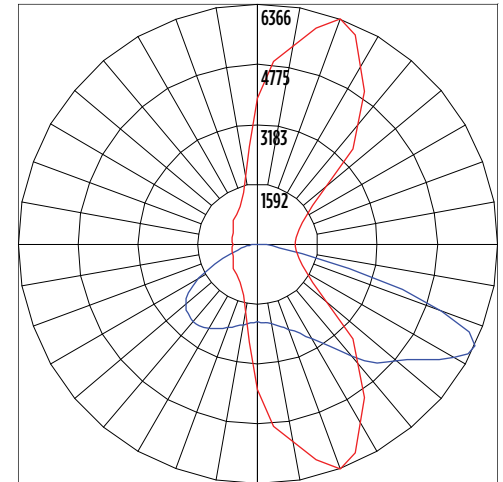
Luminaire Data	
Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	12,033
Watts	77
Efficacy	156
IES Type	Type II - Short
BUG Rating	B3-U0-G2

Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	1,961	16%
Medium (30-60°)	6,874	57%
High (60-80°)	3,014	25%
Very High (80-90°)	184	2%
Uplight (90-180°)	0	0%
<b>Total Flux</b>	<b>12,033</b>	<b>100%</b>

#### ISO Footcandle



#### Polar Curve

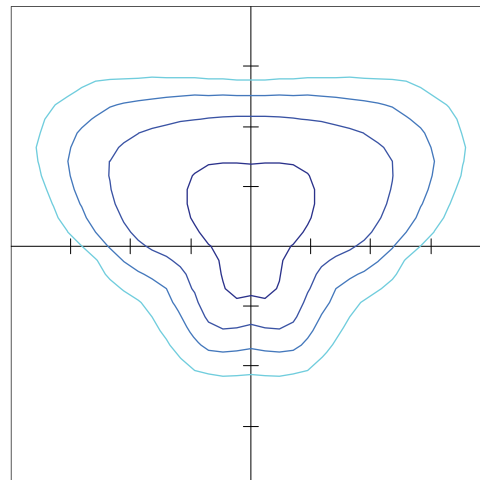


### XWM-3-LED-12L-40

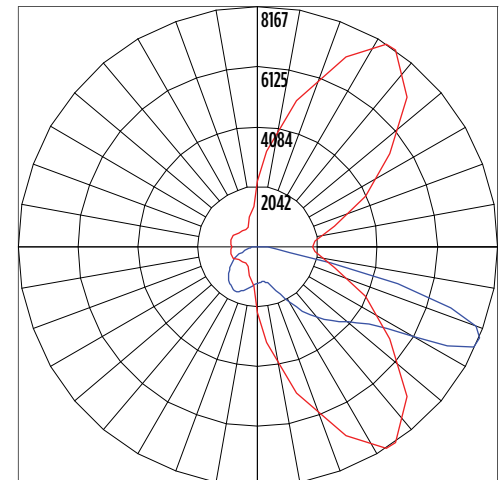
Luminaire Data	
Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	12,311
Watts	77
Efficacy	160
IES Type	Type III - Short
BUG Rating	B2-U0-G2

Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	1,340	11%
Medium (30-60°)	6,164	50%
High (60-80°)	4,549	37%
Very High (80-90°)	258	2%
Uplight (90-180°)	0	0%
<b>Total Flux</b>	<b>12,311</b>	<b>100%</b>

#### ISO Footcandle



#### Polar Curve



# Mirada Medium Wall Sconce (XWM) Outdoor Wall Sconce

Type : \_\_\_\_\_

 Have questions? Call us at (800) 436-7800

## PHOTOMETRICS

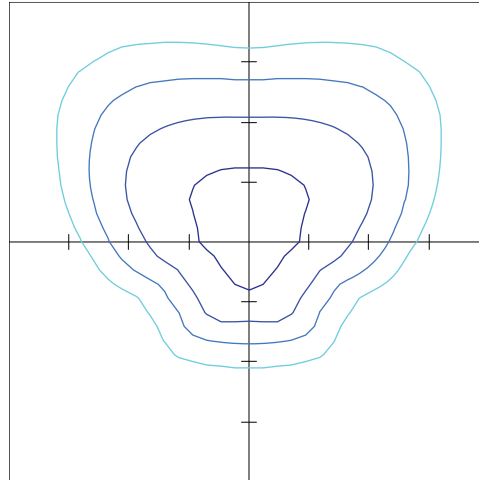
[Back to Quick Links](#)

### XWM-FT-LED-12L-40

Luminaire Data	
Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	12,274
Watts	77
Efficacy	159
IES Type	Type IV - Short
BUG Rating	B2-U0-G3

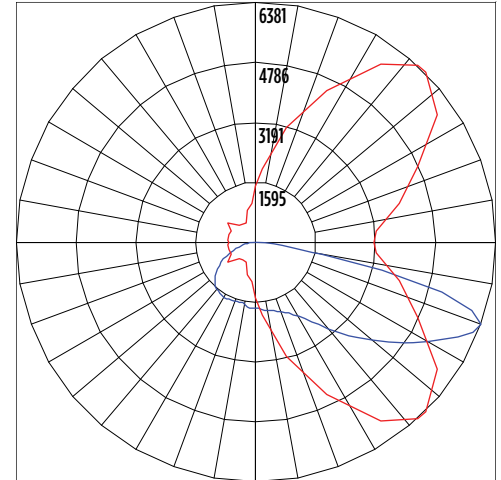
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	1,578	13%
Medium (30-60°)	5,798	47%
High (60-80°)	4,576	37%
Very High (80-90°)	322	3%
Uplight (90-180°)	0	0%
<b>Total Flux</b>	<b>12,274</b>	<b>100%</b>

#### ISO Footcandle



15' Mounting Height / 15' Grid Spacing  
 5 FC 2 FC 1 FC 0.5 FC

#### Polar Curve



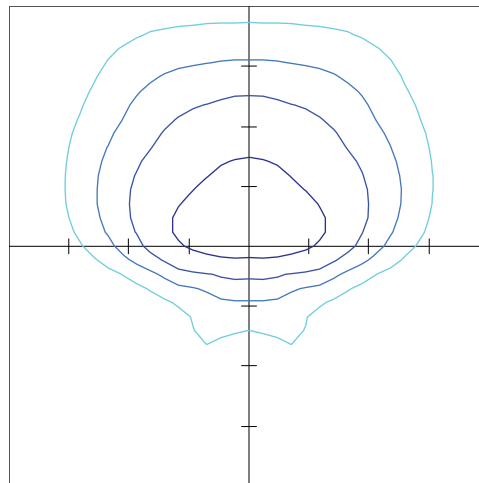
Vertical Plane Horizontal Cone

### XWM-4-LED-12L-40

Luminaire Data	
Type 4 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	12,058
Watts	77
Efficacy	157
IES Type	Type IV - Very Short
BUG Rating	B2-U0-G3

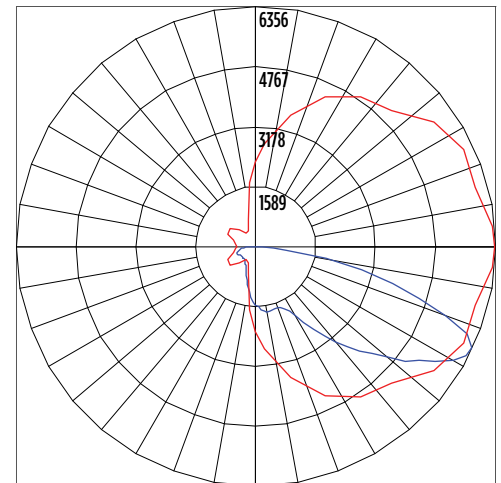
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	1,345	11%
Medium (30-60°)	5,394	45%
High (60-80°)	4,855	40%
Very High (80-90°)	464	4%
Uplight (90-180°)	0	0%
<b>Total Flux</b>	<b>12,058</b>	<b>100%</b>

#### ISO Footcandle



15' Mounting Height / 15' Grid Spacing  
 5 FC 2 FC 1 FC 0.5 FC

#### Polar Curve



Vertical Plane Horizontal Cone

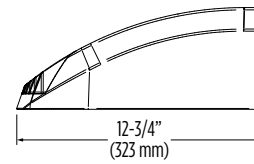
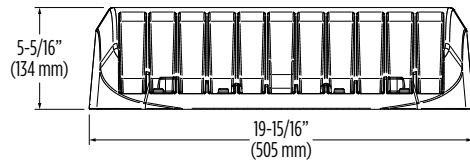
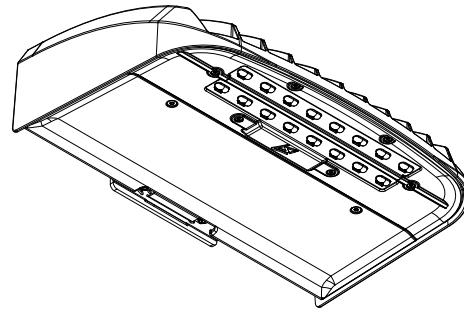
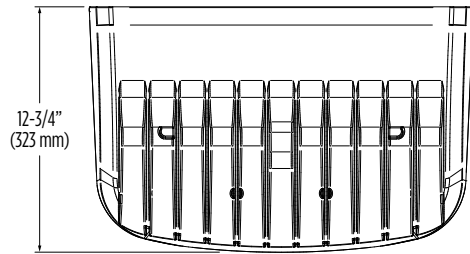
# Mirada Medium Wall Sconce (XWM) Outdoor Wall Sconce

Type : \_\_\_\_\_

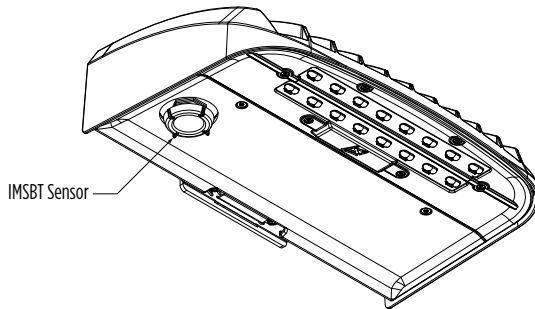
 **Have questions?** Call us at (800) 436-7800

## PRODUCT DIMENSIONS

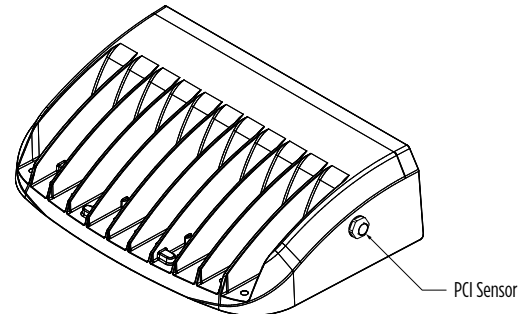
[Back to Quick Links](#)



**Mirada Medium Wall Sconce with  
Integral Bluetooth™ Motion and Photocell Sensor**  
(XWM IMSBTxL)

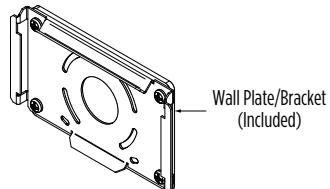
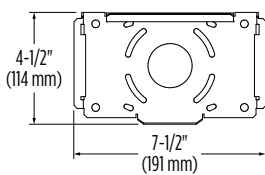


**Mirada Medium Wall Sconce with  
Button Type Photocell**  
(XWM PCI)

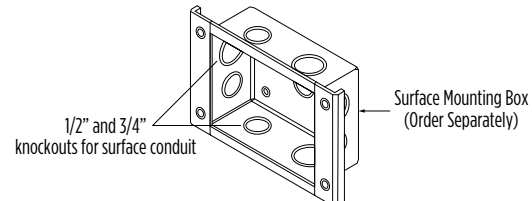


## Mounting Options

**Mounting Over Junction Box**  
(Standard/Included)



**XWM Wet Location Surface Conduit/Wiring Box**  
(809374CLR)



# Mirada Medium Wall Sconce (XWM) Outdoor Wall Sconce

Type: \_\_\_\_\_

 **Have questions?** Call us at (800) 436-7800

## CONTROLS

[Back to Quick Links](#)

### Integral Bluetooth™ Motion and Photocell Sensor (IMSBTxL)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is IP66 rated for cold and wet locations (-40°F to 167°F). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

[Click here to learn more details about IMSBT](#)



LEVITON App



Apple



Android

### AirLink Wireless Lighting Controller (ALSC, ALSCS)

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system. The wireless integrated controller is compatible with this fixture.

[Click here to learn more details about AirLink](#)

### AirLink Blue (ALBMRxLR)

Wireless Bluetooth Mesh Lighting Control System that incorporates Luminaire Level Lighting Controls (LLLC) and high-end trim to provide energy savings code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App with technology partner Silvair. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

[Click here to learn more details about AirLink Blue](#)



AirLink Blue App



Apple

### Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity
IMSBTxL	Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High

Operation	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.
On Light Level	The light level that the fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when no motion is detected.
Delay to Dim	The amount of time after which no motion is detected that the fixtures will be triggered to dim down. This sequence is optional, and sensor can be programmed to only trigger the fixture to turn off by entering 100% in this field.
Delay to Off	The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time after which no motion is detected after the fixture have already dimmed down.
Sensitivity	The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detect larger more complex motions. Auto temperature calibration adjusts the PIR sensitivity as ambient temperature rises to increase detection of heat movement through the field of view.

# Traffic Impact Study Proposed Fuel Center Remodel/Expansion

Morton Grove, Illinois



Prepared For:



November 13, 2025

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed remodel/expansion of Mini-Mart within the existing fuel center located at 6000 Oakton Street in Morton Grove, Illinois. The plans call for remodeling the existing mini-mart and converting the existing mechanic's shop to be part of the expanded mini-mart. The existing fuel center will continue to have eight fueling positions.

Access to the fuel center will continue to be provided off Oakton Street and Austin Avenue.

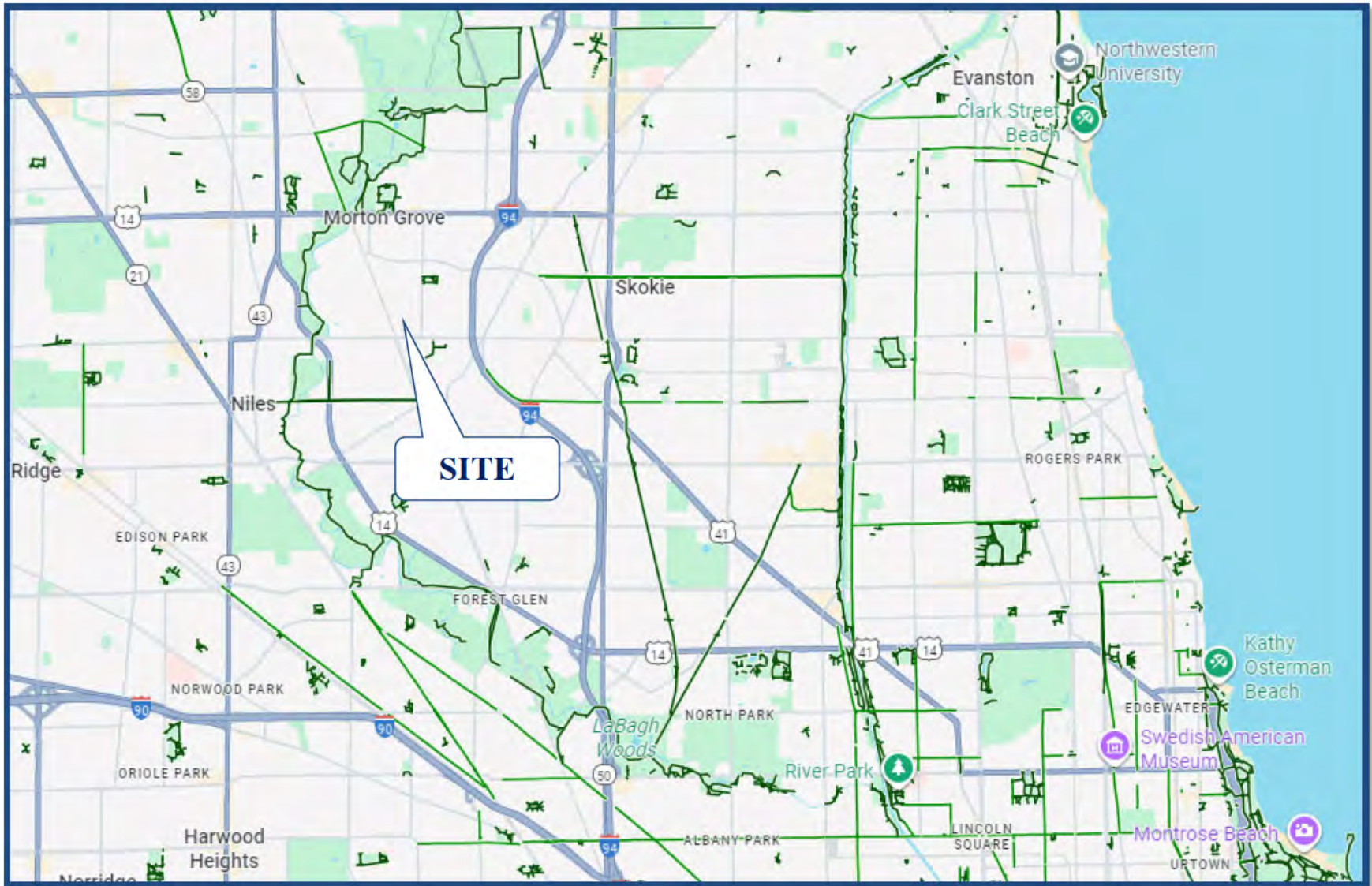
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed fuel center will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed expansion.

**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 fuel center
- Directional distribution of the fuel center traffic
- Vehicle trip generation for the fuel center
- Future traffic conditions including access to the fuel center
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Parking evaluation

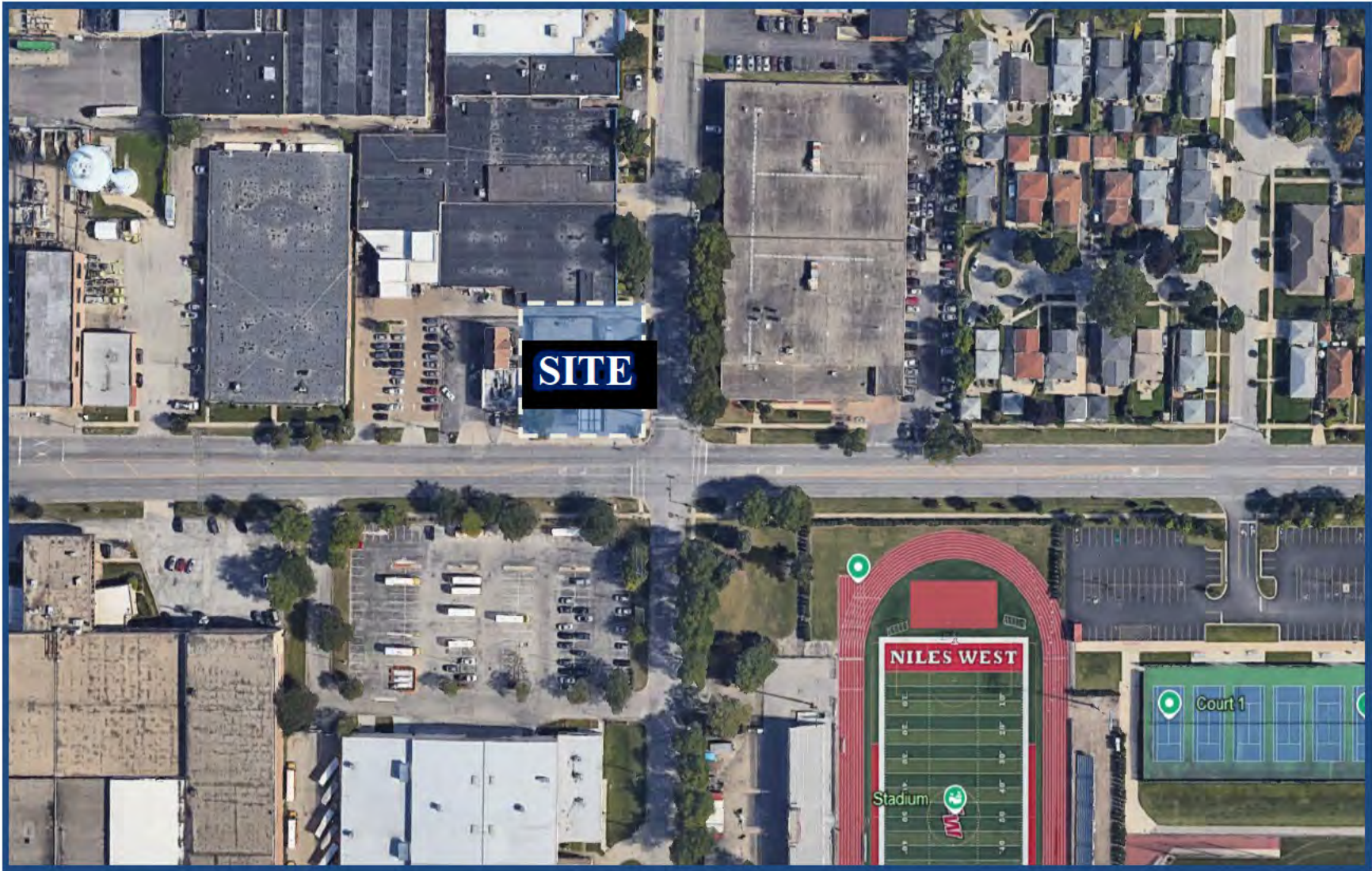
Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Year 2031 No-Build Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes adjusted to represent the background growth of the area.
3. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth over a six-year period, and the traffic estimated to be generated by the full buildout of the proposed fuel center.



**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

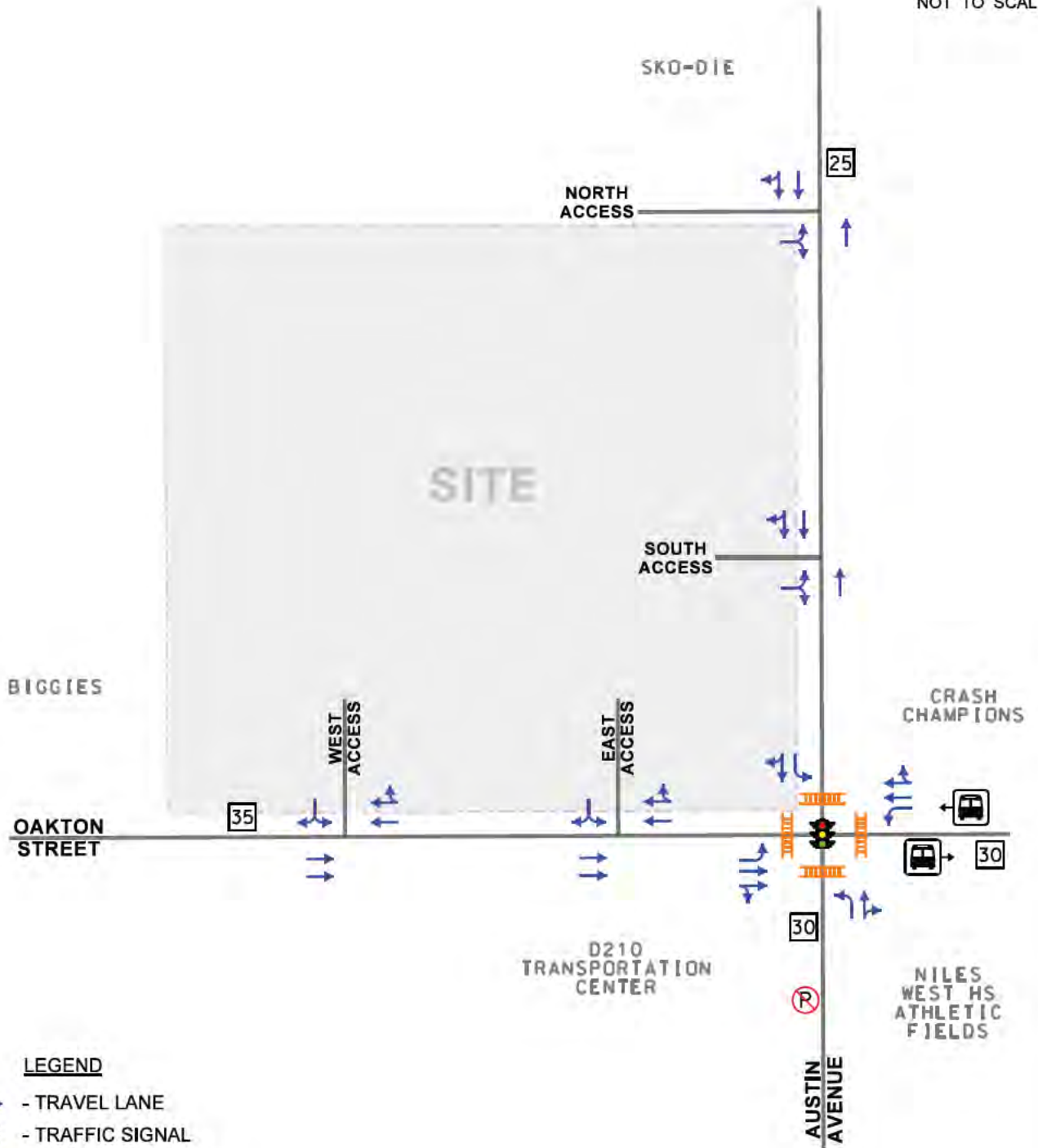
The site, which is currently occupied by a Mobil fuel center, is located at 6000 Oakton Street in Morton Grove, Illinois. Land uses in the vicinity of the site are primarily industrial with commercial uses along Oakton Street, a residential development to the east and Niles West High School and athletic fields in the southeast quadrant of the intersection of Oakton Street with Austin Avenue. Commercial uses include Volton Electric Bicycle Company and Crash Champions Collision Repair.

### Existing Roadway System Characteristics

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

*Oakton Street* is an east-west minor arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with Austin Avenue, Oakton Street provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound and westbound approaches. High-visibility crosswalks are provided on both approaches. At its unsignalized intersections with the Mobil access drives, Oakton Street provides two through lanes on the eastbound approach and a through lane and a shared through/right-turn lane on the westbound approach. Left-turn movements can be accommodated within the storage and taper of the eastbound left-turn lane serving the intersection with Austin Avenue. Oakton Street is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) of 21,400 vehicles (IDOT 2023), and has a posted speed limit of 35 miles per hour.

*Austin Avenue* is a north-south major collector roadway north of Oakton Street and local roadway south of Oakton Street that provides one travel lane in each direction. At its signalized intersection with Oakton Street, Austin Avenue provides an exclusive left-turn lane and a shared through/right-turn lane on the southbound approaches. High-visibility crosswalks are provided on both approaches. At its unsignalized intersections with the Mobil access drives, Austin Avenue provides a through lane on the northbound approach and a shared through/right-turn lane on the southbound approach. Austin Avenue is under the jurisdiction of the Village of Morton Grove, carries an AADT of 5,000 vehicles north of Oakton Street (IDOT 2022), and has a posted speed limit of 25 miles per hour north of Oakton Street and 30 miles per hour south of Oakton Street.



**LEGEND**

- TRAVEL LANE
- TRAFFIC SIGNAL
- SPEED LIMIT SIGN
- NO PARKING
- BUS STOP WITH SHELTER
- HIGH VISIBILITY CROSSWALK

6000 Oakton Street  
Morton Grove, Illinois

Existing Roadway Characteristics

Job No: 25-304      Figure: 3

## Traffic Signal Interconnect

The intersection of Oakton Street with Austin Avenue is part of a five-signal traffic signal interconnect system that spans approximately 5,000 feet from River Drive to Gross Point Road and Central Avenue.

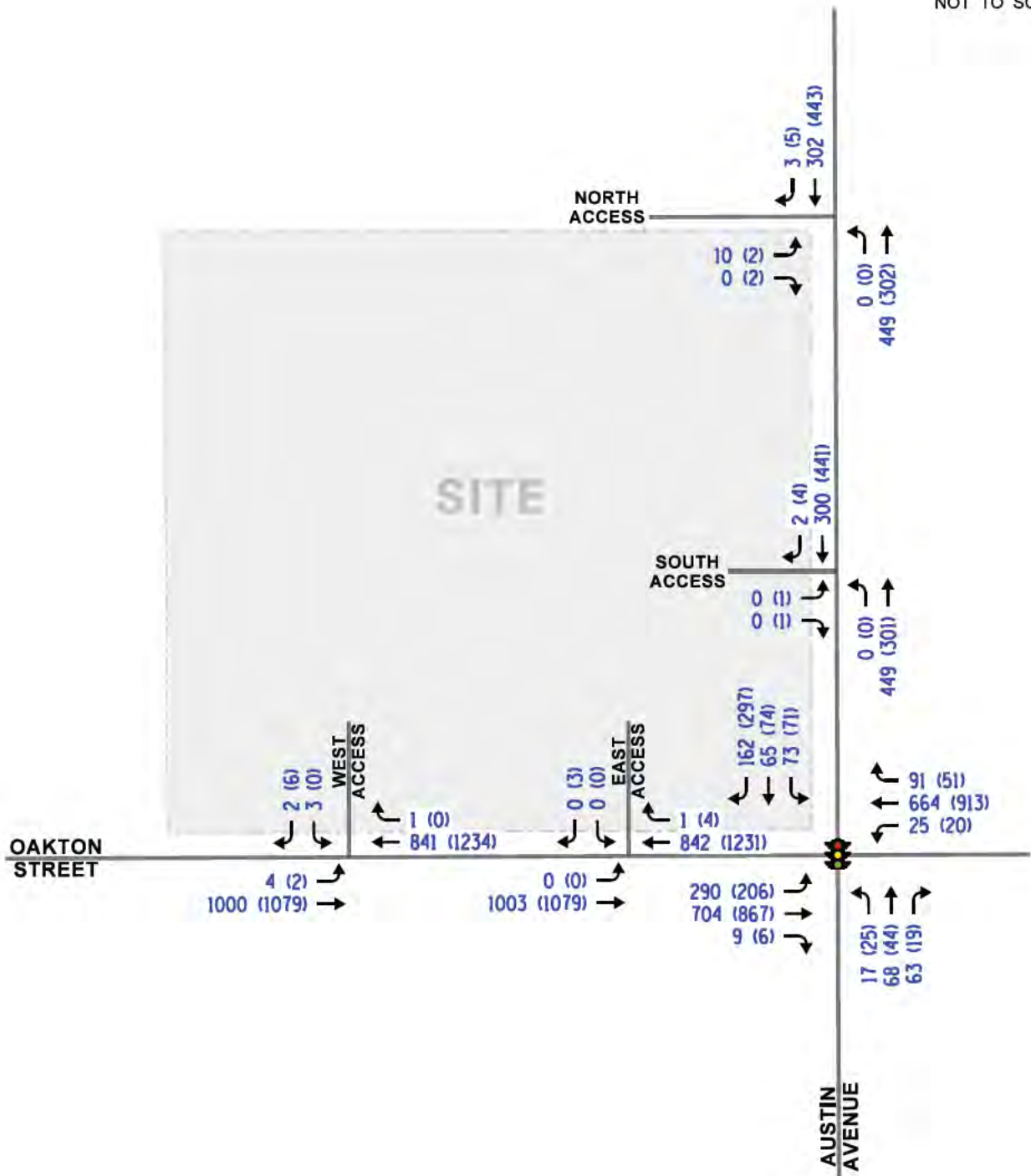
## Existing Traffic Volumes

To determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts on Tuesday, October 28, 2025, during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods at the following intersections:

- Oakton Street with Austin Avenue
- Oakton Street with Mobil access drives
- Austin Avenue with Mobil access drives

The results of the traffic counts indicate that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:15 P.M. to 5:15 P.M.

**Figure 4** illustrates the existing peak hour vehicle traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



**LEGEND**

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

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

6000 Oakton Street  
Morton Grove, Illinois

Existing Traffic Volumes



Job No: 25-304

Figure: 4

## Crash Data Summary

KLOA, Inc. obtained crash data from IDOT for the most recent past five years available (2020 to 2024) for the intersection of Oakton Street with Austin Avenue. A review of the crash data indicated that no fatalities were reported at the intersection<sup>1</sup>. **Table 1** summarizes the crash data for this intersection.

Table 1  
OAKTON STREET WITH AUSTIN AVENUE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	1	0	0	1	1	0	0
2021	0	0	1	1	0	4	1	7	4	3	0
2022	0	0	0	1	0	0	0	1	1	0	0
2023	1	0	0	2	0	0	0	3	3	0	0
2024	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>8</u>	<u>6</u>	<u>2</u>	<u>0</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>
<b>Avg</b>	<b>&lt;1.0</b>	<b>--</b>	<b>&lt;1.0</b>	<b>1.0</b>	<b>&lt;1.0</b>	<b>2.0</b>	<b>&lt;1.0</b>	<b>4.0</b>	<b>3.0</b>	<b>1.0</b>	<b>--</b>

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

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

### 3. Traffic Characteristics of the Proposed Fuel Center

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

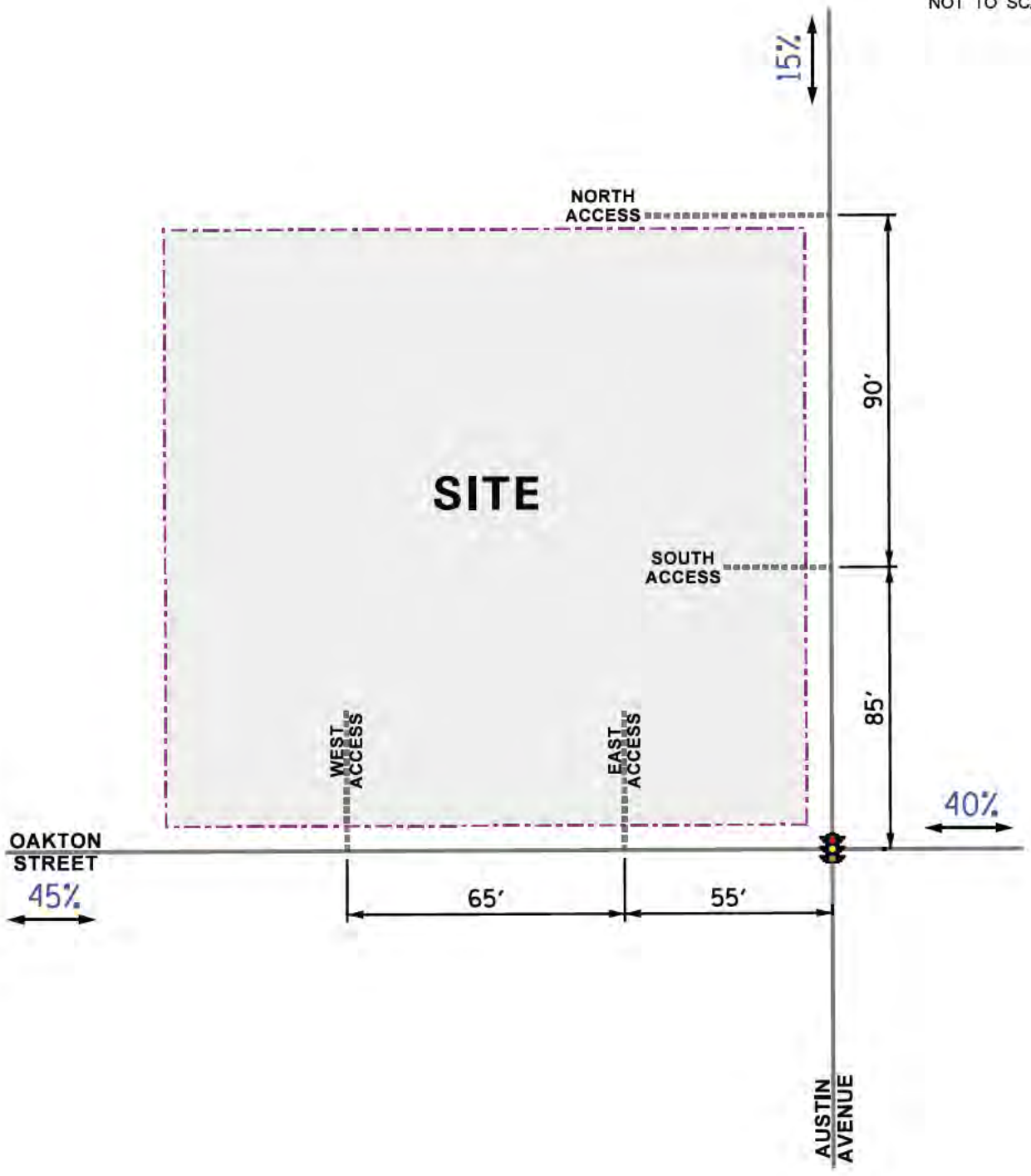
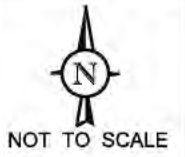
#### Proposed Site and Development Plan

As indicated earlier, the site is currently occupied by a Mobil fuel center with four fueling positions, a mini-mart, and a mechanic's shop. As proposed, the mini-mart will be remodeled and the mechanic's shop will be converted into an expansion of the mini-mart. Access to the fuel center will continue to be provided via the existing access drives off Oakton Street and Austin Avenue.

A copy of the site plan depicting the proposed fuel center and access drives is included in the Appendix.

#### Directional Distribution

The directions from which patrons and employees will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts and the operation of the roadway system. **Figure 5** illustrates the directional distribution of the fuel center-generated traffic.



**LEGEND**

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

6000 Oakton Street  
Morton Grove, Illinois

Directional Distribution



Job No: 25-304

Figure: 5

## Peak Hour Traffic Volumes

The number of passenger vehicle peak hour trips estimated to be generated by the proposed fuel center was based on the rates contained in *Trip Generation Manual*, 12<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). Land-Use Code 945 – Convenience Store/Gas Station – GFA (2-4K) was utilized for the proposed expansion which will result in an approximately 1,515 square-foot mini-mart. The amount of traffic volumes that are currently being generated by the existing fuel center were subtracted from the estimated traffic volumes for the proposed fuel center to calculate the additional total trips that will be generated by the proposed fuel center.

It is important to note that surveys conducted by ITE have shown that approximately 60 percent of trips made to fueling centers are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic.

**Table 2** summarizes the trips projected to be generated by the proposed development.

It should be noted that the existing fuel center with eight fueling positions and mechanic shop generate approximately 26 trips during the weekday morning peak hour and approximately 30 trips during the evening peak hour which is approximately one-fourth of what it is expected to generate based on the ITE rates during the weekday morning and evening peak hours. As such, the estimated trips for the proposed expansion shown in Table 3 are very conservative estimates.

Table 2  
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
945	Convenience Store/Gas Station – GFA (2-4K) – 8 Fueling Positions	55	54	109	63	64	127
	Trips Generated by the Existing Fuel Center (8 Fueling Positions) and Mechanic’s Shop	-11	-15	-26	-15	-15	-30
	<b>Net Total Trips</b>	<b>44</b>	<b>39</b>	<b>83</b>	<b>48</b>	<b>49</b>	<b>97</b>
	<i>-60% Pass-By</i>	-25	-25	-50	-29	-29	-48
	<b>Total New Trips</b>	<b>19</b>	<b>14</b>	<b>33</b>	<b>19</b>	<b>20</b>	<b>39</b>

## 4. Projected Traffic Conditions

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

### Fuel Center Traffic Assignment

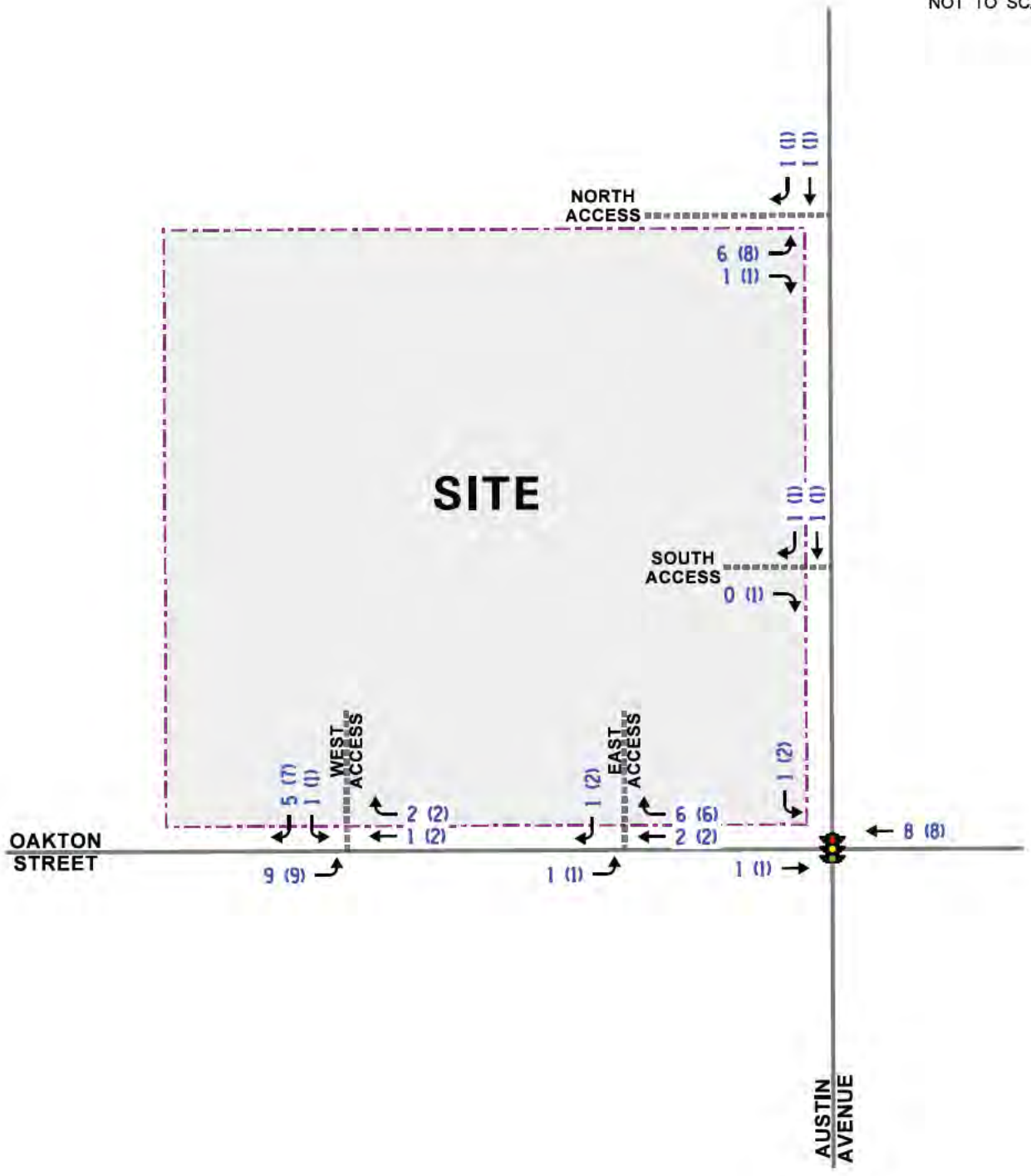
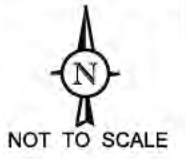
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed fuel center were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle trips and **Figure 7** illustrates the traffic assignment of the pass-by trips.

### Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter, the existing traffic volumes are projected to increase by a total of 2 percent (0.3 percent compounded annually) to represent Year 2031 no-build conditions (one-year buildout plus five years). Year 2031 background traffic volumes are shown in **Figure 8**.

### Year 2031 Total Projected Traffic Volumes

The new development-generated traffic (Figures 6 and 7) was added to the Year 2031 no-build traffic volumes to determine the projected Year 2031 total traffic volumes, as shown in **Figure 9**.



**LEGEND**

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

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

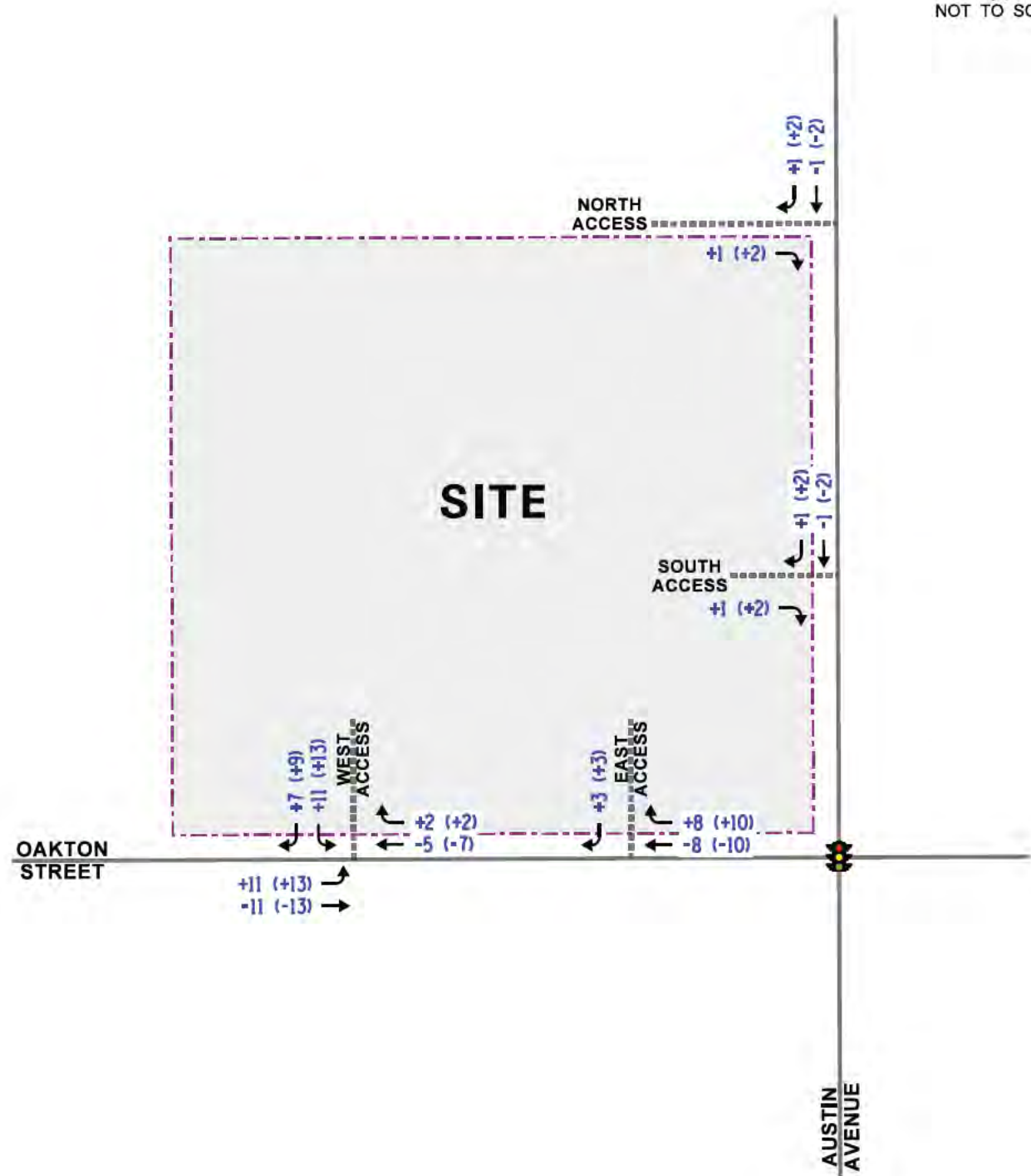
6000 Oakton Street  
Morton Grove, Illinois

**Site-Generated Traffic Volumes**

Job No: 25-304      Figure: 6



NOT TO SCALE



**LEGEND**

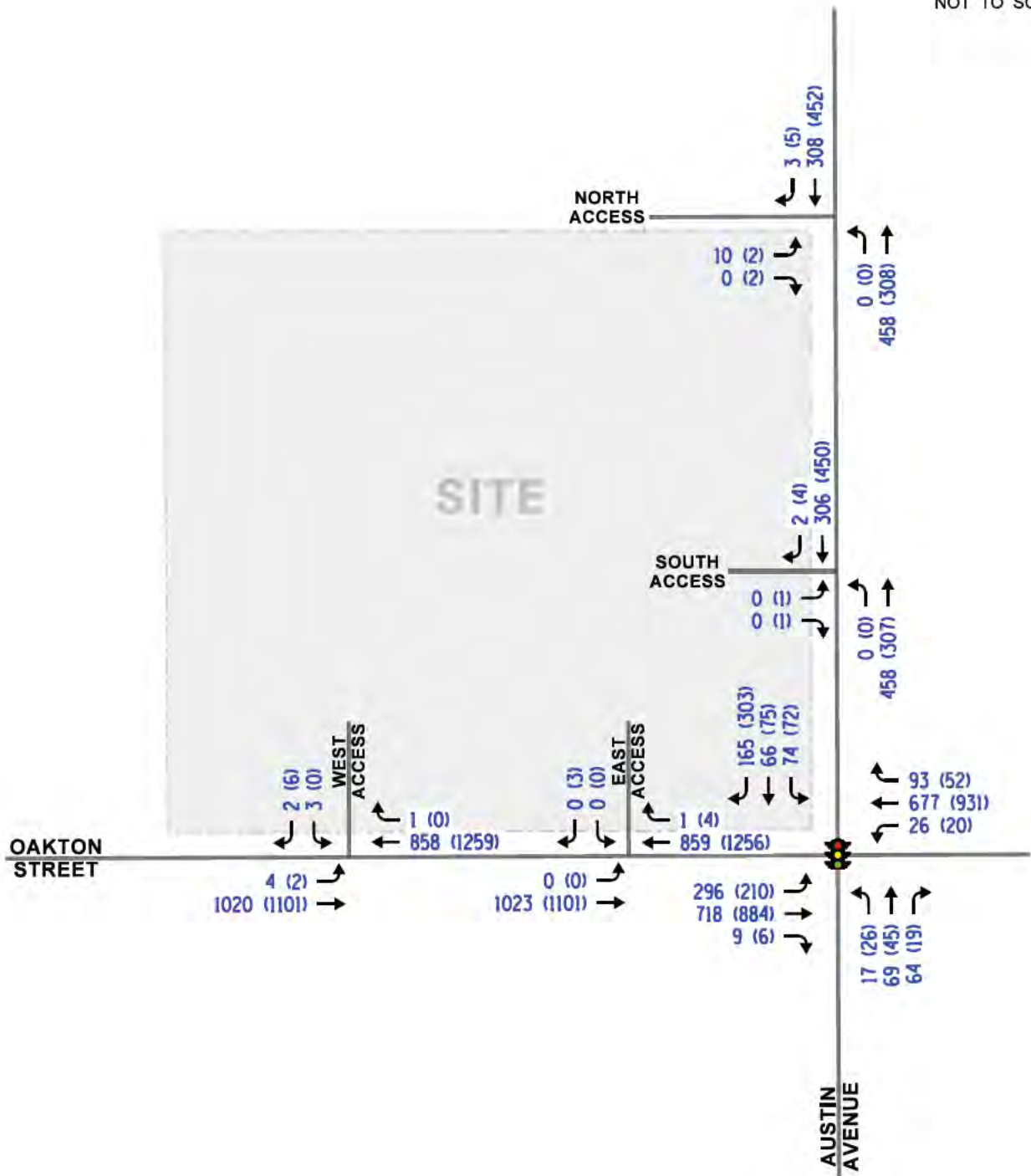
- 00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)
- (00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

6000 Oakton Street  
Morton Grove, Illinois

**Pass-By Traffic Volumes**

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

Job No: 25-304      Figure: 7



**LEGEND**

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

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

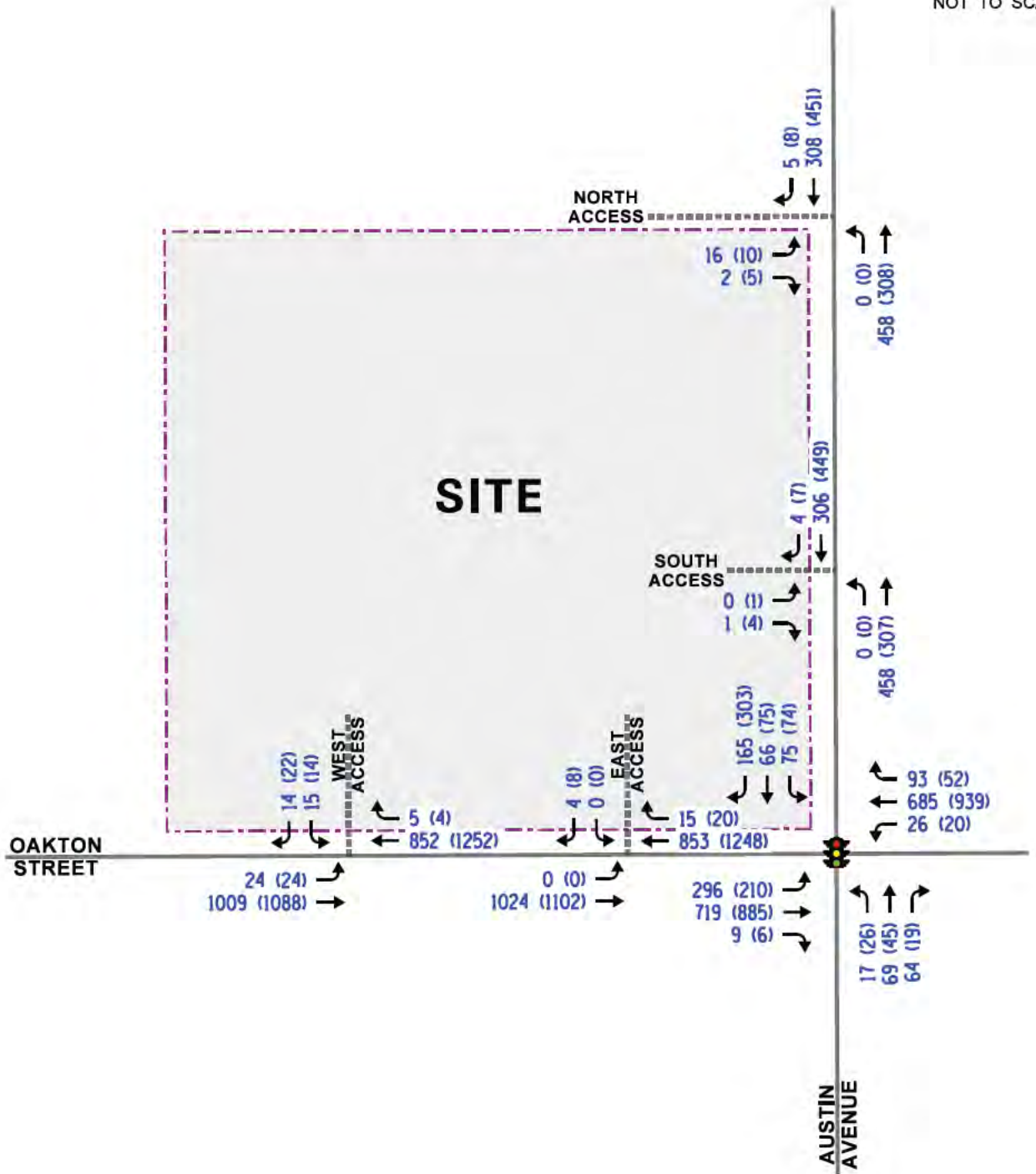
6000 Oakton Street  
Morton Grove, Illinois

Year 2031 No-Build Traffic Volumes



Job No: 25-304

Figure: 8



**LEGEND**

- 00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)
- 00 - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

6000 Oakton Street  
Morton Grove, Illinois

Year 2031 Total Traffic Volumes



Job No: 25-304

Figure: 9

## 5. Traffic Analysis and Recommendations

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

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2025), Year 2031 no-build, and Year 2031 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersection was accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of services.

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 (2025), Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 3** through **6**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

OAKTON STREET WITH AUSTIN AVENUE – SIGNALIZED

	Peak Hour	Eastbound			Westbound		Northbound		Southbound		Overall
		L	T	R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	B 14.8	B 12.6		A 7.6	B 19.5	C 30.0	D 35.0	C 34.2	D 47.9	C 20.9
		B – 13.3			B – 19.2		C – 34.4		D – 44.6		
	Weekday Evening	B 14.2	B 13.7		A 7.8	C 21.5	D 38.0	C 32.1	C 33.7	E 74.9	C 26.5
		B – 13.8			C – 21.2		C – 33.8		E – 68.3		
No-Build Conditions	Weekday Morning	B 16.2	B 12.8		A 7.7	C 20.2	C 30.0	C 35.2	C 34.2	D 48.1	C 21.4
		B – 13.8			B – 19.8		C – 34.6		D – 44.7		
	Weekday Evening	B 14.9	B 13.9		A 7.8	C 22.1	D 38.8	C 32.1	C 33.7	E 69.8	C 27.2
		B – 14.0			C – 21.8		C – 34.0		E – 69.8		
Projected Conditions	Weekday Morning	B 16.5	B 12.8		A 7.7	C 20.3	C 30.0	C 35.2	C 34.3	D 48.1	C 21.5
		B – 13.9			B – 19.9		C – 34.6		D – 44.7		
	Weekday Evening	B 15.0	B 13.9		A 7.8	C 22.3	D 38.8	C 32.1	C 33.8	E 76.6	C 27.2
		B – 14.1			C – 22.0		C – 34.0		E – 69.6		
Letter denotes Level of Service    L – Left Turn    R – Right Turn Delay is measured in seconds.    T – Through											

Table 4  
 CAPACITY ANALYSIS RESULTS  
 YEAR 2025 EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Oakton Street with south access drive (east)</b>				
• Eastbound Left Turn	--	--	--	--
• Southbound Approach	--	--	B	13.6
<b>Oakton Street with south access drive (west)</b>				
• Eastbound Left Turn	A	9.7	B	11.6
• Southbound Approach	D	25.3	B	13.7
<b>Oakton Street with east access drive (north)</b>				
• Eastbound Approach	C	15.8	B	13.3
• Northbound Left Turn	--	--	--	--
<b>Oakton Street with east access drive (south)</b>				
• Eastbound Approach	--	--	B	13.5
• Northbound Left Turn	--	--	--	--
LOS = Level of Service		1 – All-way stop control		
Delay is measured in seconds.		2 – Two-way stop control		

Table 5  
 CAPACITY ANALYSIS RESULTS  
 YEAR 2031 NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Oakton Street with South Access Drive (East)</b>				
• Eastbound Left Turn	--	--	--	--
• Southbound Approach	--	--	B	13.8
<b>Oakton Street with South Access Drive (West)</b>				
• Eastbound Left Turn	A	9.8	B	11.8
• Southbound Approach	D	26.2	B	13.9
<b>Oakton Street with East Access Drive (North)</b>				
• Eastbound Approach	C	16.1	B	13.4
• Northbound Left Turn	--	--	--	--
<b>Oakton Street with East Access Drive (South)</b>				
• Eastbound Approach	--	--	B	13.6
• Northbound Left Turn	--	--	--	--
LOS = Level of Service Delay is measured in seconds.		1 – All-way stop control 2 – Two-way stop control		

Table 6  
 CAPACITY ANALYSIS RESULTS  
 YEAR 2031 TOTAL PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Oakton Street with South Access Drive (East)</b>				
• Eastbound Left Turn	--	--	--	--
• Southbound Approach	B	11.6	B	14.0
<b>Oakton Street with South Access Drive (West)</b>				
• Eastbound Left Turn	A	9.9	B	12.0
• Southbound Approach	D	29.2	E	48.7
<b>Oakton Street with East Access Drive (North)</b>				
• Eastbound Approach	C	15.7	B	14.5
• Northbound Left Turn	--	--	--	--
<b>Oakton Street with East Access Drive (South)</b>				
• Eastbound Approach	B	10.0	B	12.3
• Northbound Left Turn	--	--	--	--
LOS = Level of Service	1 – All-way stop control			
Delay is measured in seconds.	2 – Two-way stop control			

## Discussion and Recommendations

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

### *Oakton Street with Austin Avenue*

The results of the capacity analyses indicate that this intersection currently operates at LOS C during the weekday morning and weekday evening peak hours. Eastbound and westbound movements operate at LOS C or better, and northbound and southbound movements operate at LOS D or better except the southbound through/right-turn movement during the weekday evening peak hour which operates at LOS E. However, it should be noted that the analyses performed without right-turn on red movements allowed. Assuming right-turn on red movements, the southbound through/right-turn movement and southbound approach are projected to operate at LOS D.

Under no-build and total projected conditions, this intersection and its approaches are projected to continue to operate at existing LOS during the weekday morning and evening peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed expansion and no roadway or traffic control improvements are required.

### *Oakton Street with South Access Drive (East)*

The results of the capacity analyses indicate that southbound approach currently operates at LOS B during the weekday evening peak hour. No eastbound left-turn movements were observed during the peak hours and no movements on the southbound approach were observed during the weekday morning peak hour. Under no-build conditions, the southbound approach is projected to continue to operate at existing LOS during the peak hours.

Under total projected conditions, the southbound approach is projected to operate at LOS B during the weekday morning and weekday evening peak hours. No eastbound left-turn movements are expected due to the proximity of the access drive to Austin Avenue. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed expansion and no roadway or traffic control improvements are required.

### *Oakton Street with South Access Drive (West)*

The results of the capacity analyses indicate that the eastbound left-turn movement operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour and the southbound approach currently operates at LOS D during the weekday morning peak hour and LOS B during the weekday evening peak hour. Under no-build conditions, the eastbound left-turn movement and southbound approach are projected to continue to operate at existing LOS.

Under total projected conditions, the eastbound left-turn movement is projected to continue to operate at existing LOS and the southbound approach is projected to operate at LOS D during the

weekday morning peak and LOS E during the weekday evening peak hour. However, the high delay on the southbound approach is to be expected of outbound movements onto a minor arterial roadway like Oakton Street. Further, the 95<sup>th</sup> percentile queue on the southbound approach is projected to be only one to two vehicles.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed expansion and no roadway or traffic control improvements are required.

#### *Austin Avenue with East Access Drive (North)*

The results of the capacity analyses indicate that eastbound approach currently operates at LOS C during the weekday morning peak hour and LOS B during the weekday evening peak hour. No northbound left-turn movements were observed during the peak hours. Under no-build and total projected conditions, the eastbound approach is projected to continue to operate at existing LOS. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development and no roadway or traffic control improvements are required.

#### *Austin Avenue with East Access Drive (South)*

The results of the capacity analyses indicate that the eastbound approach currently operates at LOS B during the weekday evening peak hour. No northbound left-turn movements were observed during the peak hours and no movements on the eastbound approach were observed during the weekday morning peak hour. Under no-build conditions, the eastbound approach is projected to continue to operate at existing LOS during the weekday evening peak hour.

Under total projected conditions, the eastbound approach is projected to operate at LOS B during the weekday morning and weekday evening peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed expansion and no roadway or traffic control improvements are required.

## Parking Evaluation

The proposed expansion of the min-mart will retain the existing nine parking spaces, which includes one ADA space. In order to determine the projected parking demand of the proposed fuel center, the parking demand was estimated based on the Village of Morton Grove Municipal Code. The parking demand for the proposed fuel center is as follows:

### *Parking Requirements of Proposed Fuel Center per Village Code*

- Permitted and Special Uses in the Commercial Zoning Districts
  - One parking space per 250 square feet of gross floor area

Based on the above and the requirements of the Village of Morton Grove, this translates into 6 parking spaces. As such, the proposed nine parking spaces along with the proposed eight fueling pumps will be adequate to meet the parking requirements of the Village.

## Parking Occupancy Surveys

Parking occupancy surveys were conducted on Thursday, August 8, 2024 at two existing fuel centers. The first is located at 3600 N. Ashland Avenue in Chicago (Shell fuel center) which has eight pumps and the second is located at 6777 Lincoln Avenue in Lincolnwood, Illinois (Mobil fuel center) which has 12 fueling pumps. The parking surveys were performed every 15 minutes from 7:00 A.M. to 7:00 P.M. The results of the parking surveys are summarized in **Table 7** and **Table 8**, which show the number of occupied parking spaces and number of vehicles utilizing the pumps. As can be seen from Table 8, the maximum parking demand at the Shell fuel center was six parking spaces occurring once at 10:30 A.M. Table 9 shows that the maximum parking demand at the Mobil fuel center was also six parking spaces occurring once at 12:00 noon.

Therefore, based on the results of the parking surveys, the existing nine parking spaces will be adequate to accommodate the parking demand of the proposed fuel center.

Table 7

3600 N. ASHLAND AVENUE, CHICAGO PARKING SURVEY

Time	Parking Spaces	Pumps	Total
7:00 AM	2	3	5
7:15 AM	1	1	2
7:30 AM	1	3	4
7:45 AM	2	4	6
8:00 AM	2	2	4
8:15 AM	2	4	6
8:30 AM	1	2	3
8:45 AM	1	2	3
9:00 AM	2	3	5
9:15 AM	1	4	5
9:30 AM	1	4	5
9:45 AM	1	2	3
10:00 AM	3	3	6
10:15 AM	4	1	5
<b>10:30 AM</b>	<b>6</b>	<b>5</b>	<b>11</b>
10:45 AM	3	1	4
11:00 AM	3	1	4
11:15 AM	2	5	7
11:30 AM	2	2	4
11:45 AM	3	3	6
12:00 PM	3	4	7
12:15 PM	2	4	6
12:30 PM	4	4	8
12:45 PM	2	5	7

Table 7, continued

3600 N. ASHLAND AVENUE, CHICAGO PARKING SURVEY

Time	Parking Spaces	Pumps	Total
1:00 PM	2	4	6
1:15 PM	3	3	6
1:30 PM	3	3	6
1:45 PM	3	2	5
2:00 PM	2	3	5
2:15 PM	3	3	6
2:30 PM	2	1	3
2:45 PM	3	4	7
3:00 PM	2	4	6
3:15 PM	2	5	7
3:30 PM	2	2	4
3:45 PM	2	4	6
4:00 PM	3	2	5
4:15 PM	2	3	5
4:30 PM	1	1	2
4:45 PM	2	5	7
5:00 PM	2	2	4
5:15 PM	2	1	3
5:30 PM	3	5	8
5:45 PM	2	3	5
6:00 PM	4	4	8
6:15 PM	2	2	4
6:30 PM	3	3	6
6:45 PM	2	1	3
7:00 PM	2	2	4

Table 8

6777 LINCOLNWOOD AVENUE, LINCOLNWOOD PARKING SURVEY

Time	Parking Spaces	Pumps	Total
7:00 AM	1	1	2
7:15 AM	1	1	2
7:30 AM	1	4	5
7:45 AM	1	2	3
8:00 AM	1	2	3
8:15 AM	2	5	7
8:30 AM	2	3	5
8:45 AM	1	3	4
9:00 AM	2	4	6
9:15 AM	3	2	5
9:30 AM	1	3	4
9:45 AM	2	5	7
10:00 AM	2	0	2
10:15 AM	3	0	3
10:30 AM	4	0	4
10:45 AM	5	3	8
11:00 AM	3	4	7
11:15 AM	5	4	9
11:30 AM	5	3	8
11:45 AM	4	8	12
<b>12:00 PM</b>	<b>6</b>	<b>5</b>	<b>11</b>
12:15 PM	2	5	7
12:30 PM	2	4	6
12:45 PM	2	5	7

Table 8, continued

6777 LINCOLNWOOD AVENUE, LINCOLNWOOD PARKING SURVEY

Time	Parking Spaces	Pumps	Total
1:00 PM	3	5	8
1:15 PM	2	7	9
1:30 PM	1	2	3
1:45 PM	2	4	6
2:00 PM	2	3	5
2:15 PM	3	4	7
2:30 PM	2	4	6
2:45 PM	5	7	12
3:00 PM	3	4	7
3:15 PM	2	4	6
3:30 PM	3	0	3
3:45 PM	2	8	10
4:00 PM	5	3	8
4:15 PM	4	2	6
4:30 PM	3	0	3
4:45 PM	2	2	4
5:00 PM	1	1	2
5:15 PM	1	2	3
5:30 PM	2	3	5
5:45 PM	1	1	2
6:00 PM	0	2	2
6:15 PM	0	2	2
6:30 PM	0	3	3
6:45 PM	0	4	4
7:00 PM	2	0	2

## 6. Conclusion

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

- The traffic projected to be generated by the proposed expansion will be reduced due to the volume of pass-by traffic that will be diverted from the existing traffic on the adjacent roadways.
- The area roadway system has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed fuel center and no roadway improvements or traffic control modifications are required.
- The outbound movements from both access drives should be under stop sign control.
- The proposed access system will be adequate in accommodating the traffic projected to be generated by the proposed fuel center with limited impact on the external roadway system.
- The existing nine parking spaces along with the eight fueling pumps will be adequate to meet the parking requirements based on the results of the parking surveys.

# 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



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Count Name:  
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Site Code:  
Start Date: 10/28/2025  
Page No: 1

### Turning Movement Data

Start Time	Oakton St Eastbound						Oakton St Westbound						Austin Ave Northbound						Austin Ave 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	34	105	0	0	139	0	2	124	6	0	132	0	3	16	16	0	35	0	4	7	32	0	43	349
7:15 AM	0	40	111	0	0	151	0	4	189	12	0	205	0	2	7	7	0	16	0	18	11	26	0	55	427
7:30 AM	0	70	144	0	0	214	0	8	169	20	1	197	0	1	15	9	0	25	0	23	8	33	0	64	500
7:45 AM	0	86	127	0	0	213	0	5	171	26	0	202	0	1	12	37	0	50	0	20	18	36	0	74	539
Hourly Total	0	230	487	0	0	717	0	19	653	64	1	736	0	7	50	69	0	126	0	65	44	127	0	236	1815
8:00 AM	0	67	117	1	0	185	0	8	140	29	0	177	0	4	16	12	0	32	0	19	16	42	0	77	471
8:15 AM	0	67	98	0	0	165	0	4	123	16	0	143	0	9	23	5	0	37	0	11	23	51	0	85	430
8:30 AM	0	71	101	0	0	172	0	9	127	12	0	148	0	10	17	5	0	32	0	6	20	32	3	58	410
8:45 AM	0	53	120	0	0	173	0	4	119	11	0	134	0	18	23	11	0	52	0	11	11	42	0	64	423
Hourly Total	0	258	436	1	0	695	0	25	509	68	0	602	0	41	79	33	0	153	0	47	70	167	3	284	1734
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	48	188	0	0	236	0	5	165	16	0	186	0	6	24	0	0	30	0	15	23	77	1	115	567
4:15 PM	0	50	193	0	0	243	0	8	231	13	0	252	0	7	12	6	0	25	0	17	22	62	1	101	621
4:30 PM	0	51	189	0	0	240	0	3	222	16	0	241	0	7	6	5	0	18	0	19	18	66	0	103	602
4:45 PM	0	58	212	0	0	270	0	3	221	8	0	232	0	6	9	4	0	19	0	15	16	62	2	93	614
Hourly Total	0	207	782	0	0	989	0	19	839	53	0	911	0	26	51	15	0	92	0	66	79	267	4	412	2404
5:00 PM	0	44	200	0	0	244	0	6	220	13	0	239	0	4	17	4	0	25	0	20	18	95	0	133	641
5:15 PM	0	48	231	0	0	279	0	4	234	11	0	249	0	4	4	3	0	11	0	16	7	53	0	76	615
5:30 PM	0	50	232	0	0	282	0	0	192	8	0	200	0	1	9	5	0	15	0	13	12	61	0	86	583
5:45 PM	0	45	224	0	0	269	0	6	177	13	0	196	0	4	3	7	0	14	0	13	12	48	0	73	552
Hourly Total	0	187	887	0	0	1074	0	16	823	45	0	884	0	13	33	19	0	65	0	62	49	257	0	368	2391
Grand Total	0	882	2592	1	0	3475	0	79	2824	230	1	3133	0	87	213	136	0	436	0	240	242	818	7	1300	8344
Approach %	0.0	25.4	74.6	0.0	-	-	0.0	2.5	90.1	7.3	-	-	0.0	20.0	48.9	31.2	-	-	0.0	18.5	18.6	62.9	-	-	-
Total %	0.0	10.6	31.1	0.0	-	41.6	0.0	0.9	33.8	2.8	-	37.5	0.0	1.0	2.6	1.6	-	5.2	0.0	2.9	2.9	9.8	-	15.6	-
Lights	0	847	2509	0	-	3356	0	54	2763	223	-	3040	0	71	176	120	-	367	0	232	180	759	-	1171	7934
% Lights	-	96.0	96.8	0.0	-	96.6	-	68.4	97.8	97.0	-	97.0	-	81.6	82.6	88.2	-	84.2	-	96.7	74.4	92.8	-	90.1	95.1
Buses	0	6	27	1	-	34	0	16	22	1	-	39	0	4	13	11	-	28	0	1	40	7	-	48	149
% Buses	-	0.7	1.0	100.0	-	1.0	-	20.3	0.8	0.4	-	1.2	-	4.6	6.1	8.1	-	6.4	-	0.4	16.5	0.9	-	3.7	1.8
Single-Unit Trucks	0	19	44	0	-	63	0	8	33	6	-	47	0	12	22	5	-	39	0	5	22	47	-	74	223
% Single-Unit Trucks	-	2.2	1.7	0.0	-	1.8	-	10.1	1.2	2.6	-	1.5	-	13.8	10.3	3.7	-	8.9	-	2.1	9.1	5.7	-	5.7	2.7
Articulated Trucks	0	10	12	0	-	22	0	1	6	0	-	7	0	0	2	0	-	2	0	2	0	5	-	7	38
% Articulated Trucks	-	1.1	0.5	0.0	-	0.6	-	1.3	0.2	0.0	-	0.2	-	0.0	0.9	0.0	-	0.5	-	0.8	0.0	0.6	-	0.5	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0





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Count Name:  
Oakton+Street+with+Austin+Avenue TMC  
Site Code:  
Start Date: 10/28/2025  
Page No: 3

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Oakton St Eastbound						Oakton St Westbound						Austin Ave Northbound						Austin Ave 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	70	144	0	0	214	0	8	169	20	1	197	0	1	15	9	0	25	0	23	8	33	0	64	500
7:45 AM	0	86	127	0	0	213	0	5	171	26	0	202	0	1	12	37	0	50	0	20	18	36	0	74	539
8:00 AM	0	67	117	1	0	185	0	8	140	29	0	177	0	4	16	12	0	32	0	19	16	42	0	77	471
8:15 AM	0	67	98	0	0	165	0	4	123	16	0	143	0	9	23	5	0	37	0	11	23	51	0	85	430
Total	0	290	486	1	0	777	0	25	603	91	1	719	0	15	66	63	0	144	0	73	65	162	0	300	1940
Approach %	0.0	37.3	62.5	0.1	-	-	0.0	3.5	83.9	12.7	-	-	0.0	10.4	45.8	43.8	-	-	0.0	24.3	21.7	54.0	-	-	-
Total %	0.0	14.9	25.1	0.1	-	40.1	0.0	1.3	31.1	4.7	-	37.1	0.0	0.8	3.4	3.2	-	7.4	0.0	3.8	3.4	8.4	-	15.5	-
PHF	0.000	0.843	0.844	0.250	-	0.908	0.000	0.781	0.882	0.784	-	0.890	0.000	0.417	0.717	0.426	-	0.720	0.000	0.793	0.707	0.794	-	0.882	0.900
Lights	0	275	460	0	-	735	0	21	595	87	-	703	0	15	62	62	-	139	0	72	39	144	-	255	1832
% Lights	-	94.8	94.7	0.0	-	94.6	-	84.0	98.7	95.6	-	97.8	-	100.0	93.9	98.4	-	96.5	-	98.6	60.0	88.9	-	85.0	94.4
Buses	0	2	6	1	-	9	0	4	3	0	-	7	0	0	3	1	-	4	0	0	25	5	-	30	50
% Buses	-	0.7	1.2	100.0	-	1.2	-	16.0	0.5	0.0	-	1.0	-	0.0	4.5	1.6	-	2.8	-	0.0	38.5	3.1	-	10.0	2.6
Single-Unit Trucks	0	9	15	0	-	24	0	0	5	4	-	9	0	0	1	0	-	1	0	1	1	12	-	14	48
% Single-Unit Trucks	-	3.1	3.1	0.0	-	3.1	-	0.0	0.8	4.4	-	1.3	-	0.0	1.5	0.0	-	0.7	-	1.4	1.5	7.4	-	4.7	2.5
Articulated Trucks	0	4	5	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	10
% Articulated Trucks	-	1.4	1.0	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.6	-	0.3	0.5
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	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name:  
Oakton+Street+with+Austin+Avenue TMC  
Site Code:  
Start Date: 10/28/2025  
Page No: 4

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Oakton St Eastbound						Oakton St Westbound						Austin Ave Northbound						Austin Ave 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	50	193	0	0	243	0	8	231	13	0	252	0	7	12	6	0	25	0	17	22	62	1	101	621
4:30 PM	0	51	189	0	0	240	0	3	222	16	0	241	0	7	6	5	0	18	0	19	18	66	0	103	602
4:45 PM	0	58	212	0	0	270	0	3	221	8	0	232	0	6	9	4	0	19	0	15	16	62	2	93	614
5:00 PM	0	44	200	0	0	244	0	6	220	13	0	239	0	4	17	4	0	25	0	20	18	95	0	133	641
<b>Total</b>	0	203	794	0	0	997	0	20	894	50	0	964	0	24	44	19	0	87	0	71	74	285	3	430	2478
Approach %	0.0	20.4	79.6	0.0	-	-	0.0	2.1	92.7	5.2	-	-	0.0	27.6	50.6	21.8	-	-	0.0	16.5	17.2	66.3	-	-	-
Total %	0.0	8.2	32.0	0.0	-	40.2	0.0	0.8	36.1	2.0	-	38.9	0.0	1.0	1.8	0.8	-	3.5	0.0	2.9	3.0	11.5	-	17.4	-
PHF	0.000	0.875	0.936	0.000	-	0.923	0.000	0.625	0.968	0.781	-	0.956	0.000	0.857	0.647	0.792	-	0.870	0.000	0.888	0.841	0.750	-	0.808	0.966
Lights	0	197	779	0	-	976	0	14	878	50	-	942	0	23	40	18	-	81	0	68	56	264	-	388	2387
% Lights	-	97.0	98.1	-	-	97.9	-	70.0	98.2	100.0	-	97.7	-	95.8	90.9	94.7	-	93.1	-	95.8	75.7	92.6	-	90.2	96.3
Buses	0	1	6	0	-	7	0	5	7	0	-	12	0	0	2	1	-	3	0	0	7	2	-	9	31
% Buses	-	0.5	0.8	-	-	0.7	-	25.0	0.8	0.0	-	1.2	-	0.0	4.5	5.3	-	3.4	-	0.0	9.5	0.7	-	2.1	1.3
Single-Unit Trucks	0	4	7	0	-	11	0	1	8	0	-	9	0	1	0	0	-	1	0	2	11	17	-	30	51
% Single-Unit Trucks	-	2.0	0.9	-	-	1.1	-	5.0	0.9	0.0	-	0.9	-	4.2	0.0	0.0	-	1.1	-	2.8	14.9	6.0	-	7.0	2.1
Articulated Trucks	0	1	2	0	-	3	0	0	1	0	-	1	0	0	2	0	-	2	0	1	0	2	-	3	9
% Articulated Trucks	-	0.5	0.3	-	-	0.3	-	0.0	0.1	0.0	-	0.1	-	0.0	4.5	0.0	-	2.3	-	1.4	0.0	0.7	-	0.7	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

**Study Name** Austin Ave and East Access Drive TMC  
**Start Date** Tuesday, October 28, 2025 7:00 AM  
**End Date** Tuesday, October 28, 2025 6:00 PM  
**Site Code**

## Report Summary

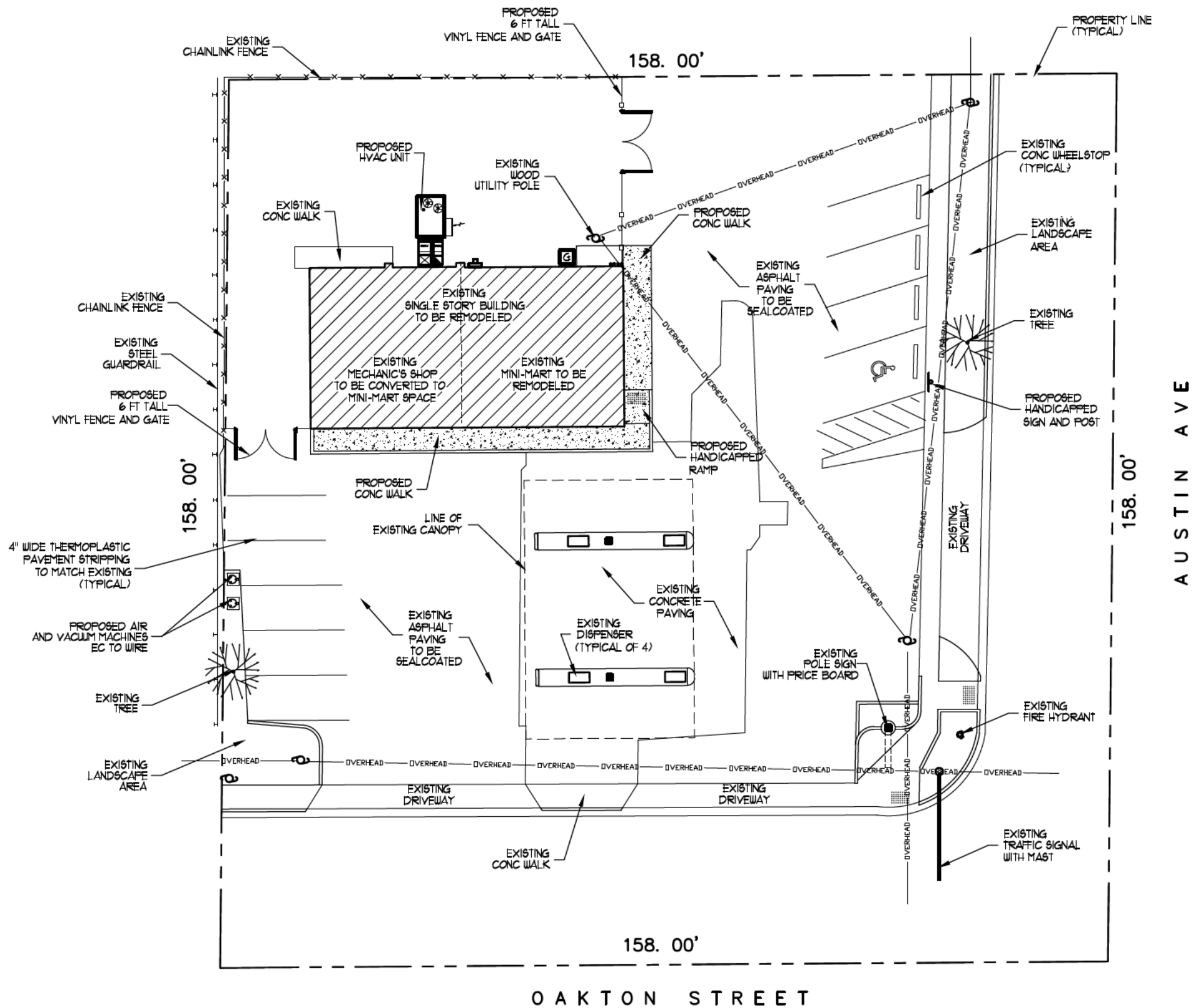
Time Period	Class.	Eastbound				Northbound				Southbound				Northeastbound				Total		Crosswalk									
		U	L	R	HR	I	O	U	HL	L	T	I	O	U	T	BR	R	I	O	U	HL	BL	HR	I	O	Total	Direction	Total	
<b>Peak 1</b>	Lights	0	9	0	0	9	3	0	0	0	425	425	255	0	255	1	3	259	434	0	0	0	0	0	1	693	W	1	1
Specified Period	%	0%	90%	0%	0%	90%	100%	0%	0%	0%	95%	95%	85%	0%	85%	50%	100%	85%	95%	0%	0%	0%	0%	0%	50%	91%		100%	
7:30 AM - 8:30 AM	Buses	0	0	0	0	0	0	0	0	0	5	5	33	0	33	0	0	33	5	0	0	0	0	0	0	38	S	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	11%	0%	11%	0%	0%	11%	1%	0%	0%	0%	0%	0%	0%	5%		0%	
7:30 AM - 8:30 AM	Single-Unit Truc	0	1	0	0	1	0	0	0	0	16	16	11	0	11	1	0	12	17	0	0	0	0	0	1	29	N	1	1
	%	0%	10%	0%	0%	10%	0%	0%	0%	4%	4%	4%	0%	4%	50%	0%	4%	4%	0%	0%	0%	0%	0%	50%	4%		100%		
	articulated Truc	0	0	0	0	0	0	0	0	3	3	1	0	1	0	0	1	3	0	0	0	0	0	0	0	4	SW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
	cycles 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		2	2
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>449</b>	<b>449</b>	<b>300</b>	<b>0</b>	<b>300</b>	<b>2</b>	<b>3</b>	<b>305</b>	<b>459</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>764</b>			
	PHF	0	0.42	0	0	0.42	0.38	0	0	0	0.91	0.91	0.94	0	0.94	0.5	0.38	0.94	0.93	0	0	0	0	0	0.5	0.94			
	Approach %					1%	0%					59%	39%					40%	60%					0%	0%				
<b>Peak 2</b>	Lights	0	2	2	0	4	5	0	0	0	291	291	406	0	403	4	5	412	294	0	0	1	1	2	4	709	W	3	3
Specified Period	%	0%	100%	100%	0%	100%	100%	0%	0%	0%	97%	97%	91%	0%	91%	100%	100%	91%	97%	0%	0%	100%	100%	100%	100%	93%		100%	
4:15 PM - 5:15 PM	Buses	0	0	0	0	0	0	0	0	0	3	3	8	0	8	0	0	8	3	0	0	0	0	0	0	11	S	2	2
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	2%	0%	2%	0%	0%	2%	1%	0%	0%	0%	0%	0%	0%	1%		100%	
4:15 PM - 5:15 PM	Single-Unit Truc	0	0	0	0	0	0	0	0	4	4	28	0	28	0	0	28	4	0	0	0	0	0	0	0	32	N	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	6%	0%	6%	0%	0%	6%	1%	0%	0%	0%	0%	0%	0%	0%	4%		0%	
	articulated Truc	0	0	0	0	0	0	0	0	3	3	4	0	4	0	0	4	3	0	0	0	0	0	0	0	7	SW	2	2
	%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%	0%	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%		100%	
	cycles 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		7	7
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>301</b>	<b>301</b>	<b>446</b>	<b>0</b>	<b>443</b>	<b>4</b>	<b>5</b>	<b>452</b>	<b>304</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>759</b>			
	PHF	0	0.5	0.25	0	0.33	0.62	0	0	0	0.98	0.98	0.84	0	0.84	0.5	0.62	0.84	0.97	0	0	0.25	0.25	0.5	0.5	0.89			
	Approach %					1%	1%					40%	59%					60%	40%					0%	1%				

**Study Name** Oakton St and Access Drive West TMC  
**Start Date** Tuesday, October 28, 2025 7:00 AM  
**End Date** Tuesday, October 28, 2025 6:00 PM  
**Site Code**

## Report Summary

Time Period	Class.	Eastbound				Westbound				Southeastbound				Southwestbound				Total		Crosswalk										
		U	HL	BL	T	I	O	U	T	BR	HR	I	O	U	L	BL	HR	I	O	U	HL	BR	R	I	O	Total	Pedestrian	Total		
<b>Peak 1</b>	Lights	0	4	0	950	954	814	0	812	1	1	814	951	0	2	1	2	5	5	0	0	0	0	0	3	1773	W	0	0	
Specified Period	%	0%	100%	0%	95%	95%	96%	0%	96%	100%	100%	96%	95%	0%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	100%	96%	0%	0%		
7:30 AM - 8:30 AM	Buses	0	0	0	11	11	12	0	12	0	0	12	11	0	0	0	0	0	0	0	0	0	0	0	0	23	E	0	0	
One Hour Peak	%	0%	0%	0%	1%	1%	1%	0%	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%			
7:30 AM - 8:30 AM	Single-Unit Truc	0	0	0	28	28	14	0	14	0	0	14	28	0	0	0	0	0	0	0	0	0	0	0	0	42	NW	0	0	
	%	0%	0%	0%	3%	3%	2%	0%	2%	0%	0%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%			
	articulated Truc	0	0	0	6	6	4	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	10	NE	0	0	
	%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%		
	cycles 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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>995</b>	<b>999</b>	<b>844</b>	<b>0</b>	<b>842</b>	<b>1</b>	<b>1</b>	<b>844</b>	<b>996</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1848</b>				
	PHF	0	0.33	0	0.89	0.9	0.97	0	0.97	0.25	0.25	0.96	0.89	0	0.25	0.25	0.5	0.42	0.31	0	0	0	0	0	0.25	0.94				
	Approach %					54%	46%					46%	54%					0%	0%					0%	0%					
<b>Peak 2</b>	Lights	0	2	0	1051	1053	1199	0	1190	0	4	1194	1051	0	0	0	6	6	2	0	0	3	0	3	4	2256	W	0	0	
Specified Period	%	0%	100%	0%	97%	97%	97%	0%	97%	0%	100%	97%	97%	0%	0%	0%	100%	100%	100%	0%	0%	100%	0%	100%	100%	97%	0%	0%		
4:15 PM - 5:15 PM	Buses	0	0	0	9	9	9	0	9	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18	E	2	2
One Hour Peak	%	0%	0%	0%	1%	1%	1%	0%	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	100%	0%		
4:15 PM - 5:15 PM	Single-Unit Truc	0	0	0	16	16	28	0	28	0	0	28	16	0	0	0	0	0	0	0	0	0	0	0	0	44	NW	2	2	
	%	0%	0%	0%	1%	1%	2%	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	100%	0%			
	articulated Truc	0	0	0	3	3	4	0	4	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7	NE	0	0	
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	cycles 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	4	4		
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1079</b>	<b>1081</b>	<b>1240</b>	<b>0</b>	<b>1231</b>	<b>0</b>	<b>4</b>	<b>1235</b>	<b>1079</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>2325</b>				
	PHF	0	0.5	0	0.94	0.94	0.93	0	0.94	0	0.5	0.94	0.94	0	0	0	0.5	0.5	0.5	0	0	0.75	0	0.75	0.5	0.96				
	Approach %					46%	53%					53%	46%					0%	0%					0%	0%					

## Site Plan



**PROPOSED SITE PLAN**

SCALE: 1" = 20'-0"



**PROYEKT STUDIO, LLC**  
ARCHITECTURE, ENGINEERING

2810 RFD  
Long Grove, IL. 60047  
773-796-5992, GZIOMEK@SBCGLOBAL.NET

**PROPOSED  
MINI-MART REMODEL**

6000 OAKTON ST  
MORTON GROVE, IL. 60053

REVISIONS		
NO.	DATE	DESCRIPTION

DATE	8/7/25
JOB #	2503Z
SHEET	A-2
OF	8 SHEETS

# ITE Trip Generation Sheets



# Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

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: 79

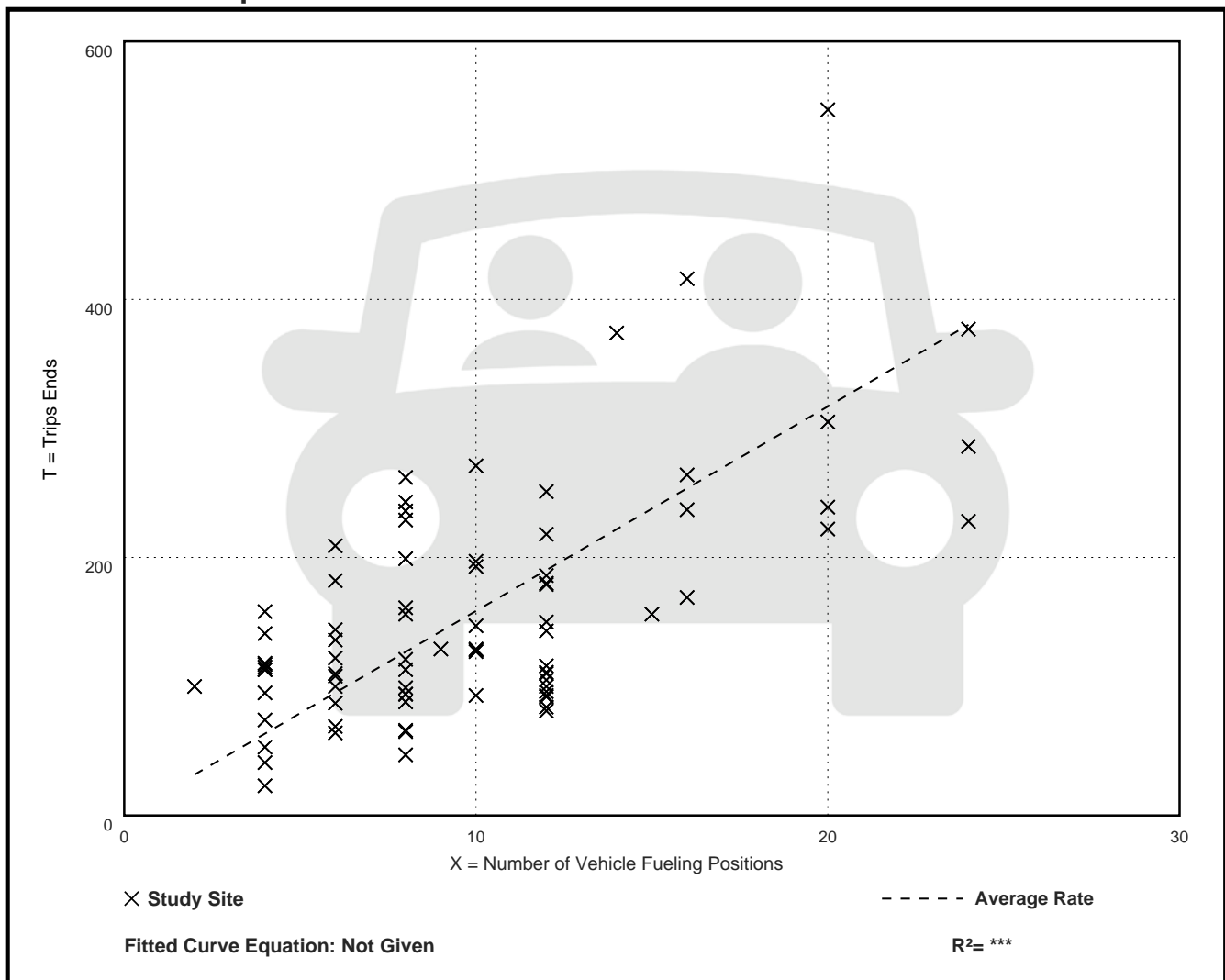
Avg. Num. of Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
15.85	5.75 - 50.00	7.54

## Data Plot and Equation



# CMAP 2050 Projections Letter



November 10, 2025

Dylan Freeman  
Consultant  
Kenig, Lindgren, O’Hara and Aboona, Inc.  
9575 West Higgins Road  
Suite 400  
Rosemont, IL 60018

**Subject: Oakton Street and Austin Avenue  
IDOT**

Dear Mr. Freeman:

In response to a request made on your behalf and dated November 7, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Oakton St, at Austin Ave	21,400 (2023)	23,300
Austin Ave north of Oakton St	5,000 (2022)	5,450

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](mailto:jrodriguez@cmap.illinois.gov)

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

cc: Rios (IDOT)  
\\2025\_trafficForecasts\MortonGrove\ck-117-25\ck-117-25.docx

## **TRAFFIC FORECAST RECORD**

**Record Number:** ck-117-25

**Type of Report:** Projection

**Year Sought:** 2050

**Analyst:** JAR

**Organization Requestion Forecast:** KLOA

**Contact:** Dylan Freeman

**Email or Phone:** dfreeman@kloainc.com

**Sponsor:** IDOT

**Date request was received:** 11/7/2025

**Date that response was emailed:** 11/10/2025

**Facility Location:** Oakton Street and Austin Avenue

**Municipality:** Morton Grove

## 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*, 7<sup>th</sup> Edition.

Capacity Analysis Summary Sheets  
Existing Weekday Morning Peak Hour

Lanes and Geometrics

3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	704	9	25	664	91	17	68	63	73	65	162
Future Volume (vph)	290	704	9	25	664	91	17	68	63	73	65	162
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	100		0	140		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			155			25			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.982			0.928				0.893
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3466	0	1805	3497	0	1805	1745	0	1787	1596	0
Flt Permitted	0.249			0.352			0.417			0.637		
Satd. Flow (perm)	451	3466	0	669	3497	0	792	1745	0	1198	1596	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35		35			25			25		25
Link Distance (ft)		278		837			675			449		449
Travel Time (s)		5.4		16.3			18.4			12.2		12.2
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
Heavy Vehicles (%)	5%	4%	0%	0%	1%	4%	0%	2%	0%	1%	2%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	322	792	0	28	839	0	19	146	0	81	252	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0		8.0
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0		24.0
Total Split (s)	20.0	52.0		13.0	45.0		35.0	35.0		35.0		35.0
Total Split (%)	20.0%	52.0%		13.0%	45.0%		35.0%	35.0%		35.0%		35.0%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5		4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5		1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None		None
Act Effct Green (s)	68.7	60.3		58.2	49.7		21.8	21.8		21.8		21.8
Actuated g/C Ratio	0.69	0.60		0.58	0.50		0.22	0.22		0.22		0.22
v/c Ratio	0.68	0.38		0.06	0.48		0.11	0.38		0.31		0.73
Control Delay (s/veh)	14.8	12.6		7.6	19.5		30.0	35.0		34.2		47.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	14.8	12.6		7.6	19.5		30.0	35.0		34.2		47.9
LOS	B	B		A	B		C	D		C		D
Approach Delay (s/veh)		13.3			19.2			34.4				44.6
Approach LOS		B			B			C				D
Queue Length 50th (ft)	73	144		5	180		10	81		44		152
Queue Length 95th (ft)	143	228		17	288		27	127		80		219

Lanes and Geometrics

3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		198			757			595				369
Turn Bay Length (ft)	90			100			140			225		
Base Capacity (vph)	519	2088		520	1736		229	506		347	462	
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	0.62	0.38		0.05	0.48		0.08	0.29		0.23	0.55	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	47 (47%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay (s/veh):	20.9
Intersection LOS:	C
Intersection Capacity Utilization	75.7%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 3: Austin Avenue & Oakton Street



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	1003	842	1	0	0
Future Vol, veh/h	0	1003	842	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1067	896	1	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1430 448
Stage 1	-	-	-	-	896 -
Stage 2	-	-	-	-	534 -
Critical Hdwy	-	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	-	128 563
Stage 1	0	-	-	-	364 -
Stage 2	0	-	-	-	558 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	128 563
Mov Cap-2 Maneuver	-	-	-	-	128 -
Stage 1	-	-	-	-	364 -
Stage 2	-	-	-	-	558 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	4	1000	841	1	3	2
Future Vol, veh/h	4	1000	841	1	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	4	1064	895	1	3	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	896	0	-	0	1436 448
Stage 1	-	-	-	-	895 -
Stage 2	-	-	-	-	540 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	766	-	-	-	127 564
Stage 1	-	-	-	-	364 -
Stage 2	-	-	-	-	554 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	766	-	-	-	126 564
Mov Cap-2 Maneuver	-	-	-	-	126 -
Stage 1	-	-	-	-	361 -
Stage 2	-	-	-	-	554 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	25.32
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	766	-	-	-	182
HCM Lane V/C Ratio	0.006	-	-	-	0.029
HCM Ctrl Dly (s/v)	9.7	-	-	-	25.3
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			↑	↑	
Traffic Vol, veh/h	0	0	0	449	300	2
Future Vol, veh/h	0	0	0	449	300	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	4	50
Mvmt Flow	0	0	0	478	319	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	798	320	-	0	-	0
Stage 1	320	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	358	725	0	-	-	-
Stage 1	740	-	0	-	-	-
Stage 2	628	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	725	-	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	0	449	302	3
Future Vol, veh/h	10	0	0	449	302	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	0	0	2	0	4
Mvmt Flow	11	0	0	478	321	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	801	323	-	0	-	0
Stage 1	323	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.5	6.2	-	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.3	-	-	-	-
Pot Cap-1 Maneuver	343	723	0	-	-	-
Stage 1	716	-	0	-	-	-
Stage 2	608	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	343	723	-	-	-	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.83	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	343	-	-
HCM Lane V/C Ratio	-	0.031	-	-
HCM Ctrl Dly (s/v)	-	15.8	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Capacity Analysis Summary Sheets  
Existing Weekday Evening Peak Hour

Lanes and Geometrics

3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	867	6	20	913	51	25	44	19	71	74	297
Future Volume (vph)	206	867	6	20	913	51	25	44	19	71	74	297
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	100		0	140		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			155			25			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.992			0.954				0.880
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3571	0	1719	3548	0	1736	1752	0	1736	1540	0
Flt Permitted	0.188			0.304			0.239			0.715		
Satd. Flow (perm)	347	3571	0	550	3548	0	437	1752	0	1306	1540	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35		35			25			25		25
Link Distance (ft)		278		837			675			449		449
Travel Time (s)		5.4		16.3			18.4			12.2		12.2
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
Heavy Vehicles (%)	3%	1%	0%	5%	1%	0%	4%	5%	0%	4%	15%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	900	0	21	994	0	26	65	0	73	382	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0		8.0
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0		24.0
Total Split (s)	23.0	62.0		13.0	52.0		35.0	35.0		35.0		35.0
Total Split (%)	20.9%	56.4%		11.8%	47.3%		31.8%	31.8%		31.8%		31.8%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5		4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5		1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None		None
Act Effct Green (s)	71.8	65.3		63.1	54.6		28.7	28.7		28.7		28.7
Actuated g/C Ratio	0.65	0.59		0.57	0.50		0.26	0.26		0.26		0.26
v/c Ratio	0.58	0.42		0.06	0.56		0.23	0.14		0.21		0.95
Control Delay (s/veh)	14.2	13.7		7.8	21.5		38.0	32.1		33.7		74.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	14.2	13.7		7.8	21.5		38.0	32.1		33.7		74.9
LOS	B	B		A	C		D	C		C		E
Approach Delay (s/veh)		13.8			21.2			33.8				68.3
Approach LOS		B			C			C				E
Queue Length 50th (ft)	56	155		5	251		15	37		42		297
Queue Length 95th (ft)	89	252		14	345		43	74		83		#505

Lanes and Geometrics

3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		198			757			595				369
Turn Bay Length (ft)	90			100			140			225		
Base Capacity (vph)	475	2118		433	1761		115	461		344	406	
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	0.45	0.42		0.05	0.56		0.23	0.14		0.21	0.94	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 64.9 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay (s/veh): 26.5 Intersection LOS: C  
 Intersection Capacity Utilization 73.8% 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: 3: Austin Avenue & Oakton Street



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	1079	1231	4	0	3
Future Vol, veh/h	0	1079	1231	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	1124	1282	4	0	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1846 643
Stage 1	-	-	-	-	1284 -
Stage 2	-	-	-	-	562 -
Critical Hdwy	-	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	-	68 421
Stage 1	0	-	-	-	227 -
Stage 2	0	-	-	-	540 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	68 421
Mov Cap-2 Maneuver	-	-	-	-	68 -
Stage 1	-	-	-	-	227 -
Stage 2	-	-	-	-	540 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.62
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	421
HCM Lane V/C Ratio	-	-	-	0.007
HCM Ctrl Dly (s/v)	-	-	-	13.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	2	1079	1234	0	0	6
Future Vol, veh/h	2	1079	1234	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	2	1124	1285	0	0	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1285	0	-	0	1852 643
Stage 1	-	-	-	-	1285 -
Stage 2	-	-	-	-	566 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	546	-	-	-	67 421
Stage 1	-	-	-	-	227 -
Stage 2	-	-	-	-	537 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	546	-	-	-	67 421
Mov Cap-2 Maneuver	-	-	-	-	67 -
Stage 1	-	-	-	-	226 -
Stage 2	-	-	-	-	537 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	13.68
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	546	-	-	-	421
HCM Lane V/C Ratio	0.004	-	-	-	0.015
HCM Ctrl Dly (s/v)	11.6	-	-	-	13.7
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			↑	↑	
Traffic Vol, veh/h	1	1	0	301	441	4
Future Vol, veh/h	1	1	0	301	441	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	1	1	0	338	496	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	836	498	-	0	-	0
Stage 1	498	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	340	577	0	-	-	-
Stage 1	615	-	0	-	-	-
Stage 2	727	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	340	577	-	-	-	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.46	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	428	-	-
HCM Lane V/C Ratio	-	0.005	-	-
HCM Ctrl Dly (s/v)	-	13.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑		↑
Traffic Vol, veh/h	2	2	0	302	443	5
Future Vol, veh/h	2	2	0	302	443	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	2	2	0	328	482	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	813	484	-	0	-	0
Stage 1	484	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	351	587	0	-	-	-
Stage 1	624	-	0	-	-	-
Stage 2	734	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	351	587	-	-	-	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.28	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	439	-	-
HCM Lane V/C Ratio	-	0.01	-	-
HCM Ctrl Dly (s/v)	-	13.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Capacity Analysis Summary Sheets  
Year 2031 No-Build Weekday Morning Peak Hour

Lanes and Geometrics  
3: Austin Avenue & Oakton Street

11/12/2025

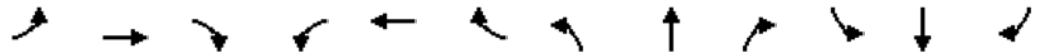


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	718	9	26	677	93	17	69	64	74	66	165
Future Volume (vph)	296	718	9	26	677	93	17	69	64	74	66	165
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	100		0	140		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			155			25			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.982			0.928				0.893
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3466	0	1805	3497	0	1805	1745	0	1787	1596	0
Flt Permitted	0.240			0.347			0.411			0.639		
Satd. Flow (perm)	434	3466	0	659	3497	0	781	1745	0	1202	1596	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25				25
Link Distance (ft)		278			837			675				449
Travel Time (s)		5.4			16.3			18.4				12.2
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
Heavy Vehicles (%)	5%	4%	0%	0%	1%	4%	0%	2%	0%	1%	2%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	329	808	0	29	855	0	19	148	0	82	256	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0		8.0
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0		24.0
Total Split (s)	20.0	52.0		13.0	45.0		35.0	35.0		35.0		35.0
Total Split (%)	20.0%	52.0%		13.0%	45.0%		35.0%	35.0%		35.0%		35.0%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5		4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5		1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.2		0.0		0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.2		6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None		None
Act Effct Green (s)	68.5	60.0		57.6	49.0		22.0	21.8		22.0		22.0
Actuated g/C Ratio	0.69	0.60		0.58	0.49		0.22	0.22		0.22		0.22
v/c Ratio	0.70	0.39		0.06	0.50		0.11	0.39		0.31		0.73
Control Delay (s/veh)	16.2	12.8		7.7	20.2		30.0	35.2		34.1		48.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	16.2	12.8		7.7	20.2		30.0	35.2		34.1		48.1
LOS	B	B		A	C		C	D		C		D
Approach Delay (s/veh)		13.8			19.8			34.6				44.7
Approach LOS		B			B			C				D
Queue Length 50th (ft)	75	149		5	188		10	82		44		155
Queue Length 95th (ft)	157	234		17	295		27	129		80		223

Lanes and Geometrics

3: Austin Avenue & Oakton Street

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		198			757			595				369
Turn Bay Length (ft)	90			100			140			225		
Base Capacity (vph)	511	2081		510	1712		226	502		348	462	
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	0.64	0.39		0.06	0.50		0.08	0.29		0.24	0.55	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	47 (47%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay (s/veh):	21.4
Intersection LOS:	C
Intersection Capacity Utilization	76.7%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 3: Austin Avenue & Oakton Street



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	1023	859	1	0	0
Future Vol, veh/h	0	1023	859	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1088	914	1	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1459 457
Stage 1	-	-	-	-	914 -
Stage 2	-	-	-	-	544 -
Critical Hdwy	-	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	-	122 556
Stage 1	0	-	-	-	356 -
Stage 2	0	-	-	-	551 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	122 556
Mov Cap-2 Maneuver	-	-	-	-	122 -
Stage 1	-	-	-	-	356 -
Stage 2	-	-	-	-	551 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	4	1020	858	1	3	2
Future Vol, veh/h	4	1020	858	1	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	4	1085	913	1	3	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	914	0	-	0	1464 457
Stage 1	-	-	-	-	913 -
Stage 2	-	-	-	-	551 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	754	-	-	-	121 556
Stage 1	-	-	-	-	356 -
Stage 2	-	-	-	-	547 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	754	-	-	-	120 556
Mov Cap-2 Maneuver	-	-	-	-	120 -
Stage 1	-	-	-	-	353 -
Stage 2	-	-	-	-	547 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	26.18
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	754	-	-	-	175
HCM Lane V/C Ratio	0.006	-	-	-	0.03
HCM Ctrl Dly (s/v)	9.8	-	-	-	26.2
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑	↑	
Traffic Vol, veh/h	0	0	0	458	306	2
Future Vol, veh/h	0	0	0	458	306	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	4	50
Mvmt Flow	0	0	0	487	326	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	814	327	-	0	-	0
Stage 1	327	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	350	719	0	-	-	-
Stage 1	736	-	0	-	-	-
Stage 2	622	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	719	-	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			↑	↑	
Traffic Vol, veh/h	10	0	0	458	308	3
Future Vol, veh/h	10	0	0	458	308	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	0	0	2	0	4
Mvmt Flow	11	0	0	487	328	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	816	329	-	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.5	6.2	-	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.3	-	-	-	-
Pot Cap-1 Maneuver	336	717	0	-	-	-
Stage 1	711	-	0	-	-	-
Stage 2	601	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	336	717	-	-	-	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.08	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	336	-	-
HCM Lane V/C Ratio	-	0.032	-	-
HCM Ctrl Dly (s/v)	-	16.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Capacity Analysis Summary Sheets  
Year 2031 No-Build Weekday Evening Peak Hour

Lanes and Geometrics  
3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	884	6	20	931	52	26	45	19	72	75	303
Future Volume (vph)	210	884	6	20	931	52	26	45	19	72	75	303
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	100		0	140		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			155			25			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.992			0.955				0.880
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3571	0	1719	3548	0	1736	1753	0	1736	1540	0
Flt Permitted	0.179			0.298			0.232			0.714		
Satd. Flow (perm)	330	3571	0	539	3548	0	424	1753	0	1304	1540	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25				25
Link Distance (ft)		278			837			675				449
Travel Time (s)		5.4			16.3			18.4				12.2
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
Heavy Vehicles (%)	3%	1%	0%	5%	1%	0%	4%	5%	0%	4%	15%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	216	917	0	21	1014	0	27	66	0	74	389	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0		8.0
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0		24.0
Total Split (s)	23.0	62.0		13.0	52.0		35.0	35.0		35.0		35.0
Total Split (%)	20.9%	56.4%		11.8%	47.3%		31.8%	31.8%		31.8%		31.8%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5		4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5		1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None		None
Act Effct Green (s)	71.5	65.0		62.6	54.1		29.0	29.0		29.0		29.0
Actuated g/C Ratio	0.65	0.59		0.57	0.49		0.26	0.26		0.26		0.26
v/c Ratio	0.60	0.43		0.06	0.58		0.24	0.14		0.22		0.96
Control Delay (s/veh)	14.9	13.9		7.8	22.1		38.8	32.1		33.7		76.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	14.9	13.9		7.8	22.1		38.8	32.1		33.7		76.6
LOS	B	B		A	C		D	C		C		E
Approach Delay (s/veh)		14.0			21.8			34.0				69.8
Approach LOS		B			C			C				E
Queue Length 50th (ft)	57	159		5	258		16	37		42		304
Queue Length 95th (ft)	90	258		14	360		44	75		84		#520

Lanes and Geometrics

3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		198			757			595				369
Turn Bay Length (ft)	90			100			140			225		
Base Capacity (vph)	466	2111		425	1744		111	462		343	406	
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	0.46	0.43		0.05	0.58		0.24	0.14		0.22	0.96	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 64.9 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay (s/veh): 27.2      Intersection LOS: C  
 Intersection Capacity Utilization 75.0%      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: 3: Austin Avenue & Oakton Street



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	1101	1256	4	0	3
Future Vol, veh/h	0	1101	1256	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	1147	1308	4	0	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1884 656
Stage 1	-	-	-	-	1310 -
Stage 2	-	-	-	-	573 -
Critical Hdwy	-	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	-	64 413
Stage 1	0	-	-	-	220 -
Stage 2	0	-	-	-	533 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	64 413
Mov Cap-2 Maneuver	-	-	-	-	64 -
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	533 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.79
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	413
HCM Lane V/C Ratio	-	-	-	0.008
HCM Ctrl Dly (s/v)	-	-	-	13.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	2	1101	1259	0	0	6
Future Vol, veh/h	2	1101	1259	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	2	1147	1311	0	0	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1311	0	-	0	1889 656
Stage 1	-	-	-	-	1311 -
Stage 2	-	-	-	-	578 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	534	-	-	-	63 413
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	530 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	534	-	-	-	63 413
Mov Cap-2 Maneuver	-	-	-	-	63 -
Stage 1	-	-	-	-	219 -
Stage 2	-	-	-	-	530 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	13.85
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	534	-	-	-	413
HCM Lane V/C Ratio	0.004	-	-	-	0.015
HCM Ctrl Dly (s/v)	11.8	-	-	-	13.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	307	450	4
Future Vol, veh/h	1	1	0	307	450	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	1	1	0	345	506	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	853	508	-	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	332	569	0	-	-	-
Stage 1	608	-	0	-	-	-
Stage 2	722	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	332	569	-	-	-	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.63	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	420	-	-
HCM Lane V/C Ratio	-	0.005	-	-
HCM Ctrl Dly (s/v)	-	13.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			↑	↑	
Traffic Vol, veh/h	2	2	0	308	452	5
Future Vol, veh/h	2	2	0	308	452	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	2	2	0	335	491	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	829	494	-	0	-	0
Stage 1	494	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	343	579	0	-	-	-
Stage 1	617	-	0	-	-	-
Stage 2	729	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	343	579	-	-	-	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.44	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	431	-	-
HCM Lane V/C Ratio	-	0.01	-	-
HCM Ctrl Dly (s/v)	-	13.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Capacity Analysis Summary Sheets  
Year 2031 Total Projected Weekday Morning Peak Hour

Lanes and Geometrics  
 3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	719	9	26	685	93	17	69	64	75	66	165
Future Volume (vph)	296	719	9	26	685	93	17	69	64	75	66	165
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	100		0	140		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			155			25			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.982			0.928				0.893
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3466	0	1805	3498	0	1805	1745	0	1787	1596	0
Flt Permitted	0.236			0.346			0.411			0.639		
Satd. Flow (perm)	427	3466	0	657	3498	0	781	1745	0	1202	1596	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25				25
Link Distance (ft)		278			837			675				449
Travel Time (s)		5.4			16.3			18.4				12.2
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
Heavy Vehicles (%)	5%	4%	0%	0%	1%	4%	0%	2%	0%	1%	2%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	329	809	0	29	864	0	19	148	0	83	256	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0		8.0
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0		24.0
Total Split (s)	20.0	52.0		13.0	45.0		35.0	35.0		35.0		35.0
Total Split (%)	20.0%	52.0%		13.0%	45.0%		35.0%	35.0%		35.0%		35.0%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5		4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5		1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.2		0.0		0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.2		6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None		None
Act Effct Green (s)	68.5	60.0		57.5	48.9		22.0	21.8		22.0		22.0
Actuated g/C Ratio	0.69	0.60		0.58	0.49		0.22	0.22		0.22		0.22
v/c Ratio	0.70	0.39		0.06	0.51		0.11	0.39		0.31		0.73
Control Delay (s/veh)	16.5	12.8		7.7	20.3		30.0	35.2		34.2		48.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	16.5	12.8		7.7	20.3		30.0	35.2		34.2		48.1
LOS	B	B		A	C		C	D		C		D
Approach Delay (s/veh)		13.9			19.9			34.6				44.7
Approach LOS		B			B			C				D
Queue Length 50th (ft)	75	149		5	191		10	82		45		155
Queue Length 95th (ft)	159	235		17	299		27	129		82		223

Lanes and Geometrics

3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		198			757			595				369
Turn Bay Length (ft)	90			100			140			225		
Base Capacity (vph)	509	2081		509	1709		226	502		348	462	
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	0.65	0.39		0.06	0.51		0.08	0.29		0.24	0.55	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	47 (47%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay (s/veh):	21.5
Intersection LOS:	C
Intersection Capacity Utilization	76.9%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 3: Austin Avenue & Oakton Street



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	1024	853	15	0	4
Future Vol, veh/h	0	1024	853	15	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1089	907	16	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1460 462
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	545 -
Critical Hdwy	-	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	-	122 552
Stage 1	0	-	-	-	355 -
Stage 2	0	-	-	-	551 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	122 552
Mov Cap-2 Maneuver	-	-	-	-	122 -
Stage 1	-	-	-	-	355 -
Stage 2	-	-	-	-	551 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.57
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	552
HCM Lane V/C Ratio	-	-	-	0.008
HCM Ctrl Dly (s/v)	-	-	-	11.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	24	1009	852	5	15	14
Future Vol, veh/h	24	1009	852	5	15	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	26	1073	906	5	16	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	912	0	-	0	1497 456
Stage 1	-	-	-	-	909 -
Stage 2	-	-	-	-	588 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	756	-	-	-	116 557
Stage 1	-	-	-	-	358 -
Stage 2	-	-	-	-	524 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	756	-	-	-	110 557
Mov Cap-2 Maneuver	-	-	-	-	110 -
Stage 1	-	-	-	-	341 -
Stage 2	-	-	-	-	524 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	29.17
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	756	-	-	-	180
HCM Lane V/C Ratio	0.034	-	-	-	0.172
HCM Ctrl Dly (s/v)	9.9	-	-	-	29.2
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑	↑	
Traffic Vol, veh/h	0	1	0	458	306	4
Future Vol, veh/h	0	1	0	458	306	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	4	50
Mvmt Flow	0	1	0	487	326	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	815	328	-	0	-	0
Stage 1	328	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	350	718	0	-	-	-
Stage 1	735	-	0	-	-	-
Stage 2	622	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	718	-	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.02	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	718	-	-
HCM Lane V/C Ratio	-	0.001	-	-
HCM Ctrl Dly (s/v)	-	10	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			↑	↑	
Traffic Vol, veh/h	16	2	0	458	308	5
Future Vol, veh/h	16	2	0	458	308	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	0	0	2	0	4
Mvmt Flow	17	2	0	487	328	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	818	330	-	0	-	0
Stage 1	330	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.5	6.2	-	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.3	-	-	-	-
Pot Cap-1 Maneuver	335	716	0	-	-	-
Stage 1	711	-	0	-	-	-
Stage 2	601	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	716	-	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.68	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	356	-	-
HCM Lane V/C Ratio	-	0.054	-	-
HCM Ctrl Dly (s/v)	-	15.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Capacity Analysis Summary Sheets  
Year 2031 Total Projected Weekday Evening Peak Hour

Lanes and Geometrics  
3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	885	6	20	939	52	26	45	19	74	75	303
Future Volume (vph)	210	885	6	20	939	52	26	45	19	74	75	303
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	100		0	140		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			155			25			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.992			0.955				0.880
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3571	0	1719	3548	0	1736	1753	0	1736	1540	0
Flt Permitted	0.176			0.297			0.232			0.714		
Satd. Flow (perm)	325	3571	0	537	3548	0	424	1753	0	1304	1540	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25				25
Link Distance (ft)		278			837			675				449
Travel Time (s)		5.4			16.3			18.4				12.2
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
Heavy Vehicles (%)	3%	1%	0%	5%	1%	0%	4%	5%	0%	4%	15%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	216	918	0	21	1022	0	27	66	0	76	389	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0		8.0
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0		24.0
Total Split (s)	23.0	62.0		13.0	52.0		35.0	35.0		35.0		35.0
Total Split (%)	20.9%	56.4%		11.8%	47.3%		31.8%	31.8%		31.8%		31.8%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5		4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5		1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None		None
Act Effct Green (s)	71.5	65.0		62.5	54.0		29.0	29.0		29.0		29.0
Actuated g/C Ratio	0.65	0.59		0.57	0.49		0.26	0.26		0.26		0.26
v/c Ratio	0.60	0.43		0.06	0.59		0.24	0.14		0.22		0.96
Control Delay (s/veh)	15.0	13.9		7.8	22.3		38.8	32.1		33.8		76.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	15.0	13.9		7.8	22.3		38.8	32.1		33.8		76.6
LOS	B	B		A	C		D	C		C		E
Approach Delay (s/veh)		14.1			22.0			34.0				69.6
Approach LOS		B			C			C				E
Queue Length 50th (ft)	57	159		5	261		16	37		43		304
Queue Length 95th (ft)	90	258		14	365		44	75		86		#520

Lanes and Geometrics

3: Austin Avenue & Oakton Street

11/12/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		198			757			595				369
Turn Bay Length (ft)	90			100			140			225		
Base Capacity (vph)	464	2111		424	1742		111	462		343	406	
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	0.47	0.43		0.05	0.59		0.24	0.14		0.22	0.96	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 64.9 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay (s/veh): 27.2      Intersection LOS: C  
 Intersection Capacity Utilization 75.2%      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: 3: Austin Avenue & Oakton Street



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	1102	1248	20	0	8
Future Vol, veh/h	0	1102	1248	20	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	1148	1300	21	0	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1884 660
Stage 1	-	-	-	-	1310 -
Stage 2	-	-	-	-	574 -
Critical Hdwy	-	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	-	64 410
Stage 1	0	-	-	-	220 -
Stage 2	0	-	-	-	532 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	64 410
Mov Cap-2 Maneuver	-	-	-	-	64 -
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	532 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.96
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	410
HCM Lane V/C Ratio	-	-	-	0.02
HCM Ctrl Dly (s/v)	-	-	-	14
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	24	1088	1252	4	14	22
Future Vol, veh/h	24	1088	1252	4	14	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	25	1133	1304	4	15	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1308	0	-	0	1923 654
Stage 1	-	-	-	-	1306 -
Stage 2	-	-	-	-	617 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	536	-	-	-	60 414
Stage 1	-	-	-	-	221 -
Stage 2	-	-	-	-	506 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	536	-	-	-	56 414
Mov Cap-2 Maneuver	-	-	-	-	56 -
Stage 1	-	-	-	-	206 -
Stage 2	-	-	-	-	506 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.26	0	48.67
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	536	-	-	-	119
HCM Lane V/C Ratio	0.047	-	-	-	0.316
HCM Ctrl Dly (s/v)	12	-	-	-	48.7
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	0	307	449	7
Future Vol, veh/h	1	4	0	307	449	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	1	4	0	345	504	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	853	508	-	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	332	569	0	-	-	-
Stage 1	608	-	0	-	-	-
Stage 2	722	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	332	569	-	-	-	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.32	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 498	-	-
HCM Lane V/C Ratio	- 0.011	-	-
HCM Ctrl Dly (s/v)	- 12.3	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑	↑	
Traffic Vol, veh/h	10	5	0	308	451	8
Future Vol, veh/h	10	5	0	308	451	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	11	5	0	335	490	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	829	495	-	0	-	0
Stage 1	495	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	343	579	0	-	-	-
Stage 1	617	-	0	-	-	-
Stage 2	729	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	343	579	-	-	-	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.46	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	397	-	-
HCM Lane V/C Ratio	-	0.041	-	-
HCM Ctrl Dly (s/v)	-	14.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-