

TRAFFIC SAFETY COMMISSION
MEETING AGENDA

Richard T. Flickinger Municipal Center
Council Chambers
June 4, 2026, at 7:00 p.m.

CALL TO ORDER

1. Call to order
2. Pledge of Allegiance
3. Roll Call
4. Approval of the May 7, 2026, meeting minutes.

Chairperson Chalabi
Chairperson Chalabi
Secretary
Chairperson Chalabi

STAFF REPORT

5. None.

OLD BUSINESS

6. None.

NEW BUSINESS

PC26-07 – Village Hall & Police Department Development (6201 Dempster Street) Request for approval of a Special Use Permit for municipal buildings and governmental offices and other facilities in accordance with Sections 12-4-2:C and 12-4-3:D, a Minor Subdivision in accordance with Chapter 12-8, and a Vacation in accordance with Section 12-9-5 for the property commonly known as 6201 Dempster Street in Morton Grove, Illinois (PIN 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000 , 10-20-104-021-0000, and 10-20-104-022-0000), all within a C-1 General Commercial District and an R-3 General Residence District with waivers for accessory structures (Section 12-2-6), fences (Section 12-3-5), landscaping (Chapter 12-11), off-street parking (Chapter 12-7), and signage (Chapter 10-10). The applicant is the Village of Morton Grove.

Morton Grove Staff

PUBLIC COMMENTS

ADJOURNMENT

Chairperson Chalabi



**MINUTES OF THE MAY 7, 2026
MEETING OF THE TRAFFIC SAFETY COMMISSION
VILLAGE HALL, 6101 CAPULINA, MORTON GROVE, IL 60053**

CALL TO ORDER

1. Call to Order

Pursuant to proper notice in accordance with the Open Meetings Act, the regular meeting of the Traffic Safety Commission was called to order at 7:00 p.m. by Chairperson Chalabi.

2. Pledge of Allegiance

Chairperson Chalabi led the assemblage in the Pledge of Allegiance.

3. Roll Call

The Secretary called the roll. Commissioners Bradley Alper, Ninous Chalabi, Jenny Cleary, Jeff Dahlberg, and Chris Sheehan were present. Commissioners Robert Campanella, Michael Dibra, and Frank Wang were absent.

Village Staff Present:

Chris Tomich, Village Engineer
John Thill, Village Trustee
Rita Minx, Village Trustee
Keith White, Village Trustee
Justin Jurasz, Police Department Liaison

4. Approval of Minutes

Chairperson Chalabi sought approval of the February 5, 2026, meeting minutes. With no corrections given, Commissioner Alper moved to approve the minutes as presented; seconded by Commissioner Sheehan. A roll call voice vote ensued. The motion was adopted with Commissioner Dahlberg abstaining.

STAFF REPORT

None.

OLD BUSINESS

None

NEW BUSINESS

- 5. Request for Review – Requesting to Subdivide the Existing Zone 1 Special Permit Parking area into Three Smaller Areas with No Changes to Restriction Parameters:** Village Staff (Represented by: Chris Tomich, Village Engineer)

Chairperson Chalabi introduced the Request for Review and asked for a Village representative to present the case.

Chris Tomich, Village Engineer, stated he is representing Staff to recommend subdividing the existing Zone 1 Permit Parking area into three smaller areas with no changes to the restriction parameters. The existing conditions would remain, which is parking restricted for no more than one hour, between 8 am and 3pm, on weekdays when school is in session [except for vehicles displaying a Zone 1 permit sticker or guest pass]. The intention is to address resident concerns regarding Niles West High School Students parking in the area. Staff confirmed that there is misuse of Zone 1 parking passes which contributes to the concerns expressed by residents. Those residents closest to the school have students parking in front of their houses but it has been determined they are from other areas within Zone 1 or are from outside Zone 1 but manage to have a parking pass. The Staff report has been provided. Prior to this meeting, Village Staff held two informational meetings to which the residents in the parts of Zone 1 which are proposed to be changed to other zones were invited. Zone 1 has over 400 properties. The two informational meetings were held in April; 123 properties were invited to the first meeting, and 201 properties were invited to the second meeting. Six people attended the first meeting, and one person attended the second meeting, both of which the residents were notified by letter. Staff take the lack of attendance as somewhat of a concurrence with what has been proposed. Staff spoke with those who attended the meetings who were generally in support of the proposal. Mr. Tomich spoke with two residents who were in attendance tonight and found them to be in support of the change. Mr. Tomich invited them to offer their comments if they were interested. Mr. Tomich said he would answer any questions.

Chairperson Chalabi opened the floor to Commissioner questions.

Commissioner Sheehan asked, if passed, when would the change happen. Mr. Tomich stated the zones would be implemented by the beginning of the next cycle of vehicle stickers which is basically August 1. Commissioner Sheehan pursued clarification by confirming the stickers have an expiration date, and it would be around that time that the change would be implemented. Mr. Tomich confirmed that the change is being aligned with the replacement schedule to allow time for administrative tasks including notifying affected residents and redistributing parking stickers and passes at the same time vehicle stickers are reissued. Commissioner Sheehan asked if that would help reduce the

possibility of a lot of people with Zone 1 stickers suddenly parking in Zone 1 who would otherwise park in another place. Mr. Tomich concurred.

Chairperson Chalabi confirmed there were no additional questions from the Commissioners. He then asked if there were any public comments . There were none.

Chairperson Chalabi then asked if the Fire Department had any questions or comments. A Fire Department representative was not present to offer any.

Chairperson Chalabi then asked if the Police Department had any questions or comments. Officer Jurasz stated there were none.

Chairperson Chalabi then confirmed Village Staff had no additional questions or comments.

Chairperson Chalabi then confirmed there were no further followup questions or comments.

With no further comments, Commissioner Sheehan moved that the Village Staff request be approved as presented to the Commission. The motion was seconded by Commissioner Dahlberg and passed by the following vote:

Motion passes: 5 ayes, 0 nays, 3 absent.

Co. Alper	<u>aye</u>	Co. Campanella	<u>absent</u>	Chair. Chalabi	<u>aye</u>
Co. Cleary	<u>aye</u>	Co. Dahlberg	<u>aye</u>	Co. Dibra	<u>absent</u>
Co. Sheehan	<u>aye</u>	Co. Wang	<u>absent</u>		

PUBLIC COMMENTS

None.

ADJOURNMENT


There being no further business before the Commission, Commissioner Dahlberg moved to adjourn the meeting; seconded by Commissioner Alper. It was unanimously approved. The meeting was adjourned at 7:09 p.m.

Minutes By: J Garcia, Engineering Technician

Checked by: C Tomich, Village Engineer

MEMORANDUM

To: Trustee Thill
Traffic Safety Commission

From: Chris Tomich, Village Engineer 

Date: May 27, 2026

Re: Traffic Safety Commission Meeting on June 4, 2026

1. PC26-07 – New Village Hall and Police Department (6201 Dempster Street).

Request

Village Staff requests a Traffic Safety Commission (TSC) review of a Village of Morton Grove (Village) request for a Special Use Permit (SUP) Application with a Subdivision Application and Vacation Application to authorize the consolidation and subdivision of parcels and the reuse and expansion of an existing bank building for use as a new Village Hall and Police Department facility for the Village of Morton Grove. The current application packet includes a preliminary set of “Not for Construction” plans with a Traffic Impact Study (TIS) and other typical supporting documents. This TSC review is intended to support further plan design and development using TSC comments and recommendations pertaining to any traffic and pedestrian safety concerns related to the proposed site development.

Background

The Village is developing an updated Village Hall and Police Department facility at 6201 Dempster Street. All current Village Hall and Police Department operations will move from the current site at 6101 Capulina Avenue. The proposed site has operated as the Fifth Third Bank location until its closing in May 2026. Please refer to the Special Use Permit application materials provided, including the Traffic Impact Study, for a more thorough background.

Staff wants to make clear an unusual aspect of this review. The Village is maintaining its ordinary role as a local governmental regulator, but is adding the role of owner of the development. As the owner, the Village (and its development team) is controlling all aspects of this development. Consequently, the application includes the critical features and provisions needed for plan approval based upon discretionary decisions made by the Village’s development team.

The design presented in the application is for plan approval that will control the development as the design proceeds into the permitting phase. Revisions to the design will follow through to the permitting process. The comments that follow generally identify and clarify conflicting or ambiguous information in the application materials.

Staff Comments

1. Snow removal will involve plowing to landscaping and up to 10 parking spaces. Snow is expected to need to be hauled from the site for each three to four inches of snowfall. The Department of Public Works will This variance from the standard is not expected to cause any This variance from the standard is not expected to cause any continue to be responsible to maintain a site suitable for village and police business.
2. Garbage collection is expected to continue to be provided by the Village's vendor. The collection is planned to be from the north side of the garbage corral just after the garbage truck enters the site. The garbage truck will likely circle the public parking lot and exit the site. The forward movement of the garbage truck through the site is expected to provide a safer environment for all users at the site.
3. The driveway and aisle dimension of the off-street parking lot for the Police Department are less than the minimum dimensions the Village requires. The variation is due to a need to provide a certain number of parking spaces as well as to improve operational characteristics of the abutting, proposed public alley. The parking lot is a secure area limited to the Police Department operations. Police officers are trained, professional drivers and the dimensional variations in a limited number of parking spaces should not introduce an operation problem.
4. The Village Hall parking lot includes 60-degree angle parking spaces. The module of parking is 1-foot less than the Village requires for this angle of parking. This angled parking has been verified to have existed at the former bank site since prior to 2006. This variance from the standard is not expected to cause any operational problem in the parking lot. The variance enables the parking lot to provide the most parking spaces and avoids reducing the width of pedestrian facilities on Fernald Avenue and the main entrance to the Village Hall and police Department.
5. The proposed southern parallel parking space on Georgiana Avenue will likely be moved to the north to avoid a conflict with an existing fire hydrant.

Cc: Mr. Chuck Meyer, Village Administrator
Ms. Zoe Heidorn, Director of Community & Economic Development
Mr. Michael Lukich, Director of Public Works

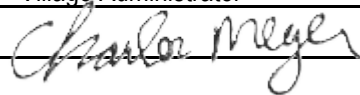


SPECIAL USE APPLICATION

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

Case Number: PC 26-07 Date Application Filed: 5/11/2026

APPLICANT INFORMATION

Applicant Name: Charles L. Meyer, Village Administrator
Applicant Organization: Village of Morton Grove
Applicant Address: 6101 Capulina Avenue
Applicant City / State / Zip Code: Morton Grove, Illinois 60053
Applicant Phone: 847-663-3001
Applicant Email: zheidorn@mortongroveil.org
Applicant Relationship to Property Owner: Village Administrator
Applicant Signature: 

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: _____
Owner Address: _____
Owner City / State / Zip Code: _____
Owner Phone: _____
Owner Email: _____
Owner Signature: _____

PROPERTY INFORMATION

Common Address of Property: 6201 Dempster Street, Morton Grove, IL 60053
Property Identification Number (PIN): 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000, 10-20-104-021-0000, and 10-20-104-022-0000
Property Square Footage: 72,512 square feet or 1.664 acres
Legal Description (attach as necessary): See attached ALTA / NSPS Land Title Survey
Property Zoning District: C-1 General Commercial & R-3 General Residence

APPLICATION INFORMATION

Requested Special Use: Governmental offices and other facilities (12-4-3:D) and municipal buildings (12-4-2:C)
Purpose of Special Use (attach as necessary): Seeking a Special Use Permit to authorize the reuse and expansion of an existing bank building for use as a new Village Hall and Police Department facility for the Village of Morton Grove

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.

The establishment, maintenance, and operation of the proposed Special Use for the reuse and expansion of the existing bank building as a new Village Hall and Police Department will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare. The project will modernize and improve municipal operations, provide upgraded facilities for police services and Village department, and enhance the Village's ability to efficiently serve residents in a safe, accessible, and secure environment.

- 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.

The proposed Special Use will not be injurious to the use and enjoyment of surrounding properties or substantially diminish property values within the neighborhood. The subject property has historically operated as a commercial and office use and will continue to function in a similar capacity with municipal operations. The project is expected to improve the appearance and functionality of the property through building renovations, site improvements, landscaping, and upgraded infrastructure, thereby contributing positively to the surrounding area.

- 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.

The establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding properties for permitted uses within the district. The proposed municipal use is compatible with surrounding commercial, institutional, and mixed-use development patterns along the Dempster Street corridor and represents a long-term investment in the community that supports continued reinvestment in the area.

- d. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.

Adequate utilities, access roads, drainage, and necessary public facilities have been or are being provided. The utilities serving the development within the consolidated property will be coordinated with existing and planned facilities, creating and connecting to a uniform system of utilities. The proposed reuse of the existing bank building as the new Village Hall and Police Department will utilize and integrate with existing public utility infrastructure, and any necessary upgrades or modifications will be completed in coordination with applicable utility providers and Village engineering standards.

- 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.

Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on public streets. The subject property is located along Dempster Street, a major arterial roadway designed to accommodate significant traffic volumes. The site benefits from existing access drives, signalized intersections, and established circulation patterns. The proposed municipal use is not anticipated to generate excessive traffic volumes and will include on-site parking and circulation improvements to safely accommodate employees, residents, and police operations.

- f. The proposed Special Use is not contrary to the objectives of the current Comprehensive Plan for the Village of Morton Grove.

The proposed Special Use is consistent with the objectives of the Comprehensive Plan for the Village of Morton Grove. The project represents reinvestment into an existing developed property, promotes efficient use of land and infrastructure, enhances municipal facilities, and supports the continued provision of high-quality municipal services within a centrally located and accessible area of the community.

- 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.

The proposed Special Use will conform to the applicable regulations of the C-1 District, except as may otherwise be modified through the Special Use approval process. The proposed redevelopment will be subject to review by the Plan Commission and Appearance Commission to ensure compliance with applicable zoning, design, landscaping, parking, stormwater, and operational standards established by the Village Code.

SUBDIVISION APPLICATION



Village of Morton Grove
Department of Community Development
6101 Capulina Avenue Morton Grove, Illinois 60053
(847)470-5231 (p) (847)965-4162 (f)

CASE NUMBER: PC 26-07 DATE APPLICATION FILED: 5/11/2026

APPLICANT INFORMATION

Applicant Name: Charles L. Meyer, Village Administrator
Applicant Organization: Village of Morton Grove
Applicant Address: 6101 Capulina Avenue
Applicant City / State / Zip Code: Morton Grove, IL 60053
Applicant Phone: Work: (847) 663-3001 Home: (____) _____
Mobil / Other: (____) _____
Applicant Fax: Work : (____) _____ Home : (____) _____
Applicant Email: cmeyer@mortongroveil.org
Applicant Relationship to Property Owner: Village Administrator
Applicant Signature: *Charles Meyer*

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: _____
Owner Address: _____
Owner City / State / Zip Code: _____
Owner Phone: Work: (____) _____ Home: (____) _____
Mobil / Other: (____) _____
Owner Fax: Work : (____) _____ Home : (____) _____
Owner Email: _____
Owner Signature: _____

PROPERTY INFORMATION

Common Address of Property: 6201 Dempster Street, Morton Grove, IL 60053
Property Identification Number (PIN): 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000, 10-20-104-021-0000, and 10-20-104-022-0000
(see legal description enclosed)

Provide responses to the Subdivision standards as listed in Section 12-16-4.D.3 of the Unified Development Code. The Subdivision standards are as follows:

a. Orderly Development: The proposed subdivision will encourage orderly and harmonious development within the Village.

The Village of Morton Grove is seeking approval of a plat of consolidation to consolidate lots at 6201 Dempster Street with portions of a public alley to be vacated to the Village and is seeking to dedicate a portion of the property at 6201 Dempster Street as a public alley, all to support the reuse of property at 6201 Dempster Street as a new Village Hall and Police Department, which is part of orderly and harmonious development in the Village.

b. Coordination of Streets: The streets within the proposed subdivision will coordinate with other existing and planned streets.

The proposed development and consolidation will coordinate with existing streets and existing and planned alleyways, including Fernald Avenue, Dempster Street, Georgiana Avenue, and connecting alleyways.

c. Coordination of Utilities: The utilities within the proposed subdivision will coordinate with other existing and planned utilities, and create a uniform system of utilities within the Village.

The utilities serving the development within the consolidated property will be coordinated with existing and planned facilities, creating and connecting to a uniform system of utilities. The proposed reuse of the bank building will utilize and integrate with existing public utility infrastructure, and any necessary upgrades or modifications will be completed in coordination with applicable utility providers and Village engineering standards.

d. Consistency with Comprehensive Plan: The proposed subdivision will be evaluated based on its consistency with the overall land use policies of the Village as may be expressed in the Village's comprehensive plan.

The proposed consolidation to support the reuse of the property as a municipal facility is in keeping with the 1999 Comprehensive Plan for the Village of Morton Grove.

VACATION 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: PC 26-07 DATE APPLICATION FILED: 5/11/2026

APPLICANT INFORMATION

Applicant Name: Charles L. Meyer, Village Administrator

Applicant Organization: Village of Morton Grove

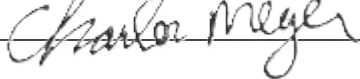
Applicant Address: 6101 Capulina Avenue

Applicant City / State / Zip Code: Morton Grove, Illinois 60053

Applicant Phone: Work: 847-663-3001 Cell: _____

Applicant Email: cmeyer@mortongroveil.org

Applicant Relationship to Property: Village Administrator

Applicant Signature: 

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: _____

Owner Address: _____

Owner City / State / Zip Code: _____

Owner Phone: Work: _____ Cell: _____

Owner Email: _____

Owner Signature: _____

PROPERTY INFORMATION

Common Address of Property: 6201 Dempster Street, Morton Grove, IL 60053

Property Identification Number (PIN): 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000, 10-20-104-021-0000, and 10-20-104-022-0000

Legal Description (Attach additional sheets as necessary): See attached

THIS INSTRUMENT WAS PREPARED BY:

Teresa Hoffman Liston, Esq.
Corporation Counsel
Village of Morton Grove
6101 Capulina Ave
Morton Grove, IL 60053

AFTER RECORDING RETURN TO:

Teresa Hoffman Liston, Esq.
Corporation Counsel
Village of Morton Grove
6101 Capulina Ave
Morton Grove, IL 60053

SEND SUBSEQUENT TAX BILLS TO:

Village of Morton Grove
Attn: Finance Director
6101 Capulina Avenue
Morton Grove, Illinois 60053

SPECIAL WARRANTY DEED
(6201 Dempster)

THIS SPECIAL WARRANTY DEED is made and executed as of the 20th day of December, 2024, by **FIFTH THIRD BANK, NATIONAL ASSOCIATION**, a federally chartered institution (formerly known as MB Financial Bank, N.A.), whose address is 38 Fountain Square Plaza, MD10903K, Cincinnati, Ohio 45263 (“**Grantor**”), to and in favor of **VILLAGE OF MORTON GROVE**, an Illinois municipal corporation, whose address is 6101 Capulina Avenue, Morton Grove, Illinois 60053, Attn: Charles L. Meyer, Village Administrator (“**Grantee**”).

WITNESSETH, that Grantor, for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other good and valuable consideration in hand paid by Grantee, the receipt and sufficiency of which is hereby acknowledged, by these presents does REMISE, RELEASE, ALIEN, GRANT, BARGAIN, SELL AND CONVEY unto Grantee, and to its successors and assigns, FOREVER, all of the following described real estate and the improvements located on and appurtenances attached thereto, situated in the County of Cook and State of Illinois and legally described on **Exhibit A** attached hereto and by this reference made a part hereof (collectively, the “**Property**”) and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim or demand whatsoever, of Grantor, either in law or equity, of, in and to the Property, with all and singular the hereditaments and appurtenances subject to the Permitted Exceptions listed in **Exhibit B** attached hereto and subject to the Deed Restrictions listed in **Exhibit C** attached hereto;

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

And Grantor, for itself, and its successors, does covenant, promise and agree, to and with Grantee and its successors and assigns, that it has not done or suffered to be done, anything whereby the Property hereby granted is, or may be, in any manner encumbered or charged, except as herein recited; and that it WILL WARRANT AND DEFEND the Property against all persons lawfully claiming, or to claim the same, by, through or under it, subject only to (i) the matters set forth on Exhibit B, and (ii) the Deed Restrictions listed on Exhibit C, attached hereto and by this reference made a part hereof.

Address of Property: 6201 Dempster St. Morton Grove IL, 60053

PINs: 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000 , 10-20-104-021-0000, and 10-20-104-022-0000

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, said Grantor has executed and sealed this Special Warranty Deed as of the day and year first above written.

GRANTOR:

FIFTH THIRD BANK, NATIONAL ASSOCIATION,
a federally chartered institution

By: [Signature]

Name: Thomas A. Ross

Title: VP-Director of Corporate Real Estate

12/20/2024

And By: [Signature]

Name: _____

Title: Thomas J. Neltner

12/20/2024 SVP - Director EWS & Chief Security Officer

STATE OF OHIO)

) SS.

COUNTY OF HAMILTON)

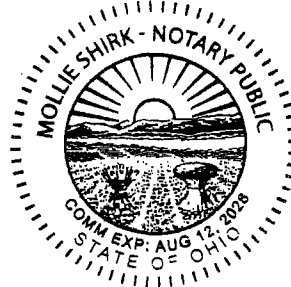
I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that Thomas Ross, the VP of Fifth Third Bank, National Association, a federally chartered institution, and Thomas Neltner, the SVP of said institution, who are personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their own free and voluntary act and as the free and voluntary act of said institution for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this 20th day of December, 2024.

[Signature]

Notary Public

(SEAL)




EXEMPT-PURSUANT TO SECTION 1-11-5
VILLAGE OF MORTON GROVE REAL ESTATE TRANSFER STAMP
EXEMPTION NO. 12030 DATE 12/18/24
ADDRESS 6201 Dempster St
BY [Signature]
(VOID IF DIFFERENT FROM DEED)

State of Illinois
DEPARTMENT OF REVENUE
STATEMENT OF EXEMPTION
UNDER REAL ESTATE
TRANSFER TAX ACT

This deed represents a transaction exempt under provisions of Paragraph b, of the Real Estate Transfer Tax Act, 35 ILCS 200/31-45.

Dated this 20 day of December, 2024



Grantor or Agent

EXHIBIT A

LEGAL DESCRIPTION

PARCEL 1:

LOTS 1, 2, 3, 4, 5, 16 AND 17 IN BLOCK 6 IN THE SUBDIVISION OF LOTS 4, 5, AND 6 IN HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16 FEET OF LOT 44 IN COUNTY CLERK'S DIVISION OF SECTION 20 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, (LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY), IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT 1 IN THE RESUBDIVISION OF LOTS 6 TO 9 IN BLOCK 6 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 IN HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16 FEET OF LOT 44 IN COUNTY CLERK'S DIVISION OF SECTION 20 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, (LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY), IN COOK COUNTY, ILLINOIS.

EXHIBIT B

PERMITTED EXCEPTIONS

1. Non-delinquent real property taxes and assessments.
2. All easements, covenants, conditions, restrictions and other agreements of record.
3. All matters which would be disclosed by a recent and accurate survey of the Property.
4. Public streets and legal highways.
5. Municipal, zoning and subdivision laws and ordinances.

EXHIBIT C

DEED RESTRICTIONS

Grantee covenants, agrees and acknowledges, by its acceptance and recordation of the Special Warranty Deed to which these Deed Restrictions are attached (the “**Deed**”), that it hereby takes title to the Property (as defined in the Deed) subject to the following provisions (collectively, the “**Deed Restrictions**”), which provisions shall be binding upon Grantee and its successors and assigns, including, without limitation, any successive owners, tenants and other occupants of the Property:

A. **RESTRICTION AGAINST BANKING SERVICES USE:** Grantee, its successors and assigns shall not, and shall not permit any third party or other entity to, operate on, construct on, or use the Property or any portion thereof, for or by any Banking Services Provider (as defined herein) or for any Banking Services (as defined herein), for a period of ten (10) years after the date hereof. As used herein, “**Banking Services Provider**” will mean any financial institutions, banks, savings and loans institutions, trust companies, ATMs, automated teller machines or other free standing cash dispensing or financial transaction machines, stock brokerages, mortgage companies, brokerages, credit unions, or any type of financial services entity or any entity offering any Banking Services. As used herein, “**Banking Services**” will mean the provision of checking, savings, check cashing, credit card, commercial loan, consumer loan, residential loan, international letters of credit, trust, automatic teller, securities brokerage and other financial services provided by commercial banking and savings and loan institutions to commercial and consumer customers. The foregoing restriction against Banking Services Provider and Banking Services shall also prohibit Grantee, its successors and assigns and any third party or other entity from placing signage (including but not limited to “Coming Soon” signs) on the Property or any portion thereof, or otherwise advertising (whether by physical or digital advertisement), the Property or any portion thereof, for or by any Banking Services Provider or for any Banking Services. Notwithstanding anything contained herein to the contrary, no restriction on use contained herein shall preclude or restrict any use by Fifth Third Bank of the Property or any portion thereof. In the event of a breach, or attempted or threatened breach of such use restriction, Grantor or its successors or assigns shall be entitled to full and adequate relief by injunction and all other available legal and equitable remedies from the consequences of such breach.

B. **RESTRICTION AGAINST MARIJUANA USES:** Grantee, its successors and assigns, any third party or other entity shall not use, and shall not knowingly allow or permit the operation on or use of, the Property or any portion thereof for any Marijuana Uses (as defined herein) for a period of two years after the date hereof. For the purposes of the foregoing restriction, “**Marijuana Uses**” will mean any marijuana-related activities, including but not limited to the possession, sale, cultivation, manufacturing, dispensing or distribution of marijuana for medical or recreational purposes, and/or the sale, manufacturing, dispensing or distribution of paraphernalia for use with marijuana or illicit drugs. Notwithstanding anything to the contrary herein, the preceding restriction against Marijuana Uses as to Grantee only shall run with the land without expiration unless otherwise agreed in writing by the Grantor. The foregoing restriction shall not prohibit Grantee from conducting normal government or police department operations, including without limitation the taking of custody or storage of evidence. In the event of a breach, or attempted or threatened breach of such use restriction by Grantee or its successors or assigns or future owners of the Property, Grantor or its successors or assigns, shall be entitled to full and adequate relief by injunction and all other available legal and equitable remedies from the consequences of such breach.

C. **RESTRICTION AGAINST NOXIOUS USES:** Grantee, its successors and assigns, any third party or other entity shall not use, and shall not knowingly permit the operation on, or use of the Property or any portion thereof for any Noxious Use (as defined herein) for a period of time equal to the greater of: (i) fifty (50) years from the date of recording of this Deed and (ii) the permanent termination of the use of the property commonly known as 6210 Dempster Street,

Morton Grove, Illinois for Banking Sources (the word “permanent” as used herein, shall not include closures of a temporary nature, including but not limited to remodeling and/or repair of damage from casualty). As used herein “Noxious Use” shall mean any of the following:

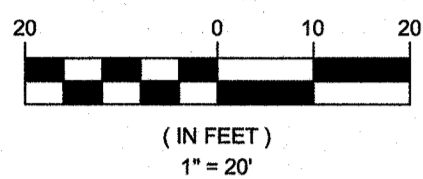
1. Night club, cocktail lounge, bar or any other establishment that sells alcoholic beverages for on-premises consumption (however, this shall not prohibit any such business operated in connection with a restaurant provided the revenue derived from the sale of alcoholic beverages does not exceed 50% of the gross revenues of such business);
2. Pool hall or billiard parlor;
3. Massage parlor;
4. Establishment providing nude or topless entertainment or waitstaff, or any establishment selling or exhibiting pornographic materials (including, without limitation, adult books, or videos). Materials shall be considered “adult” or “pornographic” under this paragraph if the same are not available for sale or rental to children under 18 years old because they explicitly deal with or depict sexuality;
5. Mortuary or funeral home;
6. Firearms sales;
7. Liquor stores;
8. Gambling, bingo, or similar games of chance;
9. Any mobile home park, trailer court, labor camp, junkyard, or stockyard;
10. Any dumping, disposing, incineration, or reduction of garbage; and
11. Any other use which constitutes an unlawful public or private nuisance, or which causes unreasonably loud noises or noxious or offensive smoke or odors.

In the event of a breach, or attempted or threatened breach of such use restrictions by Grantee or its successors or assigns or future owners of the Property, Grantor or its successors or assigns, shall be entitled to full and adequate relief by injunction and all other available legal and equitable remedies from the consequences of such breach.

LEGEND

- ⊙ Storm MH
- ⊙ Storm CB
- ⊙ Storm Inlet
- ⊙ San MH
- ⊙ Water MH
- ⊙ Water Buffalo Box
- ⊙ Water Fire Hydrant
- ⊙ Telephone MH
- ⊙ Utility Pole
- ⊙ Guy Anchor
- ⊙ Electric Vault
- ⊙ Electric Light Pole
- ⊙ Electric Traffic Signal
- ⊙ Gas Meter
- ⊙ Sign Post
- ⊙ Bumper Post
- ⊙ Unclassified Manhole
- ⊙ Iron Pipe
- ⊙ Cut Cross
- ⊙ Cut Notch
- ⊙ Bike Rack

GRAPHIC SCALE



GREMLEY & BIEDERMANN

A DIVISION OF
PLCS Corporation

License No. 184-005332

PROFESSIONAL LAND SURVEYORS

4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630

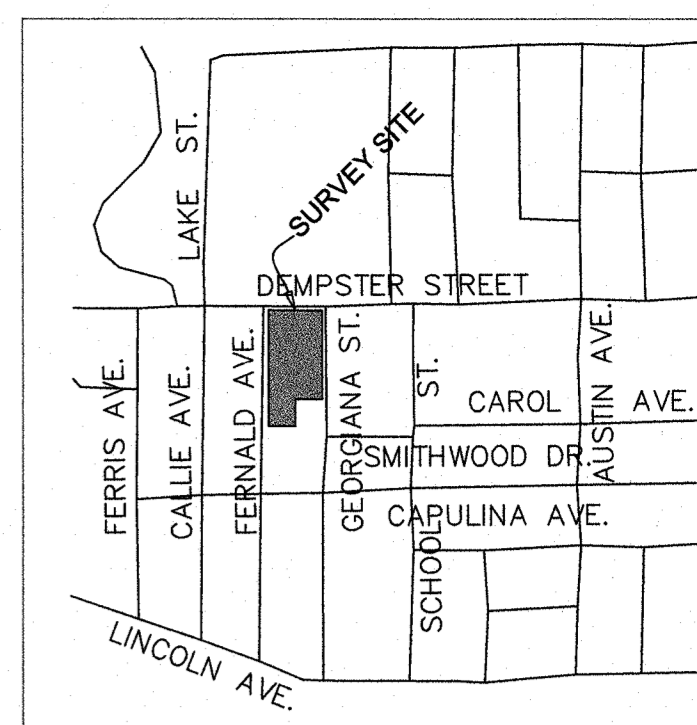
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

ALTA / NSPS Land Title Survey

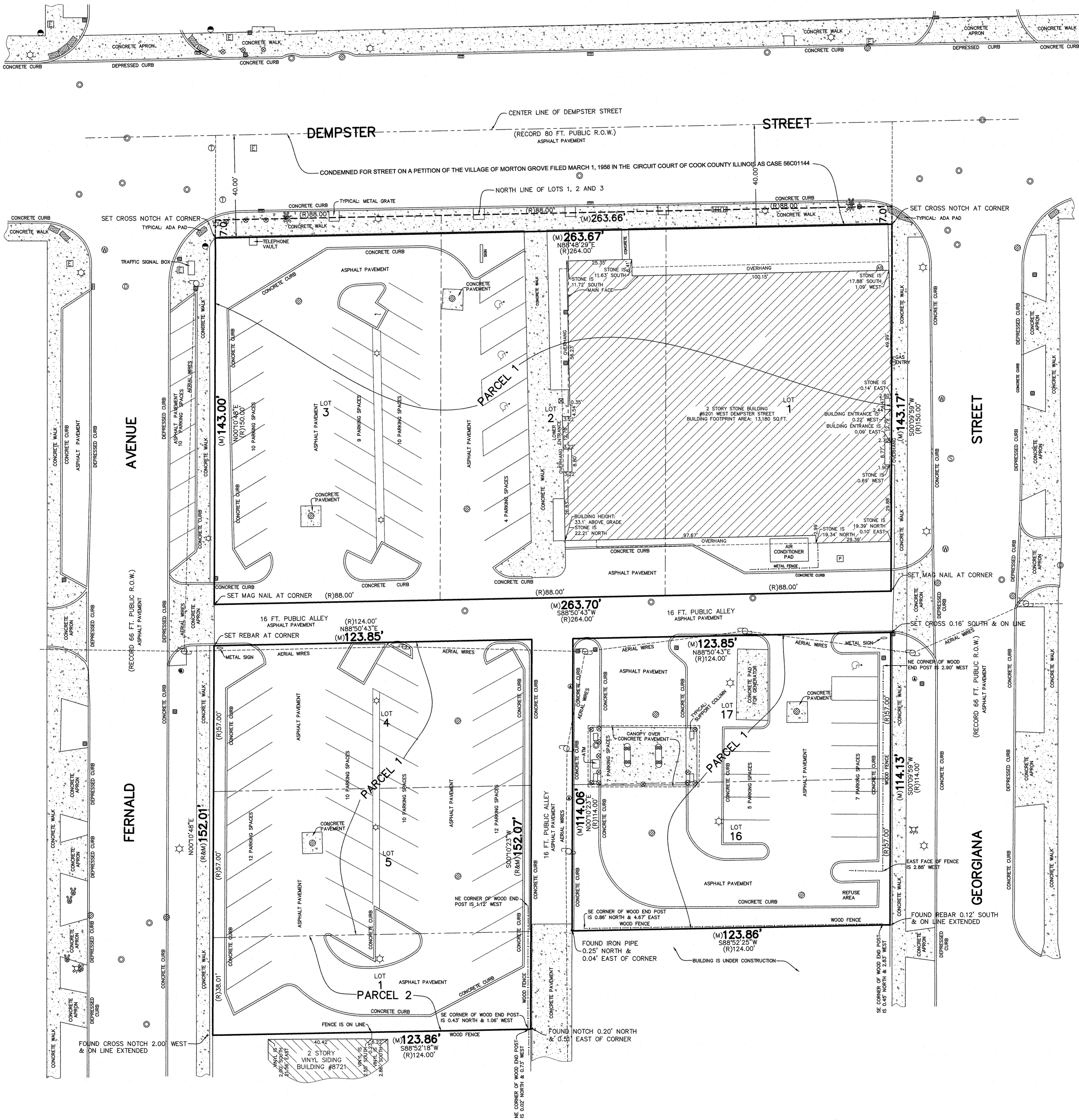
PARCEL 1:
LOTS 1, 2, 3, 4, 5, 16 AND 17 IN BLOCK 6 IN THE SUBDIVISION OF LOTS 4, 5, AND 6 IN HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16 FEET OF LOT 44 IN COUNTY CLERK'S DIVISION OF SECTION 20 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, (LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY), IN COOK COUNTY, ILLINOIS.

PARCEL 2:
LOT 1 IN THE RESUBDIVISION OF LOTS 6 TO 9 IN BLOCK 6 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 IN HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16 FEET OF LOT 44 IN COUNTY CLERK'S DIVISION OF SECTION 20 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, (LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY), IN COOK COUNTY, ILLINOIS.

NET PROPERTY AREA: 70,871 SQUARE FEET OR 1.622 ACRES MORE OR LESS.
AREA IN PUBLIC RIGHT OF WAY: 1,846 SQUARE FEET OR 0.042 ACRES MORE OR LESS.
GROSS AREA: 72,517 SQUARE FEET OR 1.664 ACRES MORE OR LESS.



VICINITY MAP
(NOT TO SCALE)



SURVEY NOTE:

THIS SURVEY WAS PREPARED BASED ON CHICAGO TITLE INSURANCE COMPANY TITLE COMMITMENT NO. FCH12300035L1 COMMITMENT DATE: JANUARY 23, 2023 AS TO MATTERS OF RECORD.

ITEMS LISTED IN SCHEDULE "B"

C 8. RIGHTS OF THE PUBLIC, AND OF THE VILLAGE OF MORTON GROVE IN AND TO THAT PART OF LAND LYING SOUTH OF A LINE 40 FEET NORTH OF AND PARALLEL WITH THE CENTER LINE OF DEMPSTER STREET CONDEMNED FOR STREET ON A PETITION OF THE VILLAGE OF MORTON GROVE FILED MARCH 1, 1956 IN THE CIRCUIT COURT OF COOK COUNTY ILLINOIS AS CASE 56C01144. [PLOTTED]

ALL REMAINING ITEMS ARE NOT A MATTER OF SURVEY.

PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 17031C0241J, EFFECTIVE DATE AUGUST 19, 2008.

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, 3, 4, 7(A), 7(B)(1), 7(C), 8, 9, 14, AND 19 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON APRIL 28, 2023.

DATE OF PLAT JUNE 20, 2023.

BY: *Robert G. Biedermann*
ROBERT G. BIEDERMANN
PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802



REVIEWED WITH TITLE AND REVISED JUNE 19, 2023
PER ORDER #2023-31253 [RL]

ORDERED BY: VILLAGE OF MORTON GROVE
ADDRESS: 6201 WEST DEMPSTER STREET

GREMLEY & BIEDERMANN
PLCS CORPORATION
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

CHECKED: DRAWN
LB RL

ORDER NO. 2023-31146-001
DATE: APRIL 28, 2023
SCALE: 1 INCH = 20 FEET
PAGE NO. 1 OF 1

ILLINOIS DEPARTMENT OF TRANSPORTATION CERTIFICATE

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF §2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED, A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL, BE REQUIRED BY THE DEPARTMENT.

ANTHONY J. QUIGLEY, P.E.
REGION ONE ENGINEER

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS
COUNTY OF DUPAGE) SS

IN ACCORDANCE WITH (RESOLUTION/ORDINANCE) NO. _____ THIS PLAT WAS HEREBY ACCEPTED AND APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MORTON GROVE, ILLINOIS, AT A MEETING HELD ON _____ DAY OF _____ A.D., 20 _____

BY: _____
VILLAGE PRESIDENT

ATTEST: _____
VILLAGE CLERK

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS
COUNTY OF DUPAGE)SS

WE HEREBY CERTIFY TO THE BEST OF OUR KNOWLEDGE AND BELIEF THAT ADEQUATE PROVISIONS HAVE BEEN MADE FOR THE DIVERSION AND DETENTION OF SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WITHIN THE RIGHTS OF THE SUBDIVIDER AND THAT SUCH SURFACE WATER WILL NOT BE DEPOSITED ON ADJACENT LAND OWNERS PROPERTY IN SUCH CONCENTRATION THAT MAY CAUSE DAMAGE BY EROSION OR SEDIMENTATION TO SUCH PROPERTY BECAUSE OF CONSTRUCTION OF THE SUBDIVISION.

BY: _____ DATED: _____
OWNER

BY: _____ DATED: _____
ILLINOIS PROFESSIONAL ENGINEER

OWNER AND NOTARY CERTIFICATE

STATE OF ILLINOIS
COUNTY OF DU PAGE) SS

THIS IS TO CERTIFY THAT _____ AS OWNER OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, HAS CAUSED THE SAME TO BE PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

WE FURTHER CERTIFY THAT THE PROPERTY HEREIN CONSOLIDATED LIES WITHIN SCHOOL DISTRICTS: _____

DATED AT _____ ILLINOIS, THIS _____ DAY OF _____

_____ A.D., 20 _____

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

STATE OF ILLINOIS
COUNTY OF _____) SS

I, _____ A NOTARY PUBLIC IN AND FOR

SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ AND _____ OF _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH _____ AND _____ APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH AND THE SECRETARY DID ALSO THEN AND THERE ACKNOWLEDGE THAT HE, AS CUSTODIAN OF THE CORPORATE SEAL OF SAID CORPORATION, DID AFFIX SAID CORPORATE SEAL TO SAID INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL AT _____, ILLINOIS,

THIS _____ DAY OF _____ A.D., 20 _____

BY: _____
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

GENERAL NOTES

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT WHICH WOULD INCLUDE AN INSURED LEGAL DESCRIPTION, DISCLOSE EASEMENTS, ROADWAY DEDICATIONS AND RESTRICTIONS.

NO SEARCH OF RECORDS FOR EASEMENTS OR ENCUMBRANCES WAS DONE BY THE SURVEYOR.

FOR BUILDING LINES, EASEMENTS AND OTHER RESTRICTIONS, REFER TO THE OWNER'S DEED, TITLE POLICY AND LOCAL ZONING ORDINANCES.

BUILDING TIES ARE TO THE STONE FACADE

FIELDWORK COMPLETED 9-26-2025.

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS
COUNTY OF DUPAGE) SS

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF MORTON GROVE ON THIS DAY OF _____ A.D., 20 _____

BY: _____
VILLAGE ENGINEER

AREA TO BE CONSOLIDATED

73,947 SQUARE FEET OR 1.70 ACRES

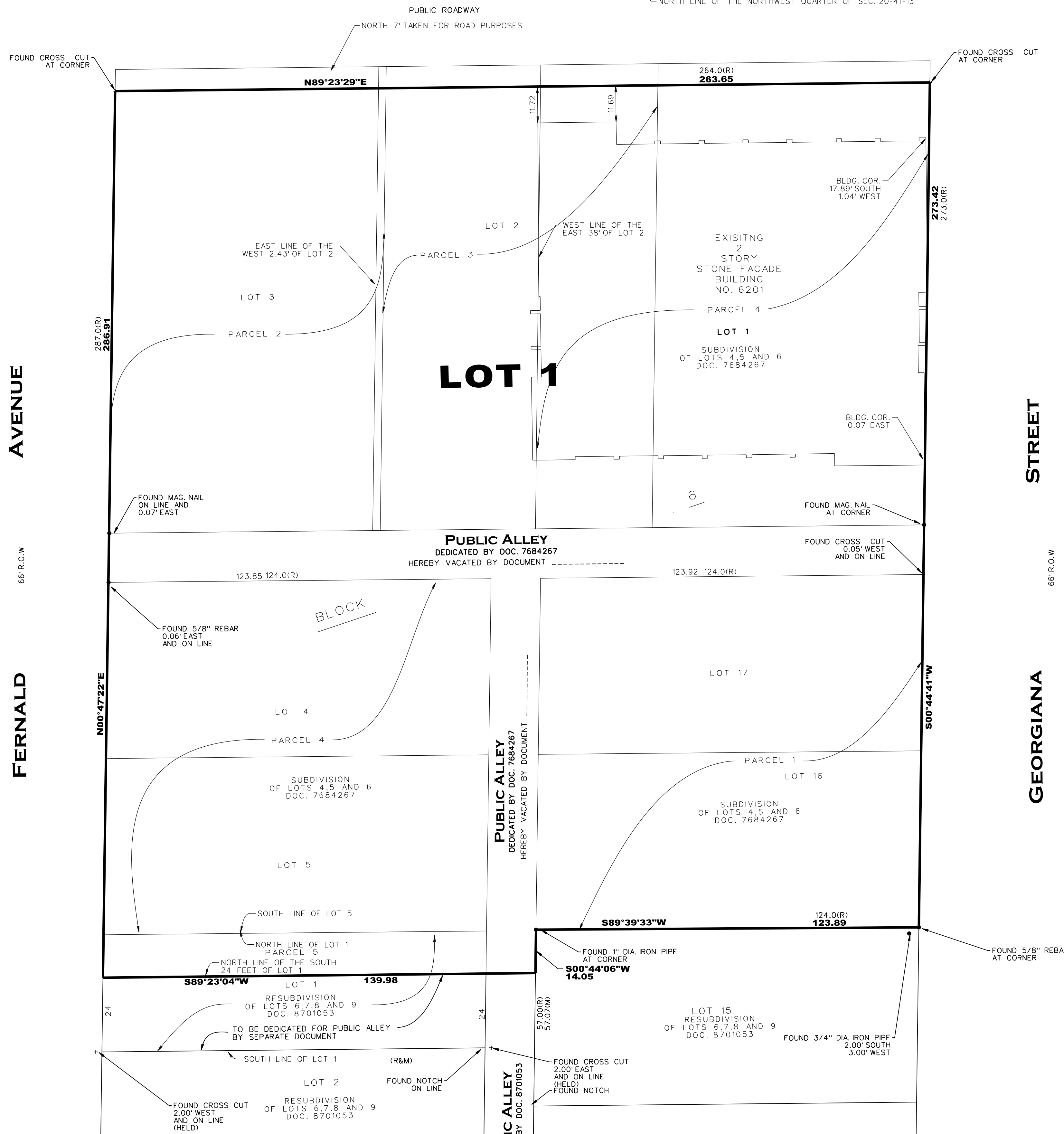
P.I.N.

10-20-104-003
10-20-104-004
10-20-104-005
10-20-104-006
10-20-104-007 PART OF OFF
10-20-104-021
10-20-104-022
10-20-104-040

**VILLAGE OF MORTON GROVE
PLAT OF CONSOLIDATION**

IN PART OF THE SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

IL ROUTE 14 (DEMPSTER STREET)



SURVEYOR CERTIFICATE

STATE OF ILLINOIS
COUNTY OF DUPAGE)SS

THIS IS TO CERTIFY THAT WEBSTER, McGRATH AND AHLBERG, LTD., HAVE SURVEYED AND CONSOLIDATED THE FOLLOWING PROPERTY:
PARCEL 1:

LOTS 16 AND 17 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT 3 AND THE WEST 2.43 FEET OF LOT 2 (EXCEPT THE NORTH 7.00 FEET THEREOF) IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

LOT 2 (EXCEPT THE EAST 38 FEET AND THE WEST 2.43 FEET THEREOF AND EXCEPT THE NORTH 7.00 FEET THEREOF) IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE EAST 38 FEET OF LOT 2 AND LOT 1 (EXCEPT THE NORTH 7.00 FEET THEREOF) AND LOTS 4 AND 5 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 5:

LOT 1, EXCEPT THE SOUTH 24 FEET OF LOT 1, IN RESUBDIVISION OF LOTS 6, 7, 8 AND 9 OF A PART OF A RESUBDIVISION OF BLOCK 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 OF COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 10, 1924 AS DOCUMENT NUMBER 8701053, IN COOK COUNTY, ILLINOIS.

ALSO:

ALL OF THE EAST-WEST ALLEY LYING SOUTH OF AND ADJACENT TO LOTS 1, 2 AND 3 IN BLOCK 6 OF THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS

TOGETHER WITH:

THAT PART OF THE NORTH-SOUTH ALLEY LYING EAST OF AND ADJACENT TO LOTS 4 AND 5 IN BLOCK 6 OF THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, AND THAT PART OF THE NORTH-SOUTH ALLEY LYING EAST OF AND ADJACENT TO LOT 1, EXCEPT THE SOUTH 24 FEET THEREOF, IN THE RESUBDIVISION OF LOTS 6, 7, 8 AND 9 OF A PART OF A RESUBDIVISION OF BLOCK 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 OF COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 10, 1924 AS DOCUMENT NUMBER 8701053 IN COOK COUNTY, ILLINOIS.

WE FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF MORTON GROVE WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED.

WE FURTHER CERTIFY THAT THIS PROPERTY IS WITHIN ZONE "UNSHADED" X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DESIGNATED BY THE FLOOD INSURANCE RATE MAP (FIRM), FOR VILLAGE OF MORTON GROVE, ILLINOIS, MAP NUMBER 17043C0241 J, WITH AN EFFECTIVE DATE OF AUGUST 8, 2008.

ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND CORPORATE SEAL AT WHEATON, ILLINOIS, THIS _____

DAY OF _____ A.D., 20 _____

WEBSTER, McGRATH AND AHLBERG, LTD.

BY: _____

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3561
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026
2100 MANCHESTER ROAD, SUITE 203
WHEATON, ILLINOIS 60187
PHONE: (630) 668-7603
JOELV@WMLTD.COM

LINE LEGEND

- = BOUNDARY LINE
- - - = LOT LINE
- - - - = SETBACK LINE
- - - - - = EASEMENT LINE

Table with columns: Rev, Date, Description, By, and a section for 'PLAT OF CONSOLIDATION' containing location, prepared for, job #, date, scale, and other details.

VEHICULAR ACCESS NOTES

1. THERE SHALL BE NO DIRECT VEHICULAR ACCESS POINT(S) TO IL ROUTE 14(DEMPSTER AVENUE).



MORTON GROVE VILLAGE HALL & POLICE DEPARTMENT

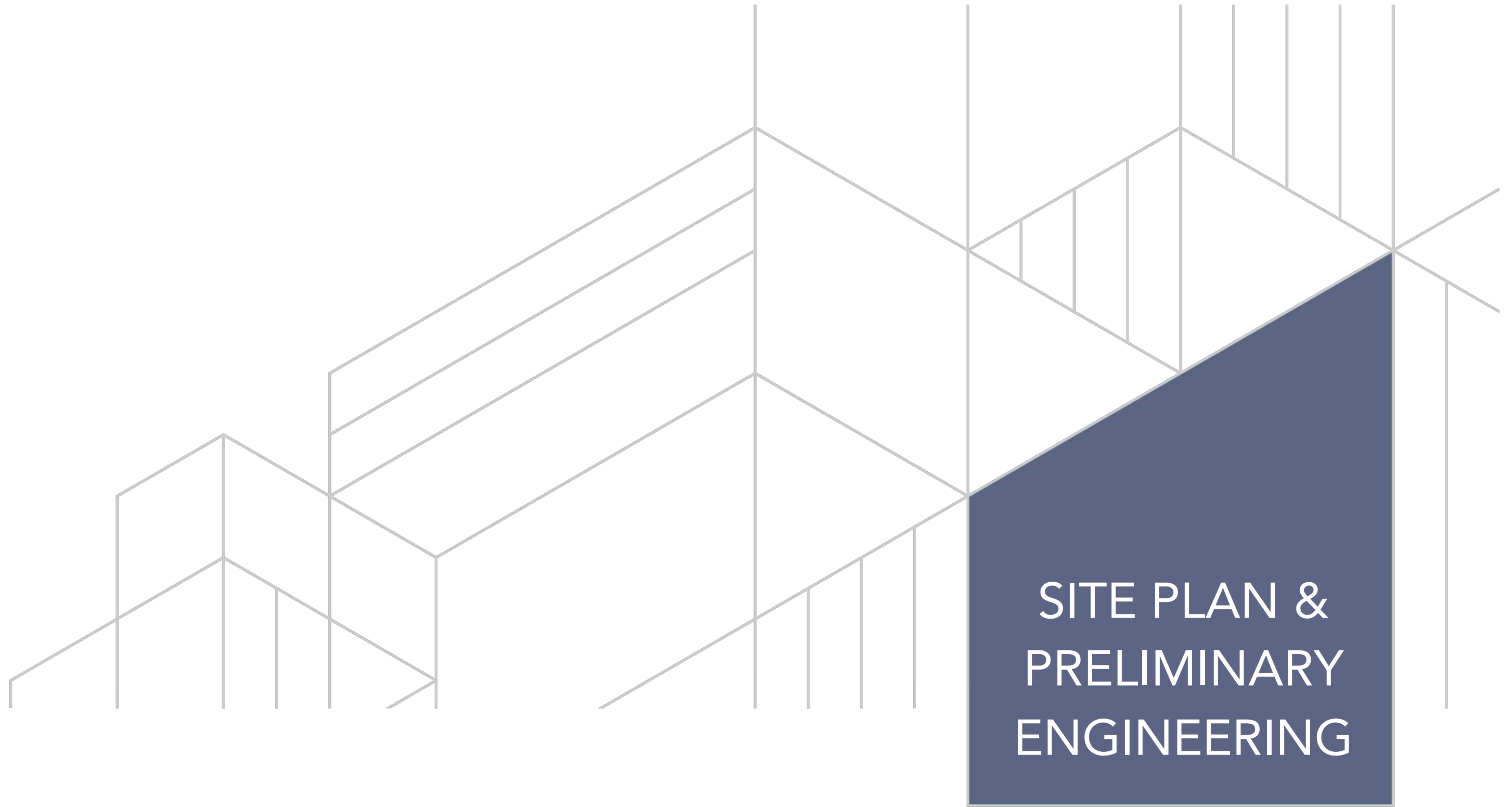
May 2026

APPLICANT
VILLAGE OF MORTON GROVE

6101 Capulina Avenue
Morton Grove, Illinois 60053

ARCHITECT
FGM ARCHITECTS

1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154



**SITE PLAN &
PRELIMINARY
ENGINEERING**

BOUNDARY AND TOPOGRAPHIC SURVEY



FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2300 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7003 (O) 630.682.1700(F)

LANDSCAPE
WMA
2300 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7003 (O) 630.682.1700(F)

STRUCTURAL
McCluskey Engineering Corporation
1897 HIGH GROVE LANE
NAPERVILLE, IL 60563
630.217.5335 (O) 630.712.5397(F)

M.E.P./P.P.
Millies Engineering Group
221 N. GALELLO ST.
CHICAGO, IL 60601
312.332.8600(F)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY
Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

NO	DATE	ISSUANCE	DESCRIPTION
	05/07/2025	APPEARANCE COMMISSION	

NO	DATE	ISSUANCE	DESCRIPTION
	05/07/2025	APPEARANCE COMMISSION	

ATT DISTRIBUTION
CONTACT: NONE PROVIDED
EMAIL: G12523@CATAOMB
NO MAP REVIEWED

COMED JOLIET
CONTACT: NONE PROVIDED
PHONE: 815.776.7304
NO MAP REVIEWED

ROGERS COMMUNICATIONS
CONTACT: JULIE PAULSON
PHONE: 930.302.7142
NO MAP REVIEWED

COMCAST
CONTACT: MARTHA GIERAS
EMAIL: MARTHA.GIERAS@CABLE.COMCAST.COM
NO MAP REVIEWED

VERIZON
CONTACT: NONE
EMAIL: INVESTIGATIONS@VERIZON.COM
NO MAP REVIEWED

NICOR GAS
CONTACT: UTILITY CONSULTANT G03W
PHONE: 630.358.2367
MAP REVIEWED

VILLAGE OF MORTON GROVE
CONTACT: CHRIS TOMICH
PHONE: 847.470.2235
MAP REVIEWED

UTILITIES SHOWN HEREON ARE FROM ABOVE GROUND OBSERVATIONS, MANHOLE INSPECTIONS, JULIE MARKINGS AND AVAILABLE RECORDS AT THE TIME THIS SURVEY WAS PERFORMED AND DOES NOT DEPICT ALL EXISTING UNDERGROUND INSTALLATIONS.

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST., MORTON GROVE, IL 60053
APPEARANCE COMMISSION

Existing Conditions Plan
SHEET NO.

C-1.1

JOB NO. 25-4288.01
© 2025 FGM Architects

PARCEL 1:
LOTS 16 AND 17 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

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LOT 3 AND THE WEST 2.43 FEET OF LOT 2 (EXCEPT THE NORTH 7.00 FEET THEREOF) IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
LOT 2 (EXCEPT THE EAST 38 FEET AND THE WEST 2.43 FEET THEREOF AND EXCEPT THE NORTH 7.00 FEET THEREOF) IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 4:
THE EAST 38 FEET OF LOT 2 AND LOT 1 (EXCEPT THE NORTH 7.00 FEET THEREOF) AND LOTS 4 AND 5 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 5:
LOT 1 IN RESUBDIVISION OF LOTS 6, 7, 8 AND 9 OF A PART OF A RESUBDIVISION OF BLOCK 8 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 OF COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 10, 1924 AS DOCUMENT NUMBER 8701053, IN COOK COUNTY, ILLINOIS.

GENERAL NOTES

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT WHICH WOULD INCLUDE AN INSURED LEGAL DESCRIPTION, DISCLOSE EASEMENTS, ROADWAY DEDICATIONS AND RESTRICTIONS.
NO SEARCH OF RECORDS FOR EASEMENTS OR ENCUMBRANCES WAS DONE BY THE SURVEYOR.
FOR BUILDING LINES, EASEMENTS AND OTHER RESTRICTIONS, REFER TO THE OWNER'S DEED, TITLE POLICY AND LOCAL ZONING ORDINANCES.
FLOOR ELEVATIONS (FE) WERE TAKEN OUTSIDE AT DOORWAYS.
TOP OF FOUNDATION ELEVATIONS (TF) WERE TAKEN OUTSIDE WHERE THE FOUNDATION WAS EXPOSED.
THE SURVEY REFLECTS VISIBLE IMPROVEMENTS AND MAY NOT REFLECT IMPROVEMENTS THAT ARE HIDDEN BY LANDSCAPING, COVERED BY BUMPERS, UNDER VEHICLES OR BURIED UNDER SOIL, VEGETATION AND PAVEMENT.
LAWN SPRINKLER SYSTEM, IF ANY IS NOT DEPICTED HEREON.
BUILDING TIES ARE TO THE STONE FACADE
BUILDING OVERHANG IS ONLY APPROXIMATE
FIELDWORK COMPLETED 9-26-2025.

BENCHMARK INFORMATION

SOURCE BENCHMARK
BERNSEN MONUMENT SET
IN HARRER PARK AND POOL
BETWEEN THE BASEBALL FIELD AND PARKING LOT
SET FLUSH WITH THE GROUND SURFACE ALONG THE NORTH EDGE OF ASPHALT PATH.
ELEVATION = 624.09 PUBLISHED
ELEVATION = 624.18 MEASURED WITH TRIMBLE VRS
CONTROL POINT 1
CROSS CUT IN WALK NOTED HEREON
ELEVATION = 623.47 NAVD 83

UTILITY INFORMATION

A JULIE DESIGN STAGE UTILITY REQUEST WAS ORDERED BY THE SURVEYOR ON OCTOBER 8, 2025. DIG NO. A252812665 THE FOLLOWING UTILITY COMPANIES WERE CONTACTED:

LEGEND

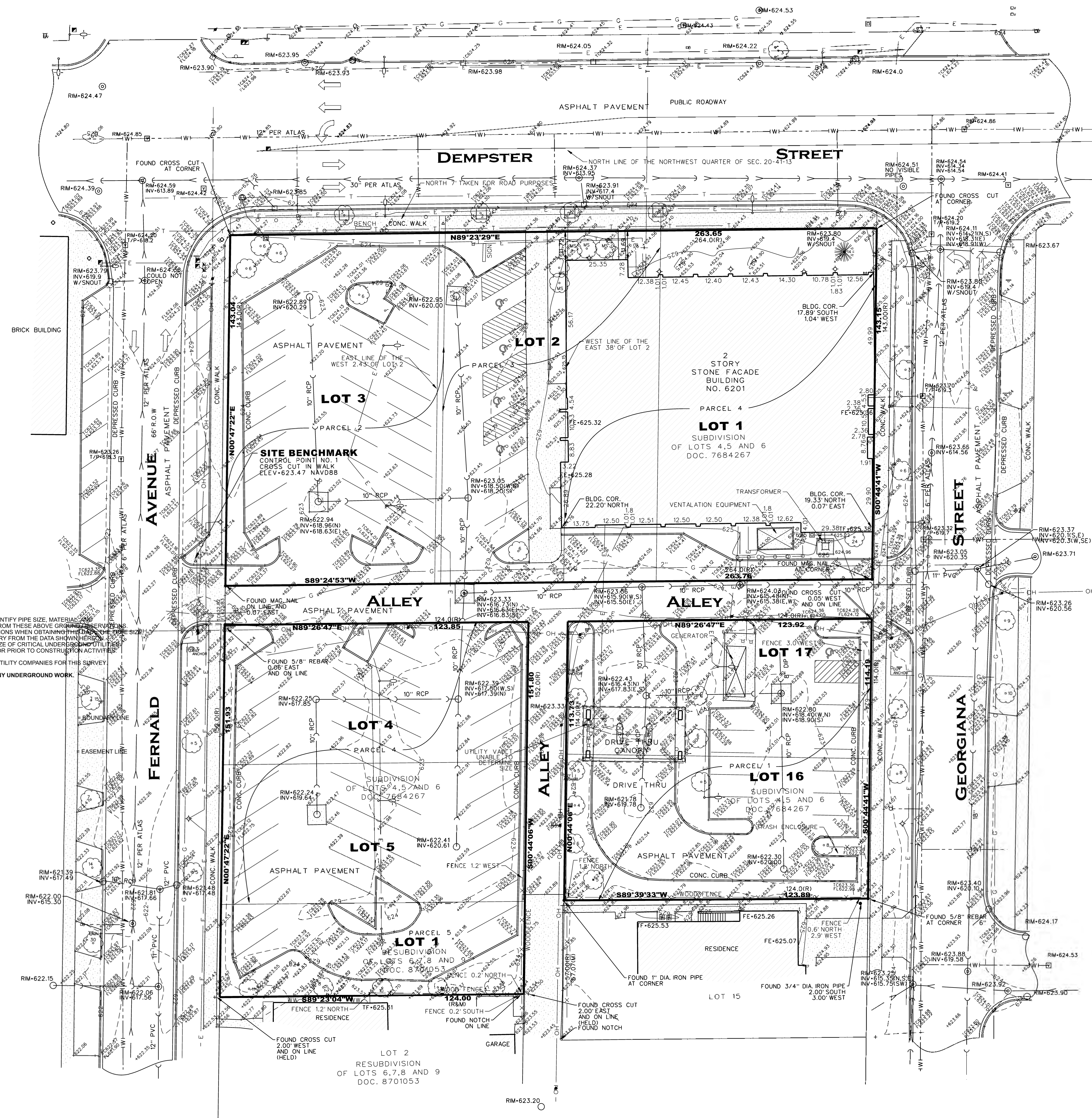
⊙	EXISTING SANITARY MANHOLE	⊙	EXISTING LIGHT POLE
⊙	PROPOSED SANITARY MANHOLE	⊙	PROPOSED LIGHT POLE
⊙	SANITARY CLEANOUT	⊙	OVERHEAD LIGHT POLE
⊙	EXISTING STORM MANHOLE	⊙	RAILROAD SIGNAL POLE
⊙	PROPOSED STORM MANHOLE	⊙	RAILROAD SIGNAL VAULT
⊙	EXISTING STORM CATCH BASIN	⊙	UTILITY POLE
⊙	PROPOSED STORM CATCH BASIN	⊙	OVERHEAD WIRES
⊙	EXISTING STORM INLET	⊙	UNDERGROUND ELECTRIC
⊙	PROPOSED STORM INLET	⊙	UNDERGROUND GAS
⊙	FLARED END SECTION	⊙	UNDERGROUND TELEPHONE
⊙	DOWNPOUT	⊙	UNDERGROUND CABLE TV
⊙	TRANSFORMER	⊙	EXISTING WATER MAIN
⊙	ELECTRIC MANHOLE	⊙	PROPOSED WATER MAIN
⊙	IN STRUCTURAL SOIL	⊙	EXISTING SANITARY SPUR
⊙	CABLE TV BOX	⊙	PROPOSED SANITARY SEWER
⊙	TELEPHONE BOX	⊙	EXISTING COMBINED SEWER
⊙	TELEPHONE MANHOLE	⊙	PROPOSED COMBINED SEWER
⊙	GAS METER	⊙	PROPOSED STORM SEWER
⊙	GAS VALVE	⊙	FENCE LINE
⊙	BOX	⊙	GUARD RAIL
⊙	WATER VALVE	⊙	DECIDUOUS TREE
⊙	EXISTING WATER VALVE VAULT	⊙	PIE TREE
⊙	PROPOSED WATER VALVE VLT	⊙	OVERFLOW ARROW
⊙	EXISTING FIRE HYDRANT	⊙	SHOVE IRON PIPE
⊙	PROPOSED FIRE HYDRANT	⊙	FOUND IRON PIPE
⊙	FOOT REDUCATOR VALVE	⊙	RECORD DIMENSION
⊙	BOX	⊙	MEASURED DIMENSION
⊙	FLAG POLE	⊙	FLOOR ELEVATION
⊙	MAILBOX	⊙	TOP OF WALL
⊙	TRAFFIC SIGNAL POLE	⊙	TOP OF CURB
⊙	TRAFFIC SIGNAL VAULT	⊙	CURB FLOW LINE

ABBREVIATIONS

HDPE = HIGH-DENSITY POLYETHYLENE
RCP = REINFORCED CONCRETE PIPE
PVC = POLYVINYLCHLORIDE PIPE
CMP = CORRUGATED METAL PIPE
VCP = VITRIFIED CLAY PIPE
RW = INVERT
TC = TOP OF CURB
FL = FLOW LINE
FE = FLOOR ELEVATION
TF = TOP OF FOUNDATION
CHB = CHORD BEARING
DIP = DUCTILE IRON PIPE
RRS = RAILROAD SPIKE
POB = POINT OF BEGINNING
WL = WATER LEVEL
WW = WINDOW WELL
BS = BUILDING CORNER

LINE LEGEND

— = LOT LINE
- - - = SETBACK LINE



WMA OBSERVES AND ATTEMPTS TO IDENTIFY PIPE SIZE, MATERIAL, AND DEPTH TO THE BEST OF OUR ABILITY FROM THESE ABOVE GROUND OBSERVATIONS DUE TO SAFETY AND PHYSICAL LIMITATIONS WHEN OBTAINING THE PIPE SIZE, TYPE, AND DEPTH OF THE PIPE MAY VARY FROM THE DATA SHOWN HEREON. THEREFORE LOCATION, DEPTH, AND SIZE OF CRITICAL UNDERGROUND UTILITIES MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION ACTIVITIES.
NO UTILITIES WERE LOCATED BY ANY UTILITY COMPANIES FOR THIS SURVEY.
CONTACT JULIE#11 BEFORE DOING ANY UNDERGROUND WORK.

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05/07/2025	APPEARANCE COMMISSION

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VILLAGE OF MORTON GROVE
6201 DEMPSTER ST., MORTON GROVE, IL 60053

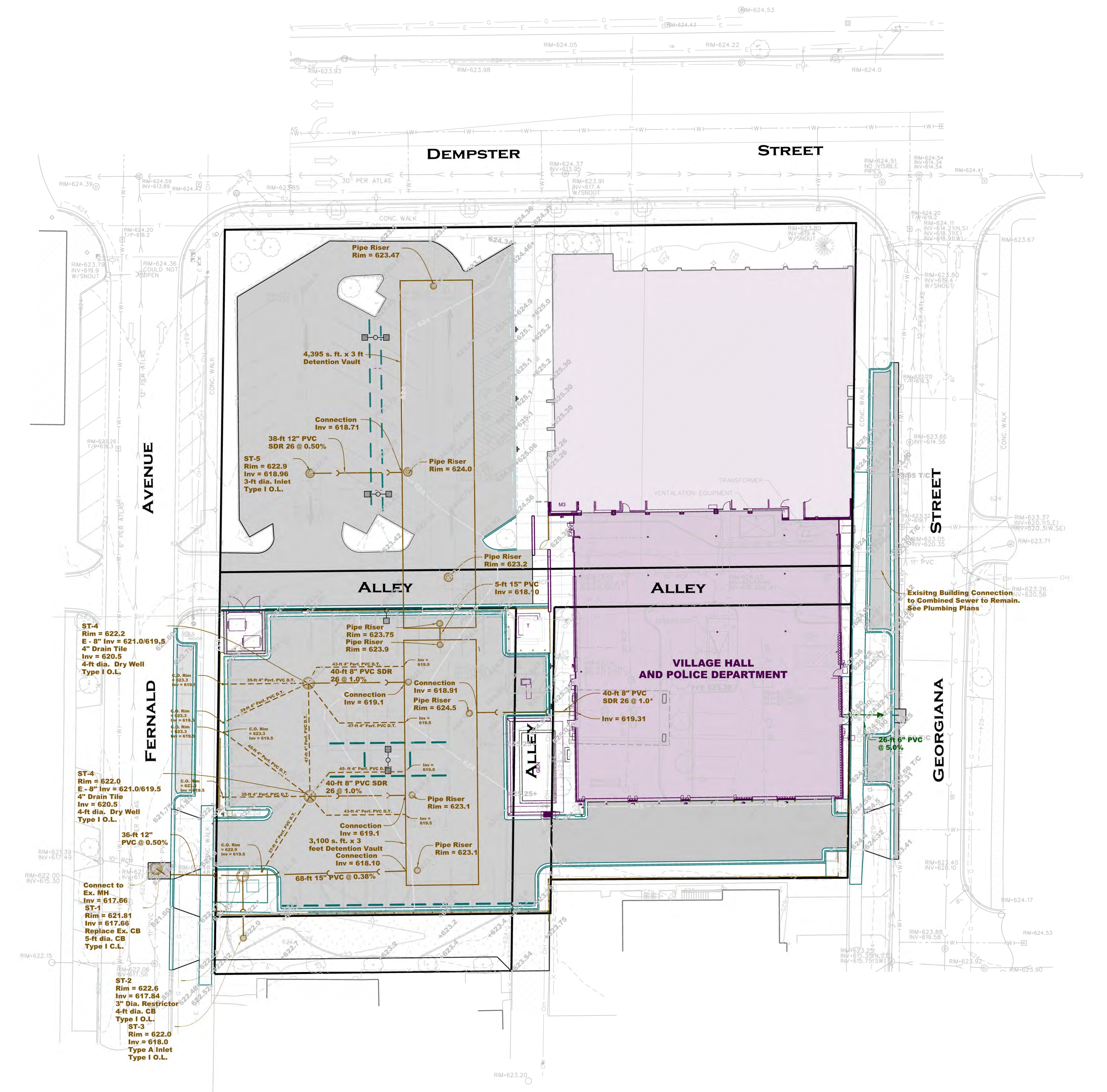
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Utility Plan

SHEET NO.

C-4

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SOIL STABILIZATION CHART

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TEMPORARY SEEDING & MULCHING												
PERMANENT SEEDING												
DORMANT SEEDING												

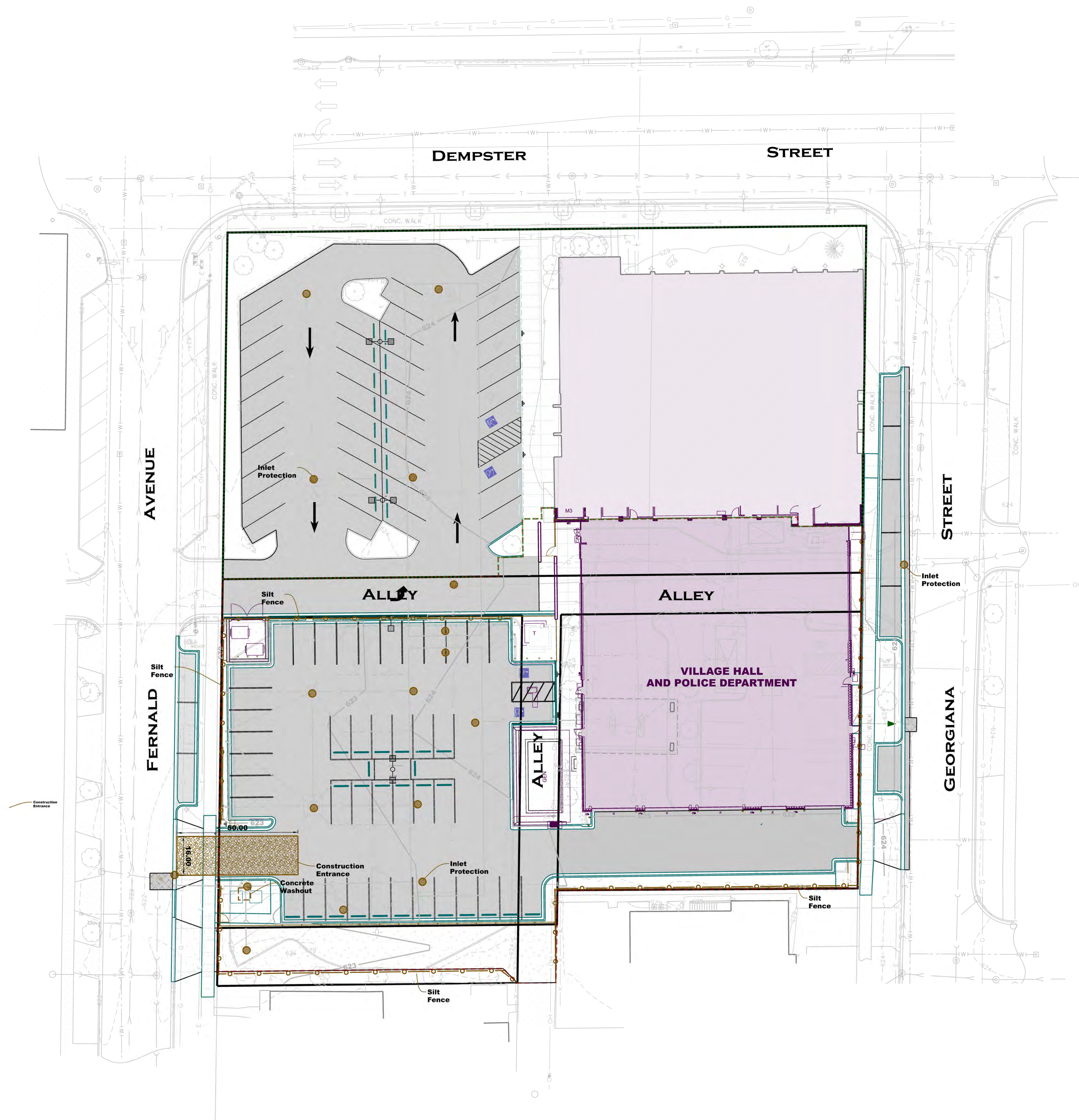
SEEDING & MULCHING RATES

TEMPORARY SEEDING
25 LBS/ ACRE PERENNIAL RYEGRASS

TEMPORARY MULCHING
90 LBS OF STRAW PER 1,000 S.F.

PERMANENT SEEDING
100 LBS/ACRE KENTUCKY BLUEGRASS
60 LBS/ACRE PERENNIAL RYEGRASS
40 LBS/ACRE CREEPING RED FESCUE

DORMANT SEEDING
110 LBS/ACRE KENTUCKY BLUEGRASS
70 LBS/ACRE PERENNIAL RYEGRASS
50 LBS/ACRE CREEPING RED FESCUE



EROSION CONTROL NOTES

1. EROSION CONTROL AND SEDIMENTATION MEASURES SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO SITE CLEARING, GRADING, STRIPPING, EXCAVATION, OR FILLING.
2. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS FOLLOWING THE END OF ACTIVE DISTURBANCE OR REDISTURBANCE.
3. PROVIDE EROSION CONTROL MEASURES FOR TOPSOIL STOCKPILES TO REMAIN IN PLACE FOR MORE THAN 3 DAYS. STOCKPILES NOT BEING ACTIVELY WORKED AND TO REMAIN IN PLACE 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
4. DUST CONTROL SHALL BE COMPLETED AS REQUIRED BY THE VILLAGE OF MORTON GROVE BY THE EARTHWORK CONTRACTOR.
5. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORKDAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL SITE.
6. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE PROJECT. EROSION CONTROL MEASURES MAY BE REMOVED WHEN APPROVED BY THE VILLAGE OF MORTON GROVE.
7. REMOVE ALL SILTSEDIMENT WITHIN SEDIMENT BASIN PRIOR TO THE INSTALLATION OF THE EROSION CONTROL PLAN. REMOVE ALL SILTSEDIMENT WITHIN THE SEDIMENT BASINS AFTER THE PONDS AND SITE ARE STABILIZED. PLACE EXCAVATED SEDIMENT WITHIN THE TOPSOIL STOCKPILE AREA.
8. CONTACT THE VILLAGE OF MORTON GROVE PRIOR TO THE INSTALLATION OF THE EROSION CONTROL PLAN.
9. IF DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS OR BASINS.
10. ALL ACCESS TO AND FROM THE SITE IS TO BE RESTRICTED TO THE CONSTRUCTION ENTRANCE.
11. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT SOIL STABILIZATION MEASURES.
12. CATCH ALL INLET PROTECTORS SHALL HAVE OVERFLOW DEVICES.
13. ANY DIRT, DEBRIS, MUD ETC TRACKED ONTO ANY PUBLIC ROADWAY SHALL BE IMMEDIATELY AND CONTINUOUSLY REMOVED BY THE CONTRACTOR.
14. CONCRETE WASHOUT SHOULD BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHOULD NOT BE ALLOWED TO ENTER STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ANY WASTE SHOULD BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHOULD BE DESIGNATED WITH PROPER SIGNAGE.
15. SEEDING RATES AND MIX SHALL BE PER THE LANDSCAPE PLAN.
16. PLANS ONSITE SHOULD REFLECT THE CURRENT SITE PLAN INCLUDING ANY SECONDARY ENTRANCES AND/OR ANY SECONDARY INLET PROTECTORS.
17. UNFILTERED DEWATERING DIRECTLY TO THE EXISTING STORM SEWER IS PROHIBITED.

LEGEND

- SILT FENCE
- CONSTRUCTION ENTRANCE
- INLET PROTECTION

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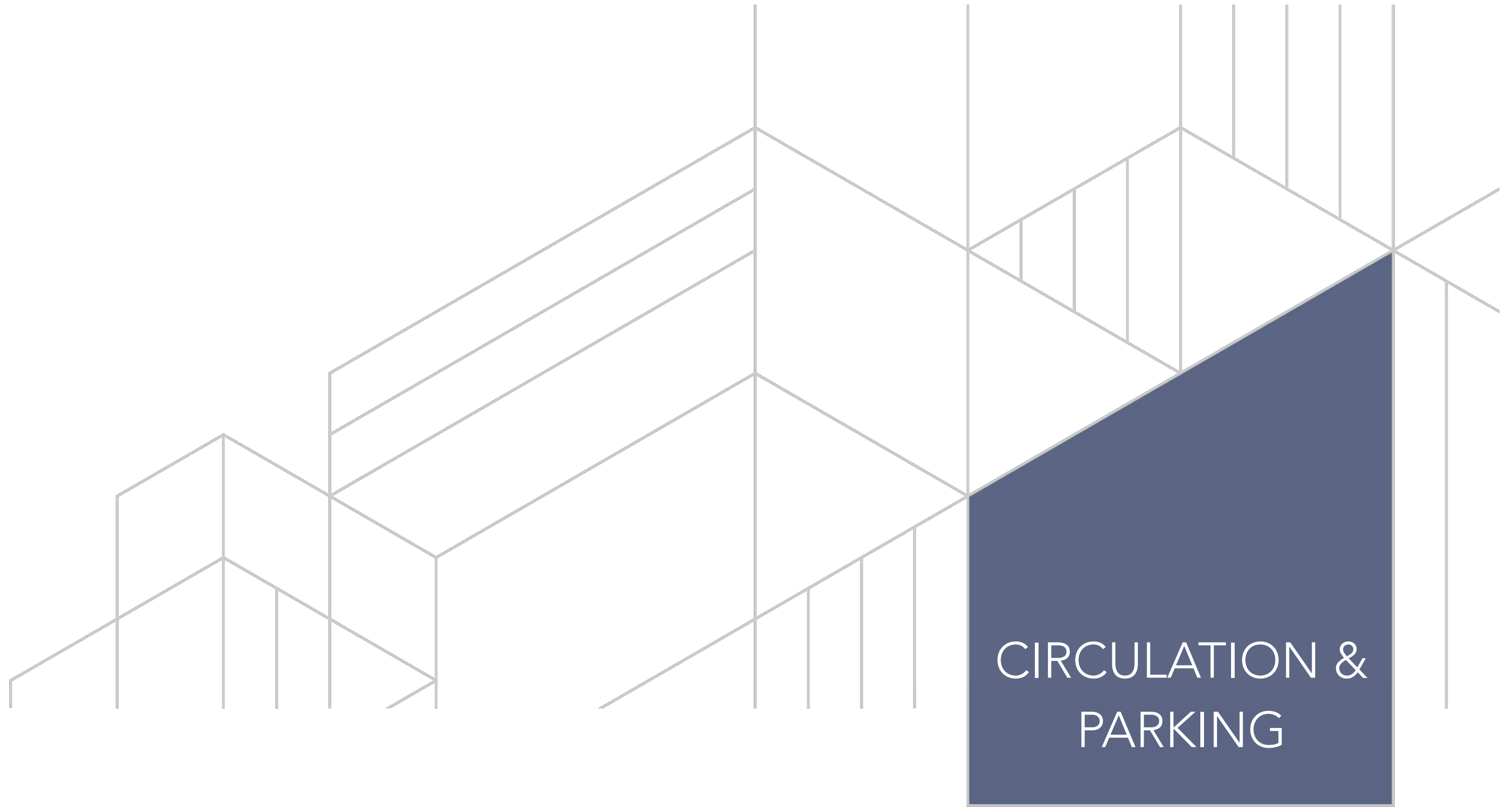
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	05/07/2025	APPEARANCE COMMISSION

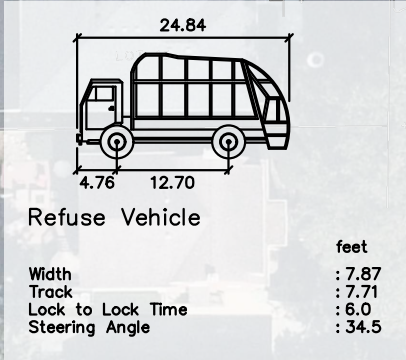
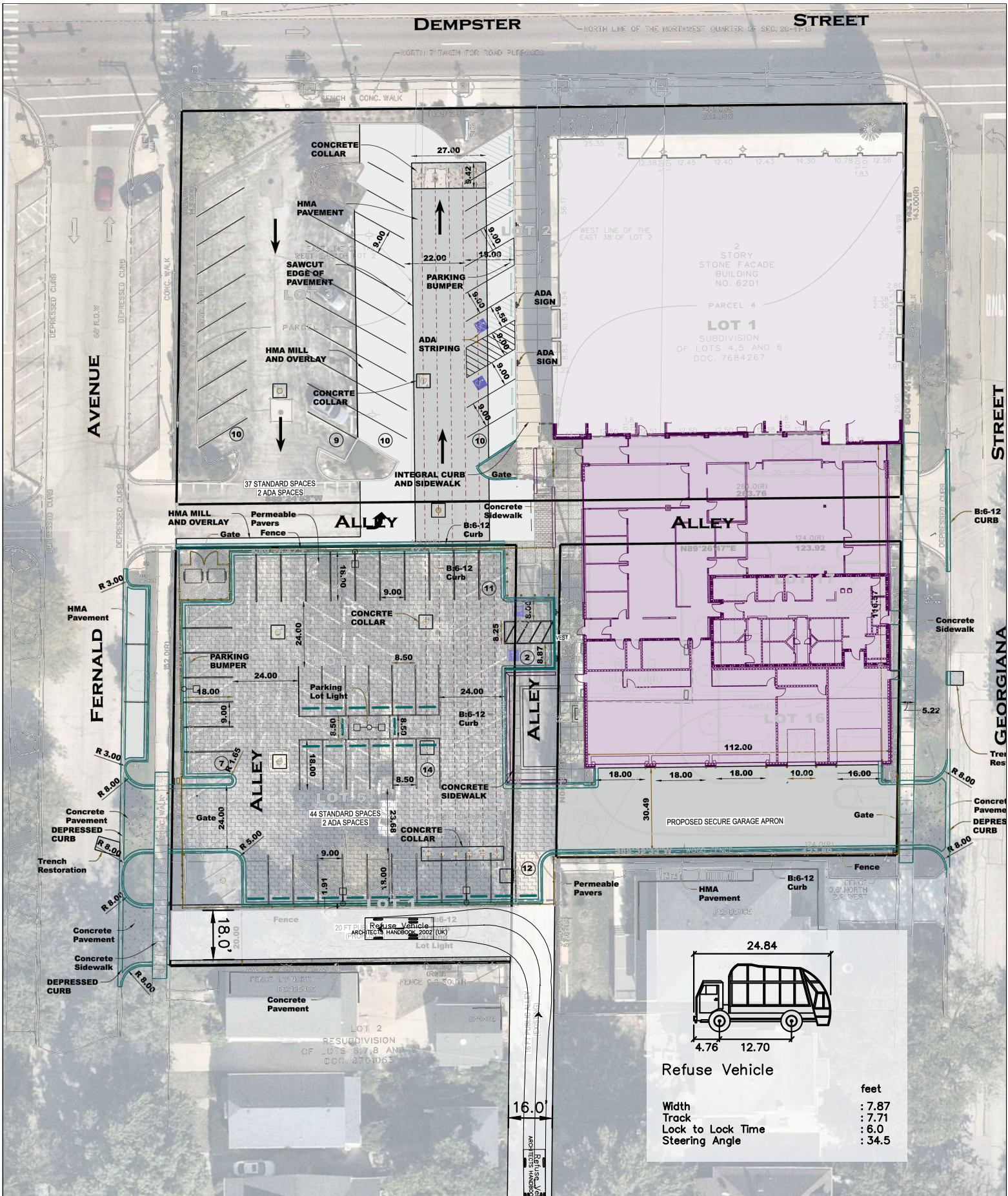
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VILLAGE OF MORTON GROVE
6201 DEMPSTER ST., MORTON GROVE, IL 60053

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Erosion Control Plan

SHEET NO. **C-5**



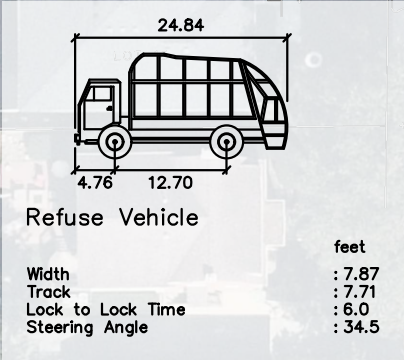
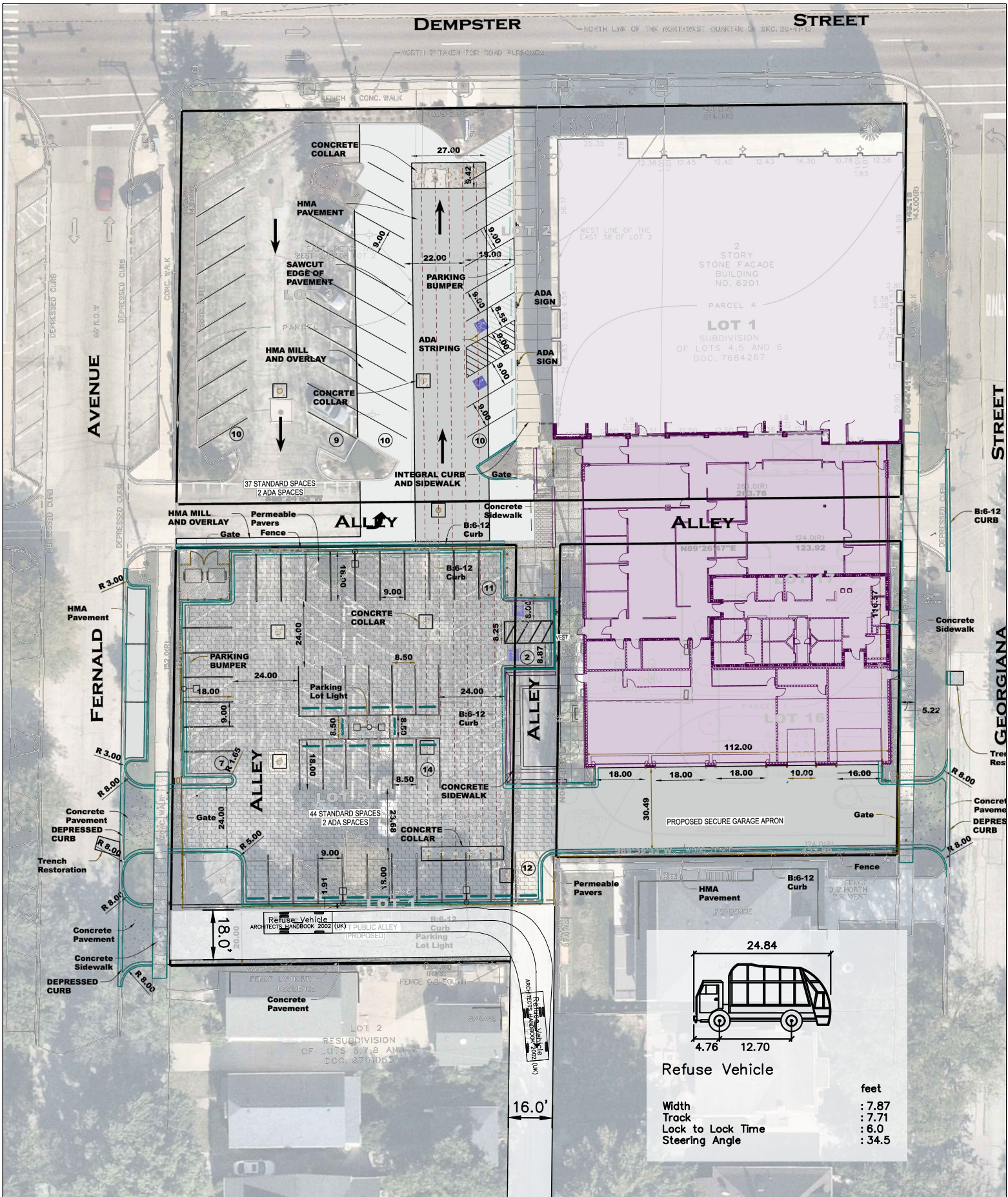


SHEET NUMBER

FERNALD AVENUE & NEW PUBLIC ALLEY, MORTON GROVE, IL

Kimley»Horn

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 111 W JACKSON BLVD, SUITE 1320, CHICAGO, IL 60655
 PHONE: 312-726-9445.KIMLEY-HORN.COM



SHEET NUMBER

FERNALD AVENUE & NEW PUBLIC ALLEY, MORTON GROVE, IL

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 111 W JACKSON BLVD, SUITE 1320, CHICAGO, IL 60655
 PHONE: 312-726-9445.KIMLEY-HORN.COM



BUILDING
LOCATION &
SCALE

BUILDING LOCATION & SCALE

Ground-Mounted Utilities

Ground-mounted utilities include garbage dumpsters, generator and transformer. Refer to drawings and renderings for proposed screening.

Fire Hydrants:

Fire hydrants are existing to remain. There is also a fire department connection at the Northeast corner of the building that is existing to remain.

Appearance:

See attached renderings / elevations for the proposed design of the addition.

Materials

See attached photos and information regarding the proposed materials to be used on the addition.

FIRE HYDRANTS & FIRE DEPARTMENT CONNECTION



FGM Architects
 1 Westbrook Corporate Center
 Suite 1000
 Westchester, Illinois 60154
 630.574.8300 office
 IL ARCHITECTS PROFESSIONAL DESIGN
 FIRM #134-055328

CIVIL
WMA
 2200 WILSON AVENUE, SUITE 200
 DEERFIELD, IL 60015
 630.933.2222 (LOCAL 2222)

LANDSCAPE
WMA
 2200 WILSON AVENUE, SUITE 200
 DEERFIELD, IL 60015
 630.933.2222 (LOCAL 2222)

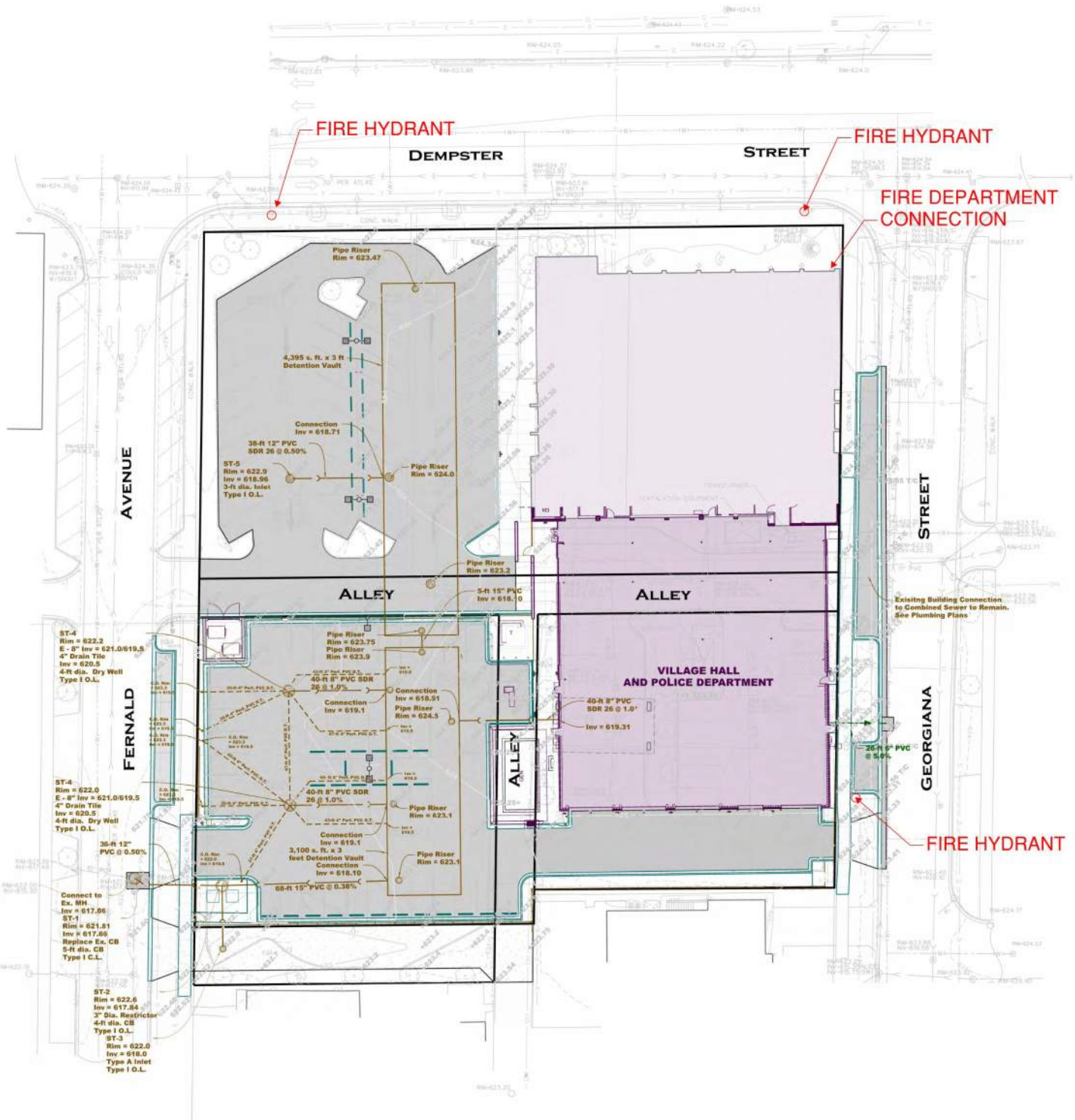
STRUCTURAL
McCluskey Engineering Corporation
 800 NORTH LAKE STREET
 WILMINGTON, IL 60091
 630.737.1000 (LOCAL 7371000)

M.E.P. / F.P.
MILES Engineering Group
 2200 WILSON AVENUE
 DEERFIELD, IL 60015
 630.933.2222

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Utility Plan
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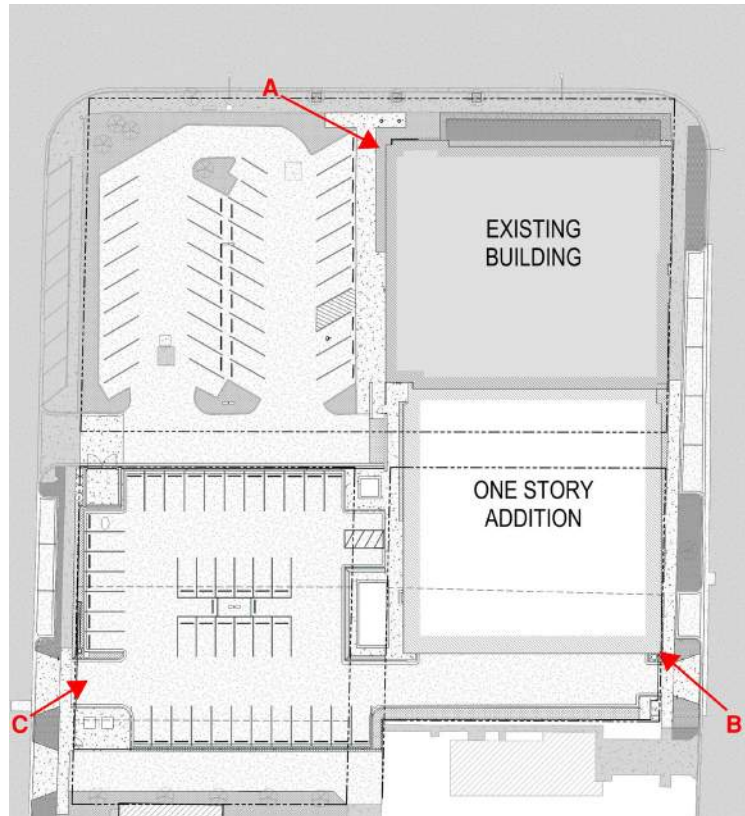
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EXISTING VIEW A



RENDERING VIEW A - DAY



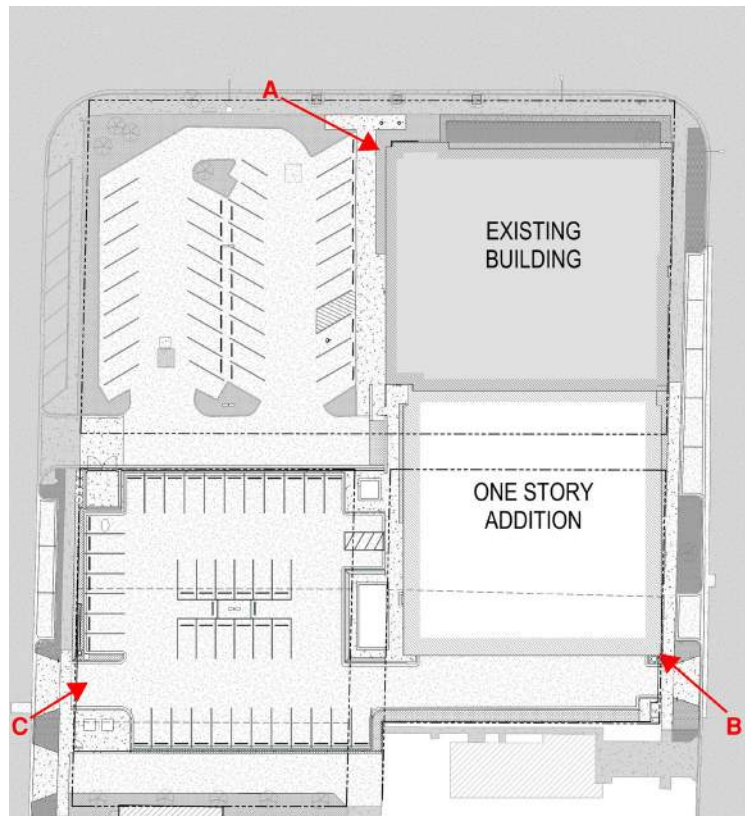
RENDERING VIEW A - NIGHT



EXISTING VIEW B



RENDERING VIEW B

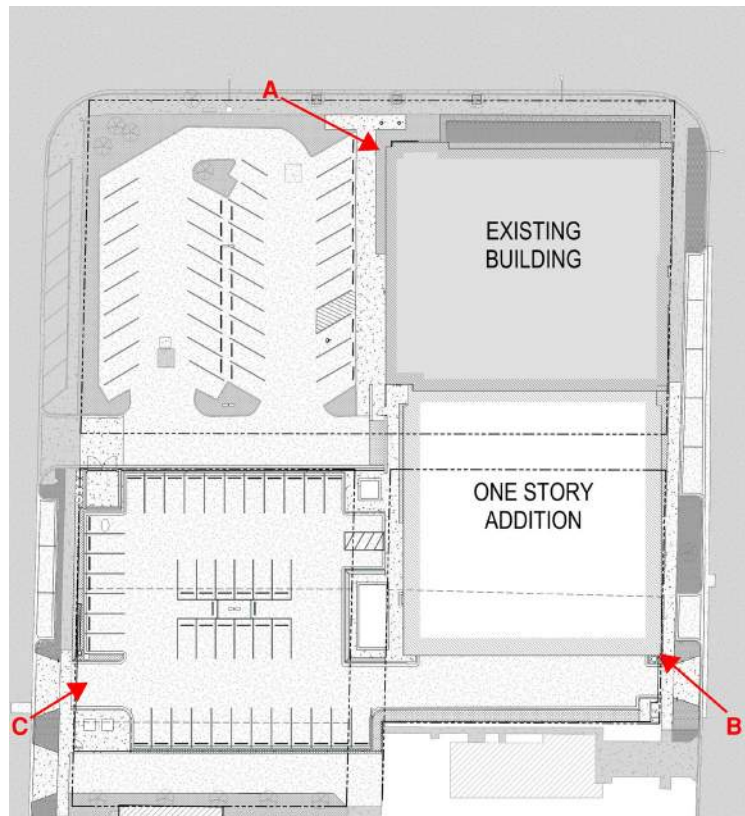




EXISTING VIEW C



RENDERING VIEW C





MATERIALS:

MTL-1:

- COPINGS
- ALUMINUM COMPOSITE METAL PANEL
- EMBLEM SIGNAGE
- STOREFRONT / CURTAIN WALL FRAMES

MTL-2

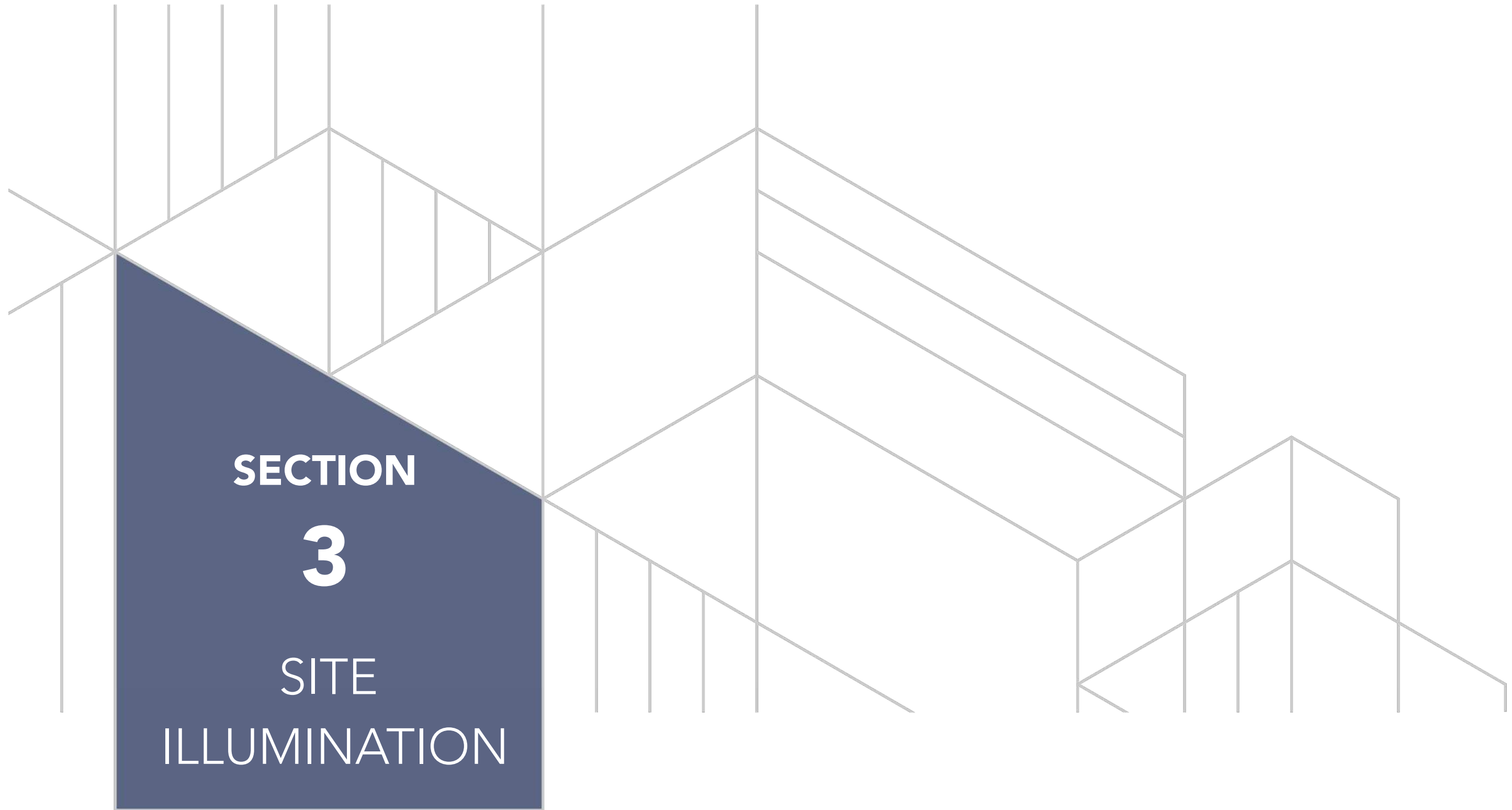
- BACKLIT PERFORATED SIGNAGE

MTL-3

- SIGNAGE LETTERS; GOTHAM FONT, BOLD

BR-1

- BRICK FACADE



**SECTION
3
SITE
ILLUMINATION**

SITE ILLUMINATION

General:

See the attached site photometric plan for the proposed lighting at Morton Grove Village Hall & Police Department.

Proposed Fixtures:

See attached cut sheets for proposed fixture sections for both pole mounted and ground mounted site lighting.



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 Suite 1000
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 630.574.8300 office
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 FIRM #184-060205

**CIVIL
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 630.668.7800 (200.000.17800)

**LANDSCAPE
WMA**
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**STRUCTURAL
McCuskey Engineering Corporation**
 888 FORD AVENUE, SUITE 100
 WASHINGTON, IL 60090
 815.717.5200 (200.000.177.5300)

**M.E.P. / E.P.
Millies Engineering Group**
 25
 ONE AND A HALF
 202.332.9400 (20)

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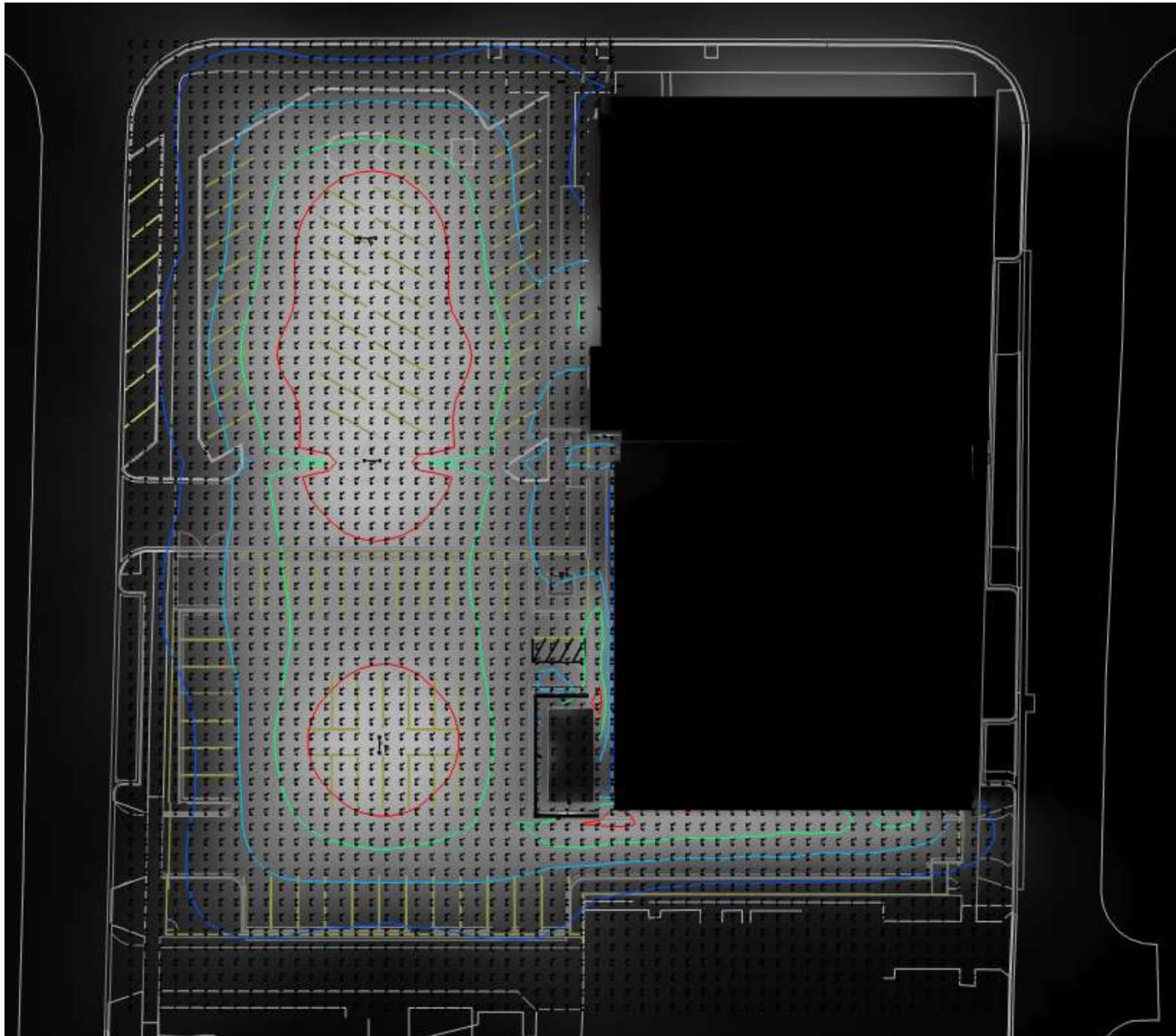
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ELECTRICAL SITE PHOTOMETRIC
 SHEET NO.
E0.03
 JOB NO. 25-4288.01
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1 ELECTRICAL SITE PHOTOMETRIC
 1/2" = 1'-0"

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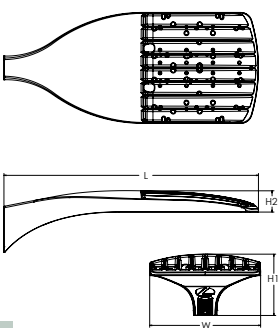


D-Series Size 1 LED Area Luminaire



Specifications

- EPA: 0.69 ft² (0.06 m²)
- Length: 32.71" (83.1 cm)
- Width: 14.26" (36.2 cm)
- Height H1: 7.88" (20.0 cm)
- Height H2: 2.73" (6.9 cm)
- Weight: 34 lbs (15.4 kg)



Design Select options indicated by this color background.

Catalog Number
Notes
Type

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details

Ordering Information

- ### Accessories
- Ordered and shipped separately.
- DL127F 1.5 JU Photocell - SSL twist-lock (120-277V)²¹
 - DL1347F 1.5 CULJU Photocell - SSL twist-lock (347V)²¹
 - DL1480F 1.5 CULJU Photocell - SSL twist-lock (480V)²¹
 - DSH0RT SBK Shorting cap²¹
 - DSX1HS P# House-side shield (enter package number 1-13 in place of #)
 - DSXRPA (FINISH) Round pole adapter (#8 drilling, specify finish)
 - DSXSPAS (FINISH) Square pole adapter #5 drilling (specify finish)
 - DSXRPA5 (FINISH) Round pole adapter #5 drilling (specify finish)
 - DSX1EGSR (FINISH) External glare shield (specify finish)
 - DSX1SDB (FINISH) Bird spike deterrent bracket (specify finish)

- ### NOTES
- Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
 - 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 35K only available with 80CRI. Contact Technical Support for other possible combinations.
 - T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
 - MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
 - HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
 - HVOLT not available with package P1 and P10 when combined with option NLTAIR2 PIRHN or option PIR.
 - XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
 - XVOLT not available in packages P1 or P10. XVOLT not available with fusing (SF or DF).
 - SPAS and RPAS for use with #5 drilling only (Not for use with #8 drilling).
 - WBA cannot be combined with Type 5 distributions plus photocell (PER).
 - NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this link.
 - NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P1 and P10 using HVOLT. NLTAIR2 PIRHN not available with P1 and P10 using XVOLT.
 - PIR not available with NLTAIR2 PIRHN, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. PIR not available with P1 and P10 using HVOLT. PIR not available with P1 and P10 using XVOLT.
 - PER/PER5/PER7 not available with NLTAIR2 PIRHN, PIR, BL30, BL50, FAO, DMG and DS. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
 - NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P1 and P10 using HVOLT. NLTAIR2 PIRHN not available with P1 and P10 using XVOLT.
 - DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, DMG and DS. BL30 or BL50 must specify 120 or 277V.
 - DS not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DMG.
 - DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of leads using (2) drivers. DS only available with packages P8, P9, P10, P11, P12, and P13.
 - Reference Motion Sensor Default Settings table on page 4 to see functionality.
 - Reference Controls Options table on page 4.
 - HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
 - CCE option not available with option BS and EGSR. Contact Technical Support for availability.
 - Option HA not available with performance packages P4, P5, P7, P8, P9 and P13.
 - Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.
 - Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

Shield Accessories



External Glare Shield (EGSR)



House Side Shield (HS)

Ordering Information EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

Series	LEDs	Color temperature ²	Color Rendering Index ³	Distribution	Voltage	Mounting
DSX1 LED	Forward optics	(this section 70CRI only)				
	P1 P6	30K 3000K	70CRI	AFR Automotive front row	MVOLT (120V-277V) ⁴	Shipped included SPA Square pole mounting (#8 drilling) RPA Round pole mounting (#8 drilling) SPAS Square pole mounting #5 drilling ⁹ RPAS Round pole mounting #5 drilling ⁹ SPAS8N Square narrow pole mounting #8 drilling WBA Wall bracket ¹⁹ MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)
	P2 P7	40K 4000K	70CRI	T1S Type I short	HVOLT (347V-480V) ^{5,6}	
	P3 P8	50K 5000K	70CRI	T2M Type II medium	XVOLT (277V - 480V) ^{7,8}	
	P4 P9			T3M Type III medium	120 ^{16,28}	
	P5	27K 2700K	80CRI	T3LG Type III low glare ¹	208 ^{16,28}	
	Rotated optics	30K 3000K	80CRI	T4M Type IV medium	240 ^{16,28}	
	P10 ¹ P12 ¹	35K 3500K	80CRI	T4LG Type IV low glare ¹	277 ^{16,28}	
	P11 ¹ P13 ¹	40K 4000K	80CRI	TFTM Forward throw medium	347 ^{16,28}	
		50K 5000K	80CRI	LCCO Left corner cutoff ¹	480 ^{16,28}	
				RCCO Right corner cutoff ¹		

Control options	Other options	Finish (required)
Shipped installed NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40" mounting height, ambient sensor enabled at 2ft. ^{11,12,20,21} PIR High/low, motion/ambient sensor, 8-40" mounting height, ambient sensor enabled at 2ft. ^{11,12,20,21} PER NEMA twist-lock receptacle only (controls ordered separately) ¹⁴ PER5 Five-pin receptacle only (controls ordered separately) ^{14,21}	PER7 Seven-pin receptacle only (controls ordered separately) ^{14,21} FAO Field adjustable output ^{15,21} BL30 Bi-level switched dimming, 30% ^{16,21} BL50 Bi-level switched dimming, 50% ^{16,21} DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ¹⁷ DS Dual switching ^{18,19,21}	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLTXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white
Shipped installed SPD20KV 20KV surge protection HS Houseside shield (black finish standard) ²² L90 Left rotated optics ¹ R90 Right rotated optics ¹ CCE Coastal Construction ²³ HA 50°C ambient operation ²⁴ BAA Buy America(n) Act and/or Build America Buy America Qualified SF Single fuse (120, 277, 347V) ¹⁶ DF Double fuse (208, 240, 480V) ¹⁶	Shipped separately EGSR External Glare Shield (reversible, field install required, matches housing finish) BSDB Bird Spikes (field install required)	

Accessories	Description	Functionality	Notes
DL127F/1.5JU	Single 800-millimeter for motion sensing, photocell and ambient sensor.	Motion and ambient light sensing with group sensing. Includes dimming control sensor. See other controls options that need the DL127F/1.5JU.	Single 800-millimeter for motion sensing, photocell and ambient sensor. See other controls options that need the DL127F/1.5JU.

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NO	DATE	ISSUANCE DESCRIPTION
1	02.20.2026	ISSUED FOR 100% DD

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

2026-02-20 - 100% DD

ELECTRICAL SITE PHOTOMETRIC

SHEET NO.
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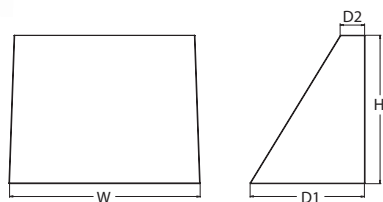
WDGE2 LED

Architectural Wall Sconce Precision Refractive Optic



Specifications

Depth (D1): 7"
Depth (D2): 1.5"
Height: 9"
Width: 11.5"
Weight: 13.5 lbs (without options)



Catalog Number
Notes
Type

Introduction
 The WEDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean, rectangular design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WEDGE family provides additional energy savings and code compliance.

WDGE2 with industry leading precision refractive optics provides great uniform distribution and optical control. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WEDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

design select Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details

WDGE LED Family Overview

Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)						
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	--	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI T3M MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE2 LED	P0 ¹	27K 2700K	70CRI ⁴	T1S Type I Short	MVOLT	Shipped included
	P1 ²	30K 3000K	80CRI	T2M Type II Medium	347 ³	SRM Surface mounting bracket
	P2 ²	40K 4000K	LW ⁵ Limited Wavelength	T3M Type III Medium	480 ³	ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only) ⁶
	P3 ²	50K 5000K		T4M Type IV Medium		AWSS 3/8inch Architectural wall spacer ⁷
	P4 ²	AMB ⁸ Amber		TFTM Forward Throw Medium		PBBW Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available ⁷

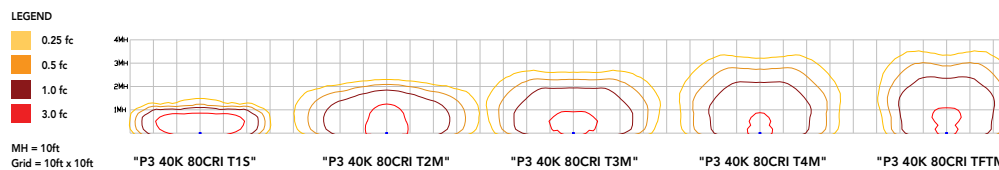
Options

E10WH Emergency battery backup, Certified in CA Title 20 MAEDBS (10W, 5°C min)	Standalone Sensors/Controls
E20WC Emergency battery backup, Certified in CA Title 20 MAEDBS (18W, -20°C min)	PIR Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
PE Photocell, Button Type ⁹	PIRH Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) ¹⁰	PIR1FC3V Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation.
BCE Bottom conduit entry for back box (PBBW), Total of 4 entry points.	PIRH1FC3V Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation.
CCE Coastal Construction ¹¹	Networked Sensors/Controls
	NLTAIR2 PIR Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights.
	NLTAIR2 PIRH Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights.
	NLTAIREM2 PIR Embedded wireless controls by nLight with UL924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights.
	NLTAIREM2 PIRH Embedded wireless controls by nLight with UL924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights.

Finish
DDBXD Dark bronze
DBLXD Black
DNAXD Natural aluminum
DWHXD White
DSSXD Sandstone
DDBTXD Textured dark bronze
DBLTXD Textured black
DNATXD Textured natural aluminum
DWHGXD Textured white
DSSTXD Textured sandstone

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.



VERIFY WITH ARCH

LITHONIA LIGHTING COMMERCIAL OUTDOOR One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com WDGE2 LED Rev. 04/21/25
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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)					30K (3000K, 80 CRI)					40K (4000K, 80 CRI)					50K (5000K, 80 CRI)					Amber (Limited Wavelength)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
			P0	7W	T1S	636	92	0	0	0	666	97	0	0	0	699	101	0	0	0	719	104	0	0	0	741	48
P1	11W	T2M	662	96	0	0	0	693	101	0	0	0	728	106	0	0	0	749	104	0	0	0	741	48	0	0	0
		T3M	662	96	0	0	0	693	101	0	0	0	728	106	0	0	0	749	104	0	0	0	741	48	0	0	0
		T4M	648	94	0	0	0	679	98	0	0	0	712	103	0	0	0	704	102	0	0	0	726	47	0	0	0
		TFTM	652	95	0	0	0	683	99	0	0	0	717	104	0	0	0	708	103	0	0	0	730	48	0	0	0
		T1S	1,105	99	0	0	1	1,157	104	0	0	1	1,215	109	0	0	1	1,200	107	0	0	1					
P2	19W	T2M	1,150	103	0	0	1	1,204	108	0	0	1	1,264	113	0	0	1	1,249	112	0	0	1					
		T3M	1,150	103	0	0	1	1,204	108	0	0	1	1,264	113	0	0	1	1,249	112	0	0	1					
		T4M	1,126	101	0	0	1	1,179	106	0	0	1	1,238	111	0	0	1	1,223	110	0	0	1					
		TFTM	1,133	101	0	0	1	1,186	106	0	0	1	1,245	112	0	0	1	1,230	110	0	0	1					
		T1S	1,801	95	1	0	1	1,886	99	1	0	1	1,981	104	1	0	1	1,957	103	1	0	1					
P3	32W	T2M	1,875	99	1	0	1	1,963	103	1	0	1	2,061	109	1	0	1	2,037	107	1	0	1					
		T3M	1,876	99	1	0	1	1,964	103	1	0	1	2,062	109	1	0	1	2,038	107	1	0	1					
		T4M	1,836	97	1	0	1	1,922	101	1	0	1	2,018	106	1	0	1	1,994	105	1	0	1					
		TFTM	1,847	97	1	0	1	1,934	102	1	0	1	2,030	107	1	0	1	2,006	106	1	0	1					
		T1S	2,809	87	1	0	1	2,942	92	1	0	1	3,089	96	1	0	1	3,052	95	1	0	1					
P4	47W	T2M	2,924	91	1	0	1	3,062	95	1	0	1	3,215	100	1	0	1	3,176	99	1	0	1					
		T3M	2,925	91	1	0	1	3,063	95	1	0	1	3,216	100	1	0	1	3,177	99	1	0	1					
		T4M	2,862	89	1	0	1	2,997	93	1	0	1	3,147	98	1	0	1	3,110	97	1	0	1					
		TFTM	2,880	90	1	0	1	3,015	94	1	0	1	3,166	99	1	0	1	3,128	97	1	0	1					
		T1S	3,729	80	1	0	1	3,904	84	1	0	1	4,099	88	1	0	1	4,051	87	1	0	1					
T2M	3,881	83	1	0	1	4,063	87	1	0	1	4,267	91	1	0	1	4,216	90	1	0	1							
T3M	3,882	83	1	0	1	4,065	87	1	0	1	4,268	91	1	0	1	4,217	90	1	0	1							
T4M	3,799	81	1	0	1	3,978	85	1	0	1	4,177	90	1	0	1	4,127	88	1	0	1							
TFTM	3,822	82	1	0	1	4,002	86	1	0	1	4,202	90	1	0	1	4,152	89	1	0	1							

Performance Package	System Watts	Dist. Type	27K (2700K, 70 CRI)					30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)									
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G					
			P0	7W	T3M	737	107	0	0	0	763	111	0	0	0	822	119	0	0	0	832	121	0	0	0		
P1	11W	T4M	721	105	0	0	0	746	108	0	0	0	804	117	0	0	1	814	118	0	0	1					
		T3M	1,280	115	0	0	1	1,325	119	0	0	1	1,427	128	1	0	1	1,445	129	1	0	1					
P2	19W	T4M	1,253	112	0	0	1	1,297	116	0	0	1	1,397	125	0	0	1	1,415	127	0	0	1					
		T3M	2,087	110	1	0	1	2,160	114	1	0	1	2,327	123	1	0	1	2,357	124	1	0	1					
P3	32W	T4M	2,042	108	1	0	1	2,114	111	1	0	1	2,278	120	1	0	1	2,306	121	1	0	1					
		T3M	3,254	101	1	0	1	3,369	105	1	0	1	3,629	113	1	0	1	3,675	114	1	0	1					
P4	47W	T4M	3,185	99	1	0	1	3,297	103	1	0	1	3,552	111	1	0	1	3,597	112	1	0	1					
		T3M	4,319	93	1	0	1	4,471	96	1	0	1	4,817	103	1	0	2	4,878	105	1	0	2					
T4M	4,227	91	1	0	1	4,376	94	1	0	2	4,714	101	1	0	2	4,774	102	1	0	2							



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LANDSCAPING

Proposed Landscaping:

The landscape plan is designed to provide seasonal color with the use of evergreens, shrubs with fall color, and flowering perennials for summer interest. We have provided trees in the landscape islands provided and note the replacement of a pear tree with a new tree.

The plantings provided will be tolerant of an urban condition with watering only necessary during plant establishment and times of extreme drought.

Proposed Species List:

Summer Beauty Allium

Hinsdale Black Chokeberry

Chicagoland Hackberry

Summer Stars Bushhoneysuckle

Magnus Coneflower

Taylor Juniper

Little Spire Russian Sage

Gro Low Sumac

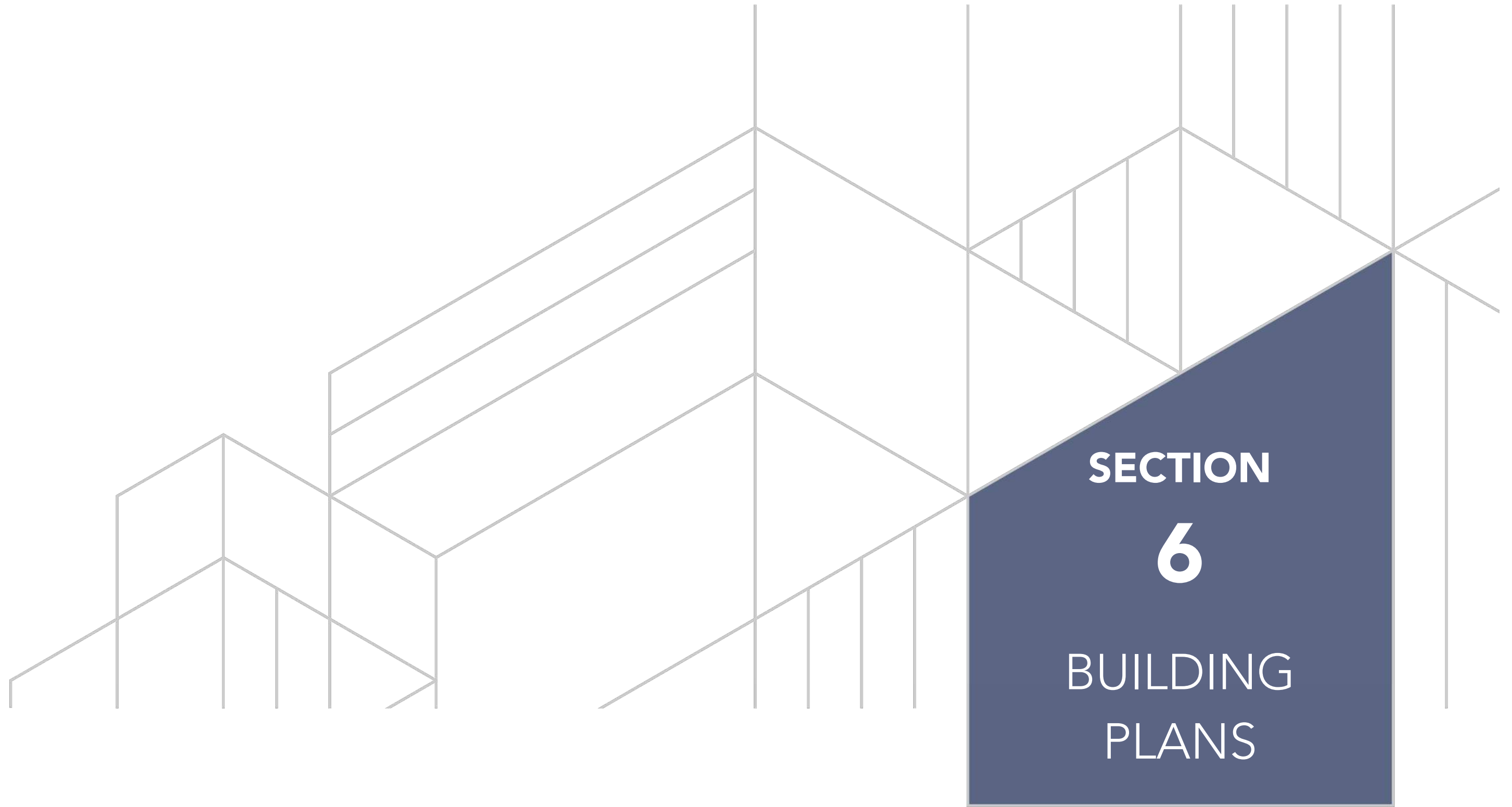
Blackeyed Susan

The Blues Little Bluestem

Prairie Dropseed

Spreading Yew





GENERAL FLOOR PLAN NOTES

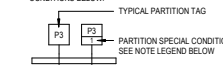
- REFER TO G-SERIES SHEETS FOR TYPICAL ABBREVIATIONS, SYMBOLS & TAGS.
- REFER TO PARTITION TYPES FOR THICKNESS OF WALLS AND PARTITIONS.
- WALL AND PARTITION DIMENSIONS ARE SHOWN TO FINISHED FACE OF WALL.
- DIMENSIONS FOR AREAS DRAWN AT A LARGER SCALE ARE SHOWN ON ENLARGED SCALE PLANS. SEE A4 SERIES DRAWINGS.
- UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE LAID OUT RADIALLY ARE DIMENSIONED BY RADII (DEGREES) FROM THE NEAREST GRID LINES.
- UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE SHOWN TO BE ON A GRID LINE OR IMMEDIATELY NEXT TO A GRID LINE SHALL BE LOCATED PARALLEL WITH THE GRID LINE WITH THE FACE OF THE WALL 1" AWAY FROM THE LEG OF THE STEEL JOIST. (SEE A4 SERIES)
- UNLESS OTHERWISE NOTED, WALL AND PARTITIONS WHICH ARE LAID OUT CONCENTRICALLY ARE DIMENSIONED FROM THE NEAREST GRID AND SHALL BE LAID OUT ALONG THE ESTABLISHED RADIUS.
- WALLS AND PARTITIONS WHICH ARE NOT INTENDED TO BE LAID OUT ON A RADIUS, ARE SHOWN TO BE PERPENDICULAR (-) OR AT SOME ANGLE (-) TO THE ADJOINING WALLS OR PERPENDICULAR TO A GRID LINE (-).
- DIMENSIONS ALONG CURVED LINES ARE ACTUAL CURVED DIMENSIONED ARC LENGTHS.
- FOR PARTITION TYPES, SEE A6 SERIES DRAWINGS.
- FOR TYPICAL COLUMN ENCLOSURE DETAILS, SEE A4 SERIES DRAWINGS.
- FOR FINISH PLAN, SEE A1 SERIES DRAWINGS.
- FOR DOOR AND FRAME INFORMATION, SEE A5 SERIES DRAWINGS.
- FOR WINDOW AND STOREFRONT TYPES, SEE ELEVATIONS ON A5 SERIES DRAWINGS.
- FOR EXTERIOR ENVELOPE DETAILS, SEE A3 SERIES DRAWINGS.
- FOR LARGE SCALE PLANS, SEE A4 SERIES DRAWINGS.
- FOR INTERIOR ELEVATIONS, SEE A4 SERIES DRAWINGS.
- FOR CEILING INFORMATION, SEE A1 SERIES DRAWINGS.
- FOR STAIR INFORMATION, SEE A3 SERIES DRAWINGS.
- FOR SPECIAL FINISHES, PATTERNS, ETC., SEE A1 SERIES DRAWINGS.
- FOR TYPICAL ROOM SIGNS AND FIRE EXTINGUISHER CABINET DETAILS, SEE A6 SERIES DRAWINGS.
- FURNITURE AND EQUIPMENT SHOWN DOTTED IS NOT IN CONTRACT AND IS SHOWN FOR COORDINATION PURPOSES.

GENERAL PARTITION NOTES

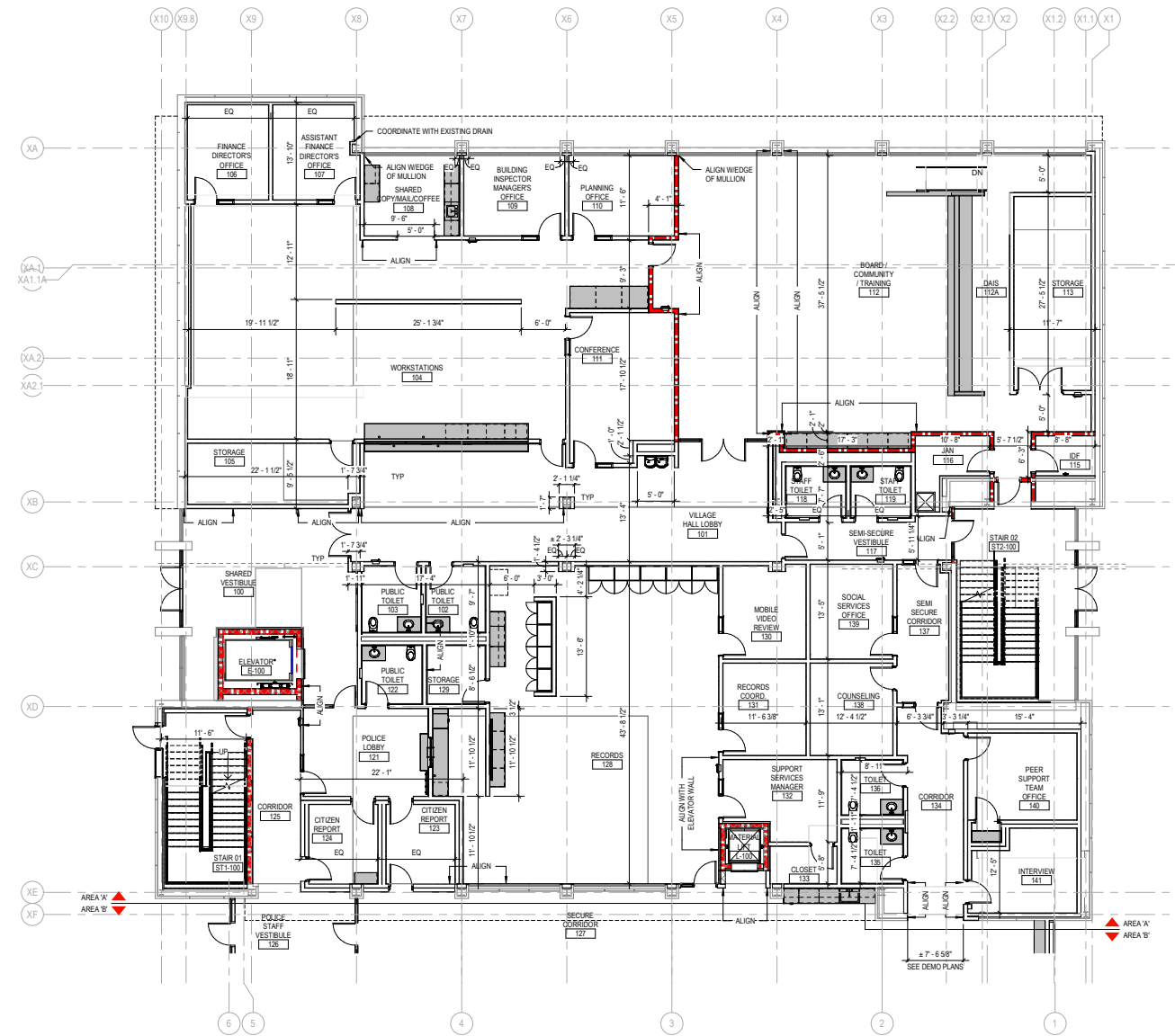
- PROVIDE HORIZONTAL JOINT REINFORCING AT ALL MASONRY PARTITIONS. PROVIDE JOINT REINFORCING @ EACH SECOND COURSE AND ONE COURSE BELOW AND ABOVE OPENINGS UNLESS NOTED OTHERWISE. REFER TO STRUCTURAL DRAWINGS FOR ADDITIONAL REINFORCING.
- FOR WALL FINISHES SEE FINISH PLANS OR ROOM FINISH SCHEDULE.
- FOR EXTERIOR WALLS SEE WALL SECTIONS ON A5 SERIES DRAWINGS.
- ALL PARTITION FRAMING AND FINISH SHALL EXTEND TO FLOOR OR ROOF STRUCTURE ABOVE AND SHALL BE TYPED AND FINISHED, UNLESS NOTED OTHERWISE.
- PROVIDE 2" SOUND ATTENUATING INSULATION AT ALL STUD WALL PARTITIONS, UNLESS NOTED OTHERWISE.
- FOR LOCATION AND RATINGS OF FIRE RESISTIVE PARTITIONS, SEE G-SERIES CODE COMPLIANCE PLANS, IN ADDITION TO INFORMATION GIVEN ON INDIVIDUAL PARTITION TYPES.
- PROVIDE IMPACT RESISTANT GYPSUM BOARD PANELS WHERE SCHEDULED UP TO 6" ABOVE CEILING.
- PROVIDE DOUBLE STUDS AT ALL JAMBS AND EXTEND TO STRUCTURE ABOVE AND TIE TOGETHER.
- PROVIDE CHAMFERED CORNERS AT ALL EXPOSED CORNERS WHICH ARE NOT COVERED BY ANOTHER MATERIAL OR FINISH.
- PROVIDE CEMENT BACKING BOARD AT ALL WALL TILE LOCATIONS, UNLESS NOTED OTHERWISE.

PARTITION SPECIAL CONDITION NOTES

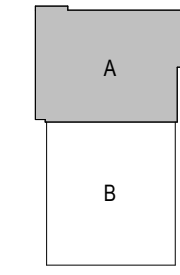
NOTE: PARTITIONS SHALL EXTEND TO DECK OR STRUCTURE ABOVE UNLESS INDICATED BY SPECIAL CONDITIONS BELOW.



- PARTITION HEIGHT TO EXTEND 6" ABOVE HIGHEST ADJACENT FINISH CEILING.



DIMENSION PLAN - FIRST FLOOR - AREA A
1/8" = 1' - 0"
0 4 8 12 16



MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

DIMENSION PLAN - FIRST FLOOR - AREA A
SHEET NO. **Z1.21A**
JOB NO. 25-4288.01
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VILLAGE HALL & POLICE DEPARTMENT

Traffic Impact Study

Morton Grove, Illinois

April 2026

Prepared for:

The Village of Morton Grove

Kimley»»Horn

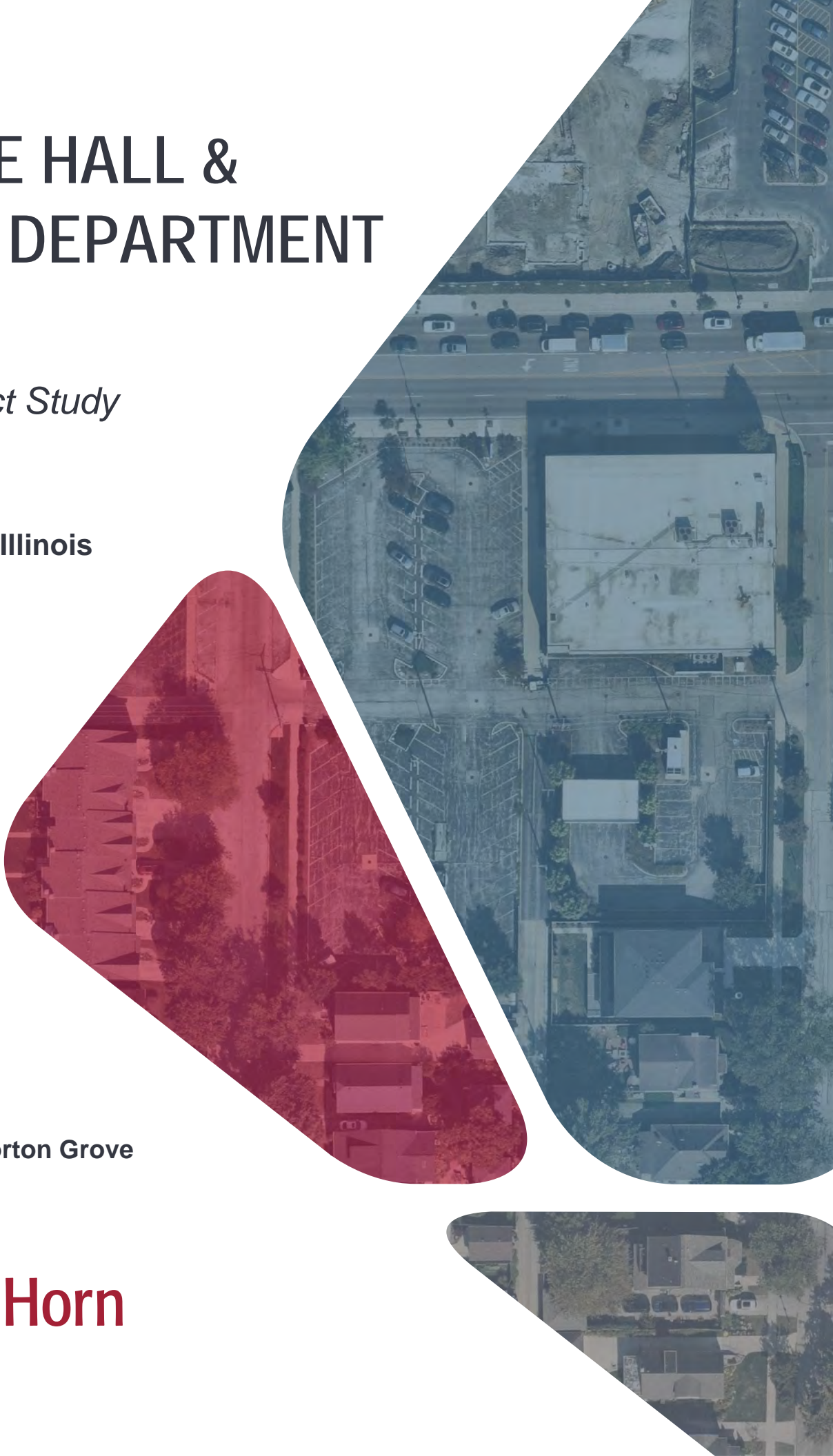


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EXECUTIVE SUMMARY

Kimley-Horn was retained by the Village of Morton Grove to prepare a traffic impact study for the proposed Village Hall and Police Department to be located at 6201 Dempster Street, Morton Grove IL. The site is currently occupied by an existing Fifth Third Bank with access to the site provided via a public alley running east-west, approximately 180 feet south of Dempster Street. Following redevelopment, this east-west public alley will no longer function as a public alley, but will be modified to provide access to the new Village Hall. Access between this road and Georgiana Avenue will be removed. Two gated, police-only access points will be constructed approximately 300 feet south of Dempster Street with one along Fernald Avenue and the other along Georgiana Avenue. Additionally, a new public alley will be built immediately south of the site, approximately 340 feet south of Dempster Street, to connect the existing north-south public alley to Fernald Avenue. The village hall and police department is anticipated to be constructed and operational in 2028.

This traffic impact study evaluates existing and future traffic conditions for the intersections in the study area and the proposed site access driveways following redevelopment of the subject site. Based on a review of future traffic conditions, traffic generated by the proposed site is not expected to materially impact traffic conditions at the study intersections. The study intersections and approaches are expected to operate at similar levels of service with the new village hall and police department as compared to existing conditions. No off-site improvements are recommended to accommodate the Morton Grove Village Hall and Police Department. Bike parking racks should be installed on site to encourage the use of non-motorized transportation. The Village Hall Access along Fernald Avenue should operate under minor-leg stop control with a stop sign and stop bar, while both Police Access along Fernald Avenue and Georgiana Avenue are planned to be gated.

The 102 total proposed dedicated off-street and on-street parking spaces, including (i) 39 off-street and 3 on-street spaces (totaling 42 spaces) for non-sworn Village Hall/Police Department employees and visitors and (ii) 54 secure off-street spaces and 6 on-street spaces (totaling 60 spaces) for sworn police staff and fleet vehicles, are expected to accommodate Village Hall and Police Department parking demands. If needed, spillover parking is available at the adjacent Morton Grove Civic Center for any additional parking demand during times with increased activity at the Village Hall and the Police Department staff would facilitate safe pedestrian movements across Dempster Street.

These Study results and key findings are discussed in more detail in the *Recommendations & Conclusions* section of this report.

INTRODUCTION

Kimley-Horn was retained by the Village of Morton Grove to prepare a traffic impact study for the proposed Village Hall and Police Department to be located at 6201 Dempster Street, Morton Grove IL. The site is currently occupied by an existing Fifth Third drive-in bank on the northeastern portion. The proposed redevelopment would include the replacement of the existing 37,800 square-foot (SF) Fifth Third Bank building with a new Morton Grove Village Hall and the construction of a new 14,800 SF Police Department building on the southeastern portion. The development would provide 102 dedicated parking spaces off-street and on-street, including 42 spaces for non-sworn Village Hall/Police Department employees and visitors and 60 spaces for sworn police staff and fleet vehicles.

Access to the site would be provided via three full access driveways. Two gated, police-only access points will be constructed approximately 300 feet south of Dempster Street with one along Fernald Avenue and the other along Georgiana Avenue. Additionally, following redevelopment, the east-west public alley, located approximately 180 feet south of Dempster Street, will no longer function as a public alley between Fernald Avenue and Georgiana Avenue. The east leg of its intersection with Fernald Avenue will act as a full access driveway for the new Village Hall while the west leg of its intersection with Georgiana Avenue will be removed. A new public alley will be built immediately south of the site, approximately 340 feet south of Dempster Street, to connect the existing north-south public alley to Fernald Avenue. An aerial view of the study location and surrounding roadway network is presented in **Exhibit 1**.

As part of this study, the existing roadway network is analyzed to evaluate current operations at the study intersections. In order to assess the site's potential impact on the area roadway network, site-generated trips were established and added to the background traffic volumes.

This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations, as appropriate, to address the potential impact of site-generated traffic on the adjacent roadway network.



NORTH
NOT TO SCALE



HARRER PARK
AND POOL

MEADE AVE

DEMPSTER ST

SITE

FERRIS AVE

FERNALD AVE

SCHOOL ST

AUSTIN AVE

CAPULINA AVE

EXISTING
VILLAGE HALL

METRA MD-N

CALLIE AVE

LINCOLN AVE

LEHIGH AVE

EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions, while **Exhibit 2** graphically displays the existing roadway characteristics of the site area.

Area Land Uses & Connectivity

Located at 6201 Dempster Street in Morton Grove, Illinois, the subject site is currently a Fifth Third Bank. Surrounding properties generally include a mix of retail, commercial, and recreational properties including the Morton Grove Civic Center and Harrer Park and Pool, located along the north side of Dempster Street. The site is immediately bound by Dempster Street to the north, Fernald Avenue to the west, Georgiana Avenue to the east, and residential properties to the south.

Local east-west regional connectivity is provided via Dempster Street located along the northern frontage of the site, while north-south local connectivity is provided via Waukegan Road, located less than a mile west of the site. Regional connectivity is provided via Interstate 94 (I-94) with an interchange along Dempster Street approximately one mile east of the site.

Existing Roadway Characteristics

Dempster Street (IL 58) is an east-west roadway located along the southern frontage of the site. Through the study area, Dempster Street provides two travel lanes in each direction and a posted speed limit of 30 miles per hour (MPH). Dempster Street is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is classified as a principal arterial as well as a Strategic Regional Arterial (SRA). The SRA system was established by IDOT to promote mobility on key routes throughout the Chicago area by applying various strategies, such as access control and limited signalization.

Georgiana Avenue is a north-south roadway located along the eastern frontage of the site. Through the study area, Georgiana Avenue provides one travel lane in each direction and sidewalk along both sides of the street. With the exception of a 20 MPH school zone speed limit, approximately 250 feet south of the site, there is no posted speed limit along Georgiana Avenue. Therefore, a speed limit of 25 MPH was assumed for analysis. On-street parking is provided along Georgiana Avenue and is restricted to permit parking only in the morning (6:00 – 9:00 AM). Georgiana Avenue is under the jurisdiction of the Village of Morton Grove and classified as a local road.

Fernald Avenue is a north-south roadway located along the western frontage of the site. Through the study area, Fernald Avenue provides one travel lane in each direction and a posted speed limit of 25 MPH. Fernald Avenue provides striped, on-street angled parking between Dempster Street and East-West Public Alley, which is restricted overnight (2:00 – 5:00 AM). On-street parking is provided south of the alley which is restricted to permit parking only in the morning (6:00 – 9:00 AM). Fernald Avenue is under the jurisdiction of the Village of Morton Grove.

Pedestrian, Bicycle, and Transit Accommodations

Pedestrian and bicycle accommodations are provided throughout the study area with sidewalk present on both sides of Dempster Street, Fernald Avenue, and Georgiana Avenue. All approaches of the Dempster Street/Fernald Avenue intersection provide striped crosswalks as well as the northbound approach of the Dempster Street/Georgiana Avenue approach.

The Pace Pulse Dempster Line operates a bus route in the immediate vicinity of the site. Route 250 (Evanston – Des Plaines Metra Station) runs east-west along Dempster Street and provide stops at the Dempster Street/Fernald Avenue intersection, located immediately northwest of the site.



NORTH
NOT TO SCALE

LEGEND



Existing Traffic Signal



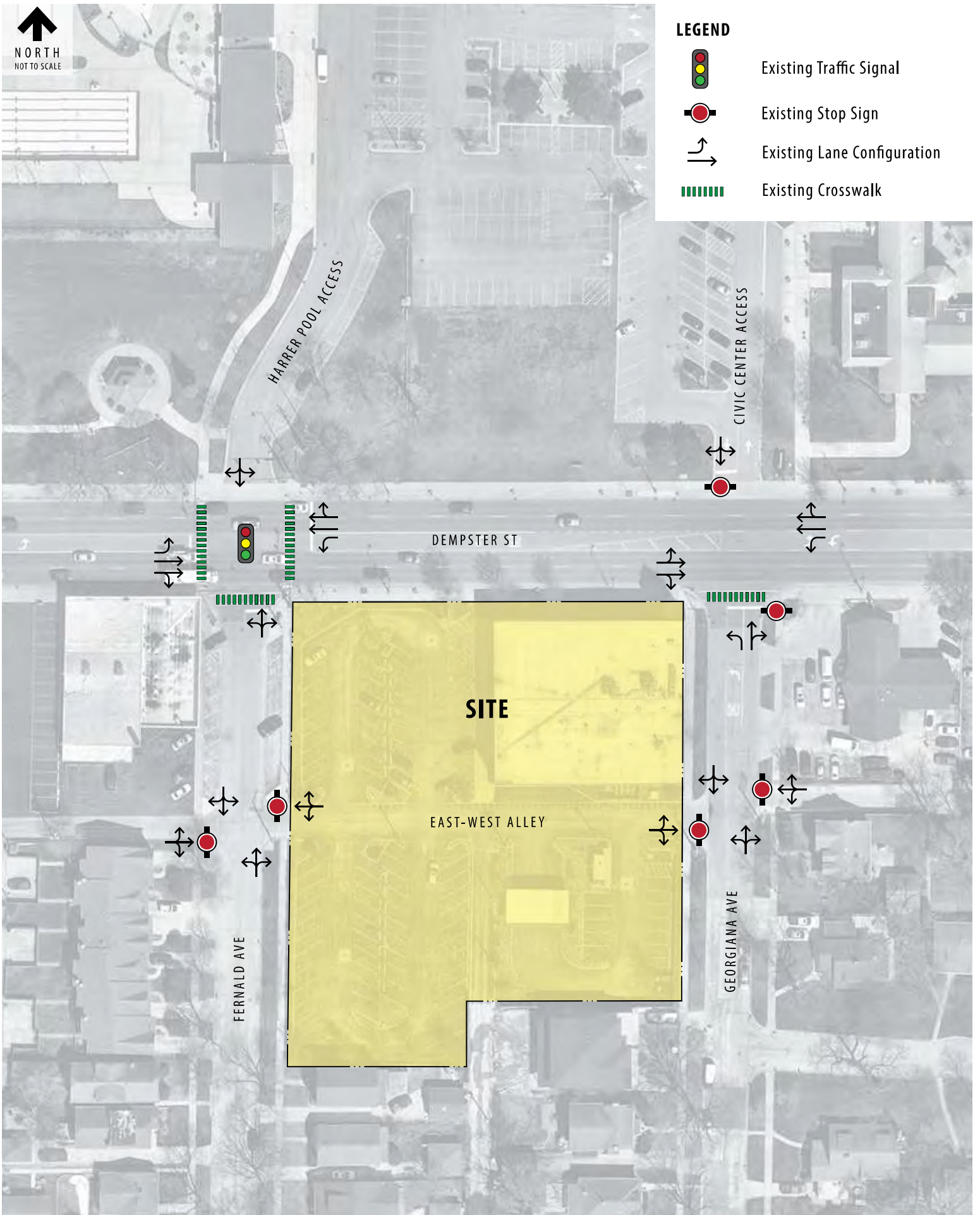
Existing Stop Sign



Existing Lane Configuration



Existing Crosswalk



Traffic Count Data

Turning movement count data was collected on May 18th and 20th, 2023 at the intersections listed below. Counts were conducted on a typical weekday from 7:00 to 9:00 AM and 4:00 to 6:00 PM in order to capture peak traffic conditions. In addition, counts were conducted from 11:00 AM to 1:00 PM on a typical Saturday.

- Dempster Street / Georgiana Avenue
- Georgiana Avenue / East-West Alley
- Dempster Street / Fernald Avenue
- Fernald Avenue / East-West Alley



These count periods were selected in order to capture peak travel periods in the area. The traffic count data indicates that peak traffic volumes occur within the study area from 7:30 – 8:30 AM and 4:30 – 5:30 PM on weekdays, as well as from 11:45 AM – 12:45 PM on Saturdays.

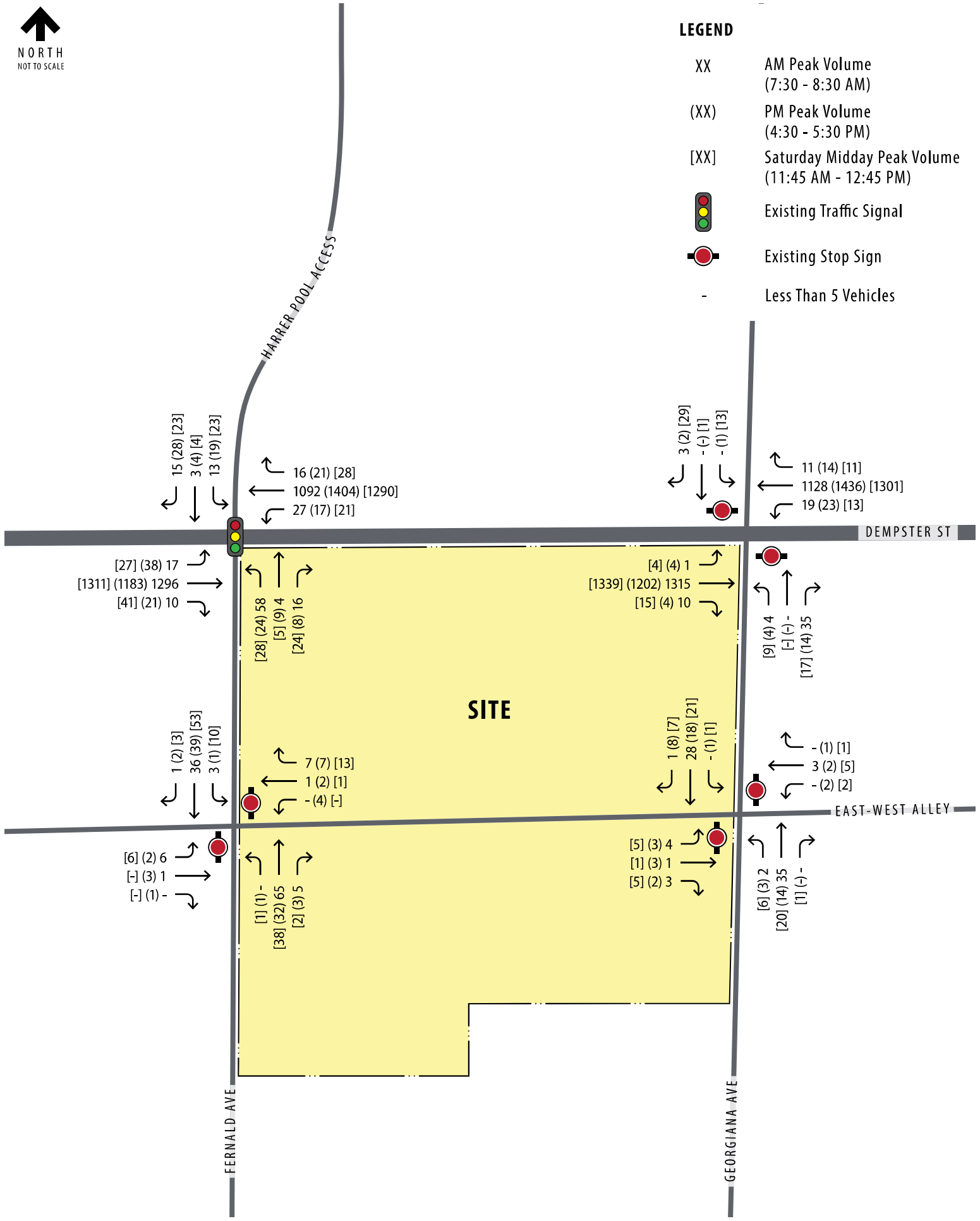
To reflect growth between the traffic count Year 2023 and existing Year 2026, the existing 2023 peak hour volumes were grown for three years using the background growth rate discussed in more detail in the *Future Conditions* section of this report. Additionally, traffic count data was collected before the Harrer Pool, located immediately north of the subject site, was opened for the season. To account for the traffic generated by the pool, traffic volumes were estimated based on pool attendance data provided in the Traffic Analysis Memorandum completed by Eriksson Engineering dated June 2020 and were added to the existing (Year 2026) traffic volumes.

The existing Year 2026 traffic volumes are presented in **Exhibit 3**. A summary of the count data is provided in the **Appendix**.



LEGEND

- XX AM Peak Volume (7:30 - 8:30 AM)
- (XX) PM Peak Volume (4:30 - 5:30 PM)
- [XX] Saturday Midday Peak Volume (11:45 AM - 12:45 PM)
-  Existing Traffic Signal
-  Existing Stop Sign
- Less Than 5 Vehicles



Existing Capacity Analysis

Capacity analyses were conducted to assess existing and future build operating conditions at the study intersections during the weekday and Saturday midday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board’s Highway Capacity Manual (HCM), quantify and categorize the driver’s discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions¹

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

¹Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**.

Table 2.2 Level of Service Grading Criteria

Level of Service ¹	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F ²	> 50	> 80

¹Highway Capacity Manual, 7th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, the results of the capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service based on HCM 7th Edition methodology. Copies of the Synchro reports are provided in the **Appendix**.

Table 2.3 Existing (2026) Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Dempster Street / Fernald Avenue *						
Eastbound	9	A	9	A	9	A
Westbound	7	A	10+	B	6	A
Northbound	50	D	46	D	47	D
Southbound	47	D	45	D	45	D
<i>Intersection</i>	9	A	10+	B	10-	A
Dempster Street / Georgiana Avenue △						
Eastbound (Left-Turn)	11	B	14	B	12	B
Westbound (Left-Turn)	13	B	12	B	13	B
Northbound	19	C	21	C	26	D
Southbound	21	C	32	E	28	D
Fernald Avenue / East-West Public Alley △						
Eastbound	9	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A
Georgiana Avenue / East-West Public Alley △						
Eastbound	9	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A

* - Signalized Intersection △ - Minor-Leg Stop-Controlled Intersection

Dempster Street / Fernald Avenue

The signalized Dempster Street/Fernald Avenue intersection currently operates acceptably at LOS B or B during all peak hours with all approaches operating at LOS D or better for all peak hours. Additionally, all 95th percentile queues are accommodated by the provided storage length.

Dempster Street / Georgiana Avenue

Across all peak hours, all approaches of the unsignalized Dempster Street/Georgiana Avenue intersection operate acceptably at LOS D or better with the exception of the southbound approach during the evening peak hour which operates at LOS E. This is common for minor-street approaches, and particularly for left-turn movements, under stop control at arterial roadways that do not stop as they must yield right-of-way in both directions before completing their turn. Additionally, the capacity analyses do not account for gaps in traffic created by the changing traffic signal phases at the Dempster Street/Fernald Avenue and Dempster Street/Austin Avenue intersections. Additionally, all 95th percentile queues are one vehicle or less across all peak hours.

Fernald Avenue / East-West Public Alley

Across all peak hours, all approaches of the unsignalized Fernald Avenue/East-West Public Alley intersection operate acceptably at LOS A with 95th percentile queues of less than one vehicle.

Georgiana Avenue / East-West Public Alley

Across all peak hours, all approaches of the unsignalized Georgiana Avenue/East-West Public Alley intersection operate acceptably at LOS A or better with 95th percentile queues of less than one vehicle.

DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Development Characteristics

The proposed redevelopment would include a new 62,600 square-foot (SF) Village Hall and Police Department, redeveloping the existing 37,800 SF Fifth Third Bank building and adding a one-story 14,800 SF addition attached to the south elevation of the existing structure. Access to the Village Hall would be provided via a full access driveway along Fernald Avenue, located at the existing east-west public alley, approximately 180 feet south of the Dempster Street/Fernald Avenue intersection. Gated access to the Police Department would be provided via two new, full access driveways, including one along Fernald Avenue and one along Georgiana Avenue, both approximately 300 feet south of Dempster Street. A new east-west public alley is also planned to provide connection between Fernald Avenue and the existing north-south public alley south of the site. There is no direct connection planned between the public alleyway and the proposed site.

The proposed village hall and police department plans to provide a total of 102 parking spaces, including 42 on-street or off-street spaces dedicated for non-sworn Police Department and Village Hall employees and 60 on-street or off-street spaces dedicated for sworn police staff. A copy of the site plan is provided in the **Appendix**.

Trip Generation

The Village Hall generates traffic associated with resident, business, and general community needs, as outlined in **Table 3.1**.

Village Hall Typical Operations	Police Department Typical Operations
Purchasing/Renewing Vehicle Stickers & Bill Pay	Police Patrol Operations
Submitting Permit or Applications (building, zoning, special events, etc.)	Resident Visitors
General Building Maintenance Needs	Police Report Filing/Processing
Village Board, Commission, and Committee Meetings	Attorney Visitors
Adjudication Court	Detective Operations

In order to calculate trips generated by the proposed site, data was collected at the access drives of the existing Morton Grove Village Hall and Police Department located less than half a mile southeast of the new location. These driveway counts were collected on Tuesday October 14th, 2025 which coincided with a well-attended village board meeting.

Typical industry standard traffic impact studies include the weekday morning and evening peak hours as well as the Saturday midday peak hour. Given that Village Hall’s typical operating hours are Monday – Friday, it was assumed that a reduced number of trips would be generated on Saturdays. Additionally, the Police Department administrative facilities also operate Monday – Friday. Given the new Village Hall location along Dempster Street, it is pertinent to analyze the traffic on Saturdays given the mix of commercial uses along the corridor. In order to provide a conservative estimate for

traffic generated by the new Village Hall and Police Department during the Saturday midday peak hour, the midday weekday peak hour trips associated with the Police Department were applied to the Saturday peak hour.

The current number of employees at the Village Hall and Police Department is expected to remain consistent with the proposed relocation. However, to provide a conservative estimate and to account for any additional traffic due to revitalized interest in a new Village Hall or ease of access due to its location on the prominent Dempster Street corridor, the site-generated volumes were increased by a factor of 50 percent.

The calculated peak hour trip generation for the existing and new village hall and police department are shown in **Table 3.2**. A copy of the driveway traffic counts is provided in the **Appendix**.

Table 3.2 Existing Village Hall and Police Department Trip Generation Data

Land Use	Daily ¹	Weekday						Saturday ²		
		AM Peak Hour			PM Peak Hour			Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Village Hall	190	9	5	14	5	10	15	-	-	-
Existing Police Department	210	15	7	22	9	8	17	9	11	20
Net Existing Site Trips	400	24	12	36	14	18	32	9	11	20
New Village Hall (+50%)	290	14	8	22	8	15	23	-	-	-
New Police Department (+50)	310	23	11	34	14	12	26	14	17	31
Net New Site Trips	600	37	19	56	22	27	49	14	17	31

¹Daily volumes are rounded to the nearest multiple of ten.

²Traffic volumes were not collected at the existing Village Hall and Police Department on Saturday, so the Weekday Midday Peak Hour was assumed for Police Department

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, traffic volumes/patterns associated with the existing Village Hall and Police Department, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. As such, the anticipated directional distributions estimated for the site-generated trips are outlined in **Table 3.3**.

Table 3.3 Estimated Trip Distribution

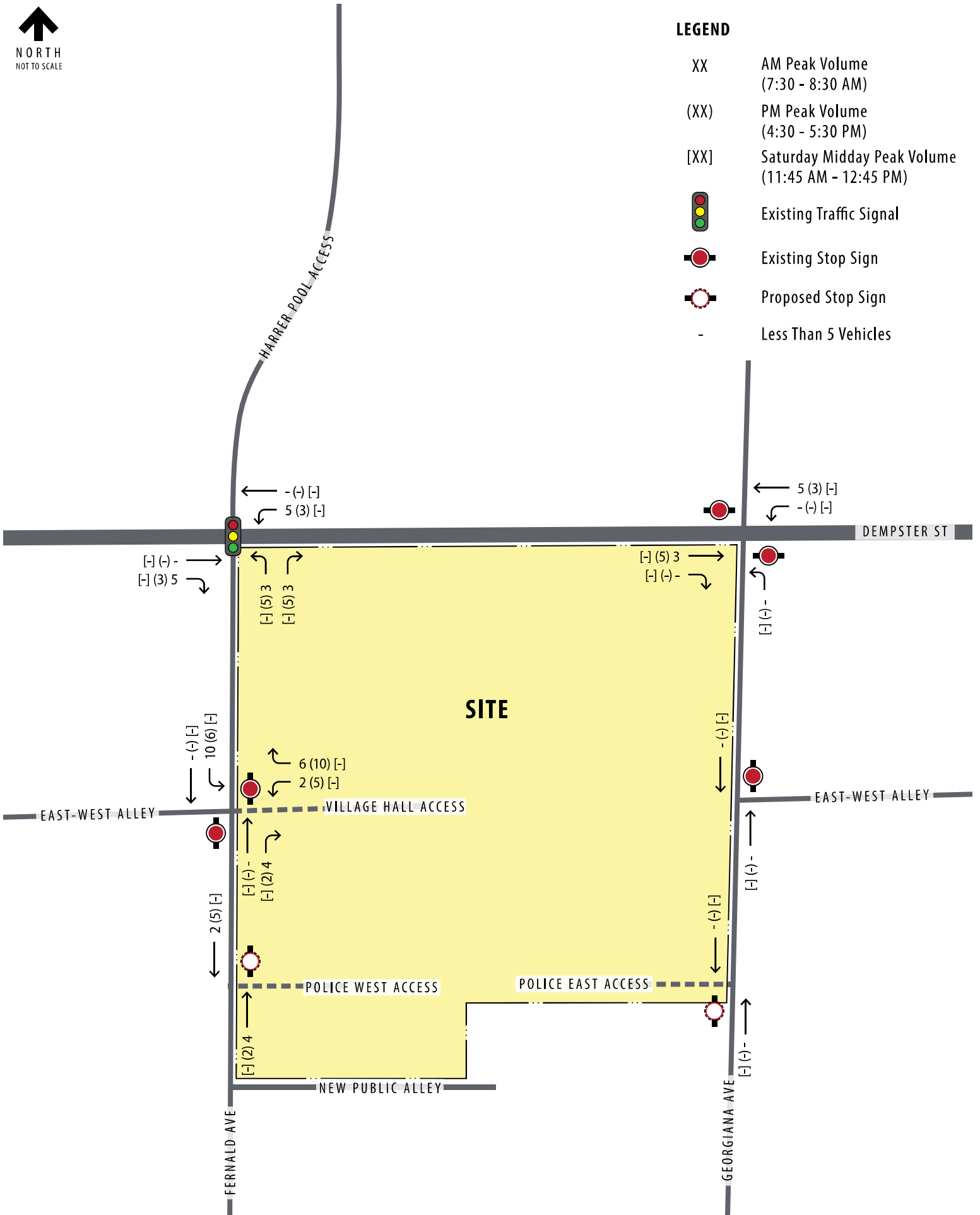
Traveling to/from	Estimated Trip Distribution	
	Village Hall	Police Department
West on Dempster Street	35%	30%
East on Dempster Street	35%	30%
South on Fernald Avenue	30%	20%
South on Georgiana Avenue	-	20%
Total	100%	100%

Based on these assumptions, the site trip assignment for the Village Hall and Police Department are illustrated in **Exhibit 4** and **Exhibit 5**, respectively. The total site-generated trips are depicted in **Exhibit 6**.



LEGEND

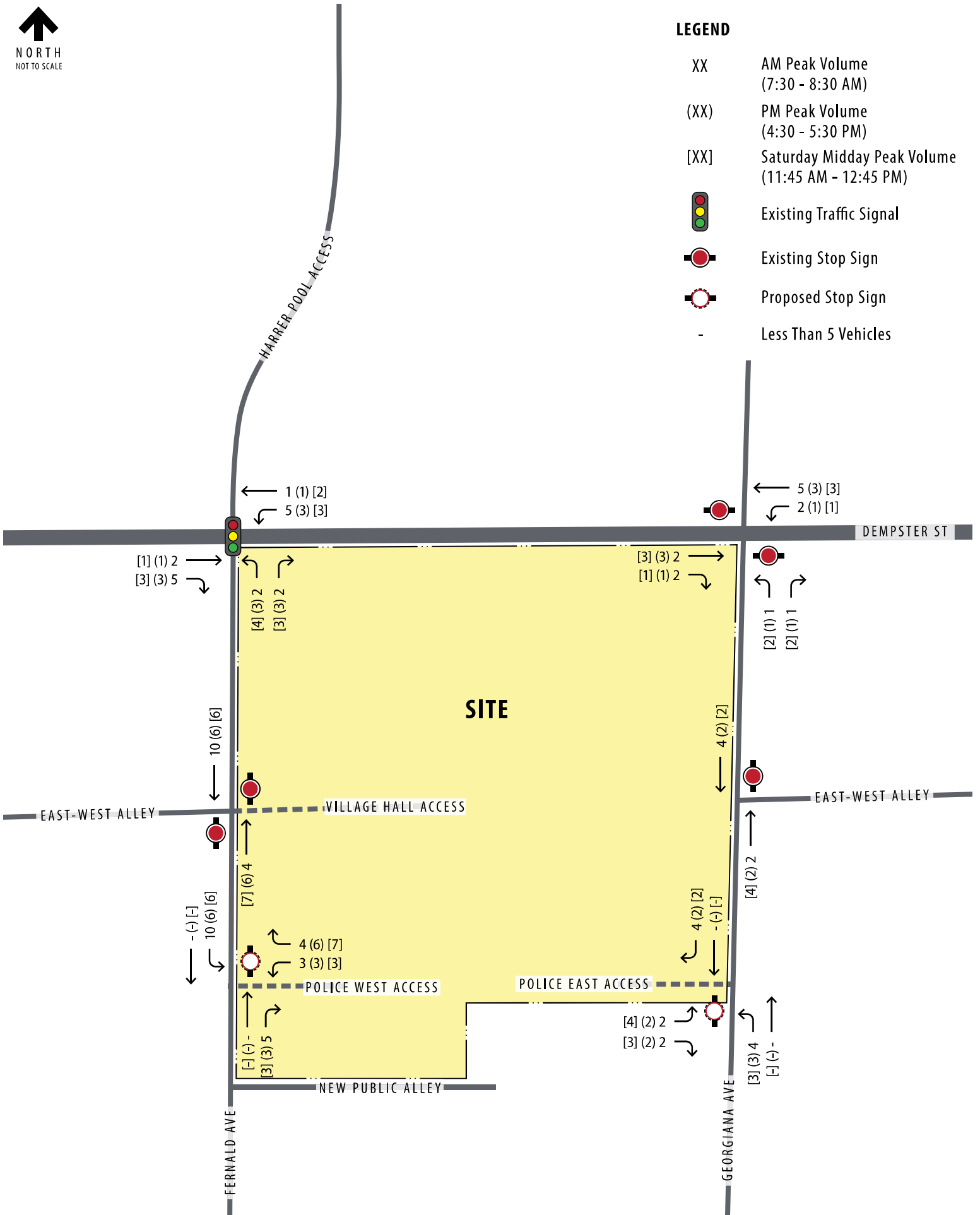
- XX AM Peak Volume (7:30 - 8:30 AM)
- (XX) PM Peak Volume (4:30 - 5:30 PM)
- [XX] Saturday Midday Peak Volume (11:45 AM - 12:45 PM)
- Existing Traffic Signal
- Existing Stop Sign
- Proposed Stop Sign
- Less Than 5 Vehicles





LEGEND

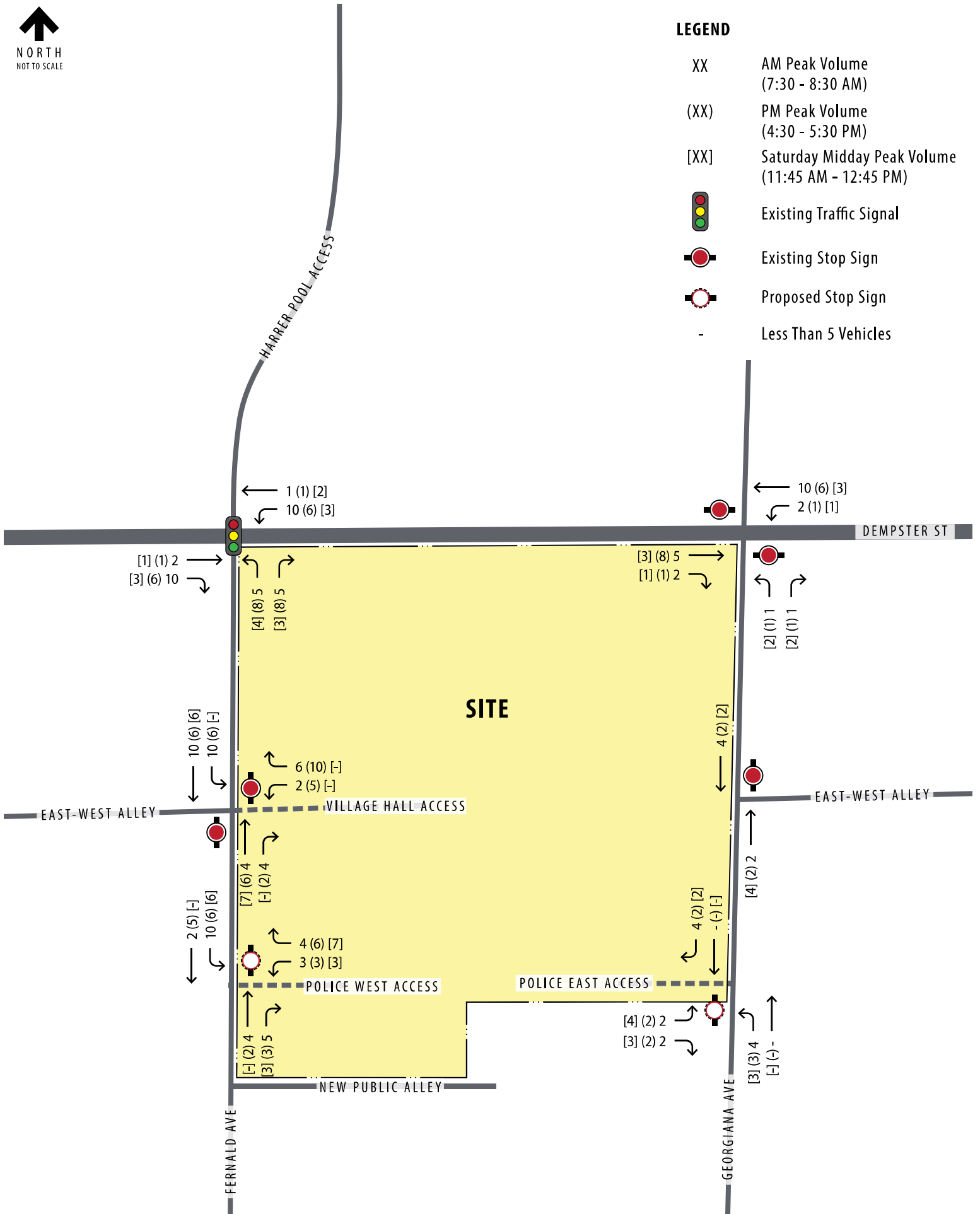
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- [XX] Saturday Midday Peak Volume (11:45 AM - 12:45 PM)
- Existing Traffic Signal
- Existing Stop Sign
- Proposed Stop Sign
- Less Than 5 Vehicles





LEGEND

- XX AM Peak Volume (7:30 - 8:30 AM)
- (XX) PM Peak Volume (4:30 - 5:30 PM)
- [XX] Saturday Midday Peak Volume (11:45 AM - 12:45 PM)
- Existing Traffic Signal
- Existing Stop Sign
- Proposed Stop Sign
- Less Than 5 Vehicles



FUTURE CONDITIONS

This section of the report summarizes site-specific traffic characteristics and develops future traffic projections for analysis. The project is anticipated to be completed in 2028. Therefore, Year 2033 traffic projections were developed, which reflects a build plus-five years analysis horizon per typical IDOT requirements.

Future (2033) Background Traffic Projections without Village Hall

The following describes the growth rate assumptions background development projections from existing and future surrounding properties that were developed to analyze background conditions for future year 2033. Future traffic projections without the development for Year 2033 were calculated by adding Fifth Third Bank generated trips (Exhibit A1) to no-build (2033) traffic projections. The resulting traffic projections for the Future (2033) without Village Hall scenario are presented in **Exhibit 7**.

Average Annual Traffic Growth Rate

Background traffic growth estimates were reviewed using data from the Chicago Metropolitan Agency for Planning (CMAP). As shown in **Table 4.1**, the background annual compounded growth rate based on CMAP year 2050 traffic projections for the surrounding roadway network is 0.69% along Dempster Street. As such, the 0.69% growth rate was applied for a period of ten years to reflect traffic growth between Year 2023 (existing traffic counts) and future Year 2033. An official letter from CMAP for Year 2050 volumes is provided in the **Appendix**.

Table 4.1 CMAP Projected Growth Rates

Roadway Segment	CMAP Projected Growth Rate
Dempster Street east of Waukegan Avenue	0.69%
Austin Avenue north of Dempster Street	0.00%
Austin Avenue south of Dempster Street	0.03%
Ferris Avenue south of Dempster Street	0.02%
Average Annual Growth Rate	0.19%

Fifth Third Bank Background Development

A 2,800 SF Fifth Third Bank is currently under construction immediately north of the development at 6210 Dempster Street in Morton Grove, Illinois. The Fifth Third Bank is expected to be operational in 2026. Site trip assignment for the bank was referenced from the traffic impact study previously completed by Kimley-Horn and dated June 2023. An exhibit depicting the Fifth Third Bank traffic is provided as an attachment to this memo (**Exhibit A1**).

Future (2033) Traffic Projections with Village Hall

Future traffic projections associated with the development for Year 2033 were calculated by adding the total site-generated trips (Exhibit 6) to the Future (2033) without Village Hall traffic projections (Exhibit 7). Traffic projections for the Future (2033) with Village Hall scenario are illustrated in **Exhibit 8**.

Future Geometry

For the analysis of future traffic conditions, turn lane warrants were evaluated using guidelines published in the IDOT *Bureau of Design and Environment (BDE) Manual*. Right- and left-turn lane warrants were evaluated at the proposed site access driveways along Fernald Avenue and Georgiana Avenue. As traffic projections at the proposed site access driveway intersections do not meet volume guidance for dedicated right- or left-turn lanes, no additional turn lanes along Fernald Avenue or Georgiana Avenue at the proposed site access locations are included in the future analysis.

New Public Alley Evaluation

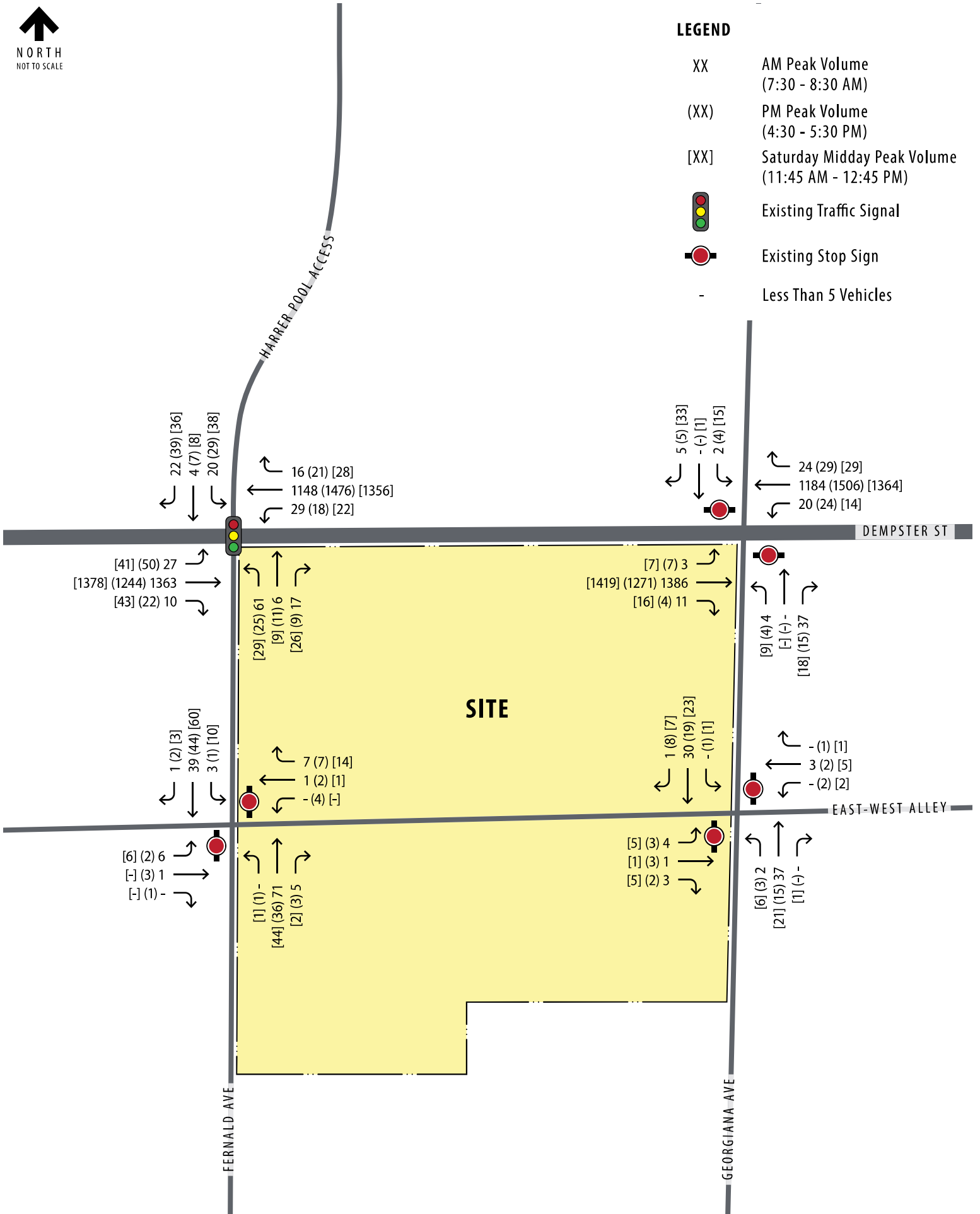
A new public alleyway is planned to be constructed south of the site along Fernald Avenue. This 20-foot-wide proposed alley would connect Fernald Avenue to the existing 16-foot, north-south alley to serve as access for residential cars, garbage trucks, and other vehicles. Kimley-Horn used AutoTURN software to review the feasibility of a garbage truck maneuvering this connection and ensure that vehicles would not encroach on adjacent residential properties.

Through data provided by the Village of Morton Grove, it is Kimley-Horn's understanding that garbage services are under contract with Groot Industries, Inc, and typically a McNeilus Standard Rear Loader is used for garbage collection. As the McNeilus truck ranges from 20-27 feet in length depending on capacity, the most similar truck model available in AutoTURN was selected for analysis. Based on this review, the proposed plan and alley width are expected to adequately accommodate the garbage truck turning path without encroaching on adjacent residential properties. Exhibits illustrating the garbage truck path in and out of the alley are provided in the **Appendix**.



LEGEND

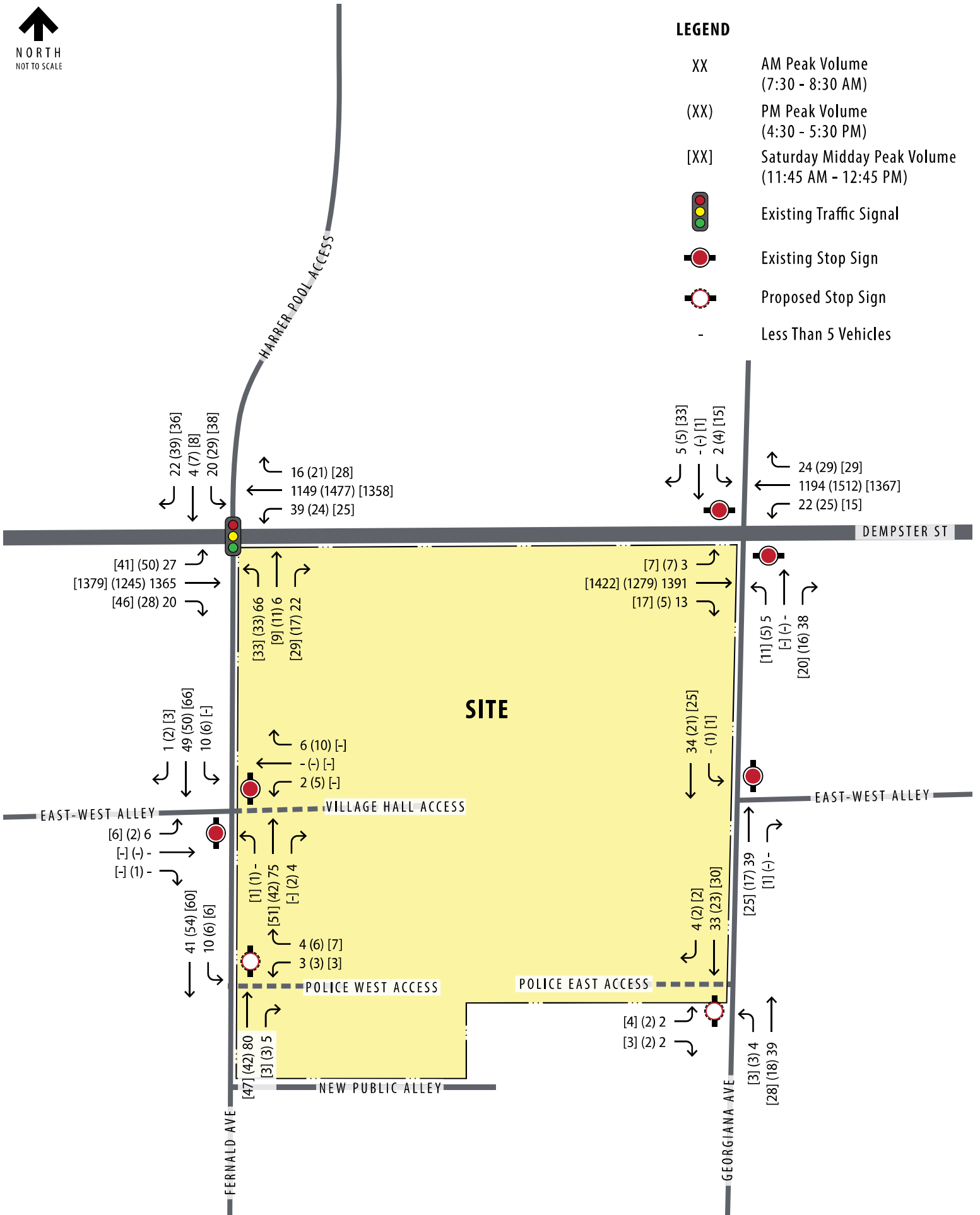
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- Existing Stop Sign
- Less Than 5 Vehicles





LEGEND

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- [XX] Saturday Midday Peak Volume (11:45 AM - 12:45 PM)
- Existing Traffic Signal
- Existing Stop Sign
- Proposed Stop Sign
- Less Than 5 Vehicles



Future (2033) Capacity Analysis without Village Hall

Based on the traffic projections presented in Exhibit 7, capacity results were identified for the study intersections under Future (2033) conditions without Village Hall. The results of the capacity analysis are summarized in **Table 4.2**. Copies of the Synchro reports are provided in the **Appendix**.

Table 4.2 Future (2033) without Village Hall Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Dempster Street / Fernald Avenue	★					
Eastbound	9	A	10-	A	10+	B
Westbound	8	A	12	B	10+	B
Northbound	50	D	45	D	47	D
Southbound	48	D	47	D	48	D
<i>Intersection</i>	<i>11</i>	<i>B</i>	<i>12</i>	<i>B</i>	<i>12</i>	<i>B</i>
Dempster Street / Georgiana Avenue	△					
Eastbound (Left-Turn)	12	B	14	B	13	B
Westbound (Left-Turn)	13	B	13	B	14	B
Northbound	20	C	22	C	29	D
Southbound	26	D	39	E	33	D
Fernald Avenue / East-West Public Alley	△					
Eastbound	9	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A
Georgiana Avenue / East-West Public Alley	△					
Eastbound	9	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A

★ - Signalized Intersection

△ - Minor-Leg Stop-Controlled Intersection

The addition of background growth yields similar results as the existing condition analysis. All approaches are projected to continue to operate with generally consistent levels of service, average vehicle delay, and queuing compared to existing conditions.

Future (2033) Capacity Analysis with Village Hall

Based on the traffic projections presented in **Exhibit 8**, capacity results were identified for the study intersections under Future (2033) conditions with Village. The results of the capacity analysis are summarized in **Table 4.3**. Copies of the Synchro reports are provided in the **Appendix**.

Table 4.3 Future (2033) with Village Hall Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Dempster Street / Fernald Avenue	★					
Eastbound	10-	A	10-	A	10+	B
Westbound	8	A	12	B	10+	B
Northbound	50	D	46	D	47	D
Southbound	47	D	47	D	48	D
<i>Intersection</i>	<i>11</i>	<i>B</i>	<i>12</i>	<i>B</i>	<i>12</i>	<i>B</i>
Dempster Street / Georgiana Avenue	△					
Eastbound (Left-Turn)	12	B	15-	B	13	B
Westbound (Left-Turn)	13	B	13	B	14	B
Northbound	21	C	23	C	30	D
Southbound	26	D	40	E	34	D
Fernald Avenue / Village Hall Access (East-West Public Alley)	△					
Eastbound	10-	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A
Georgiana Avenue / East-West Public Alley	△					
Westbound	9	A	9	A	9	A
Southbound (Left-Turn)	7	A	7	A	7	A
Fernald Avenue / Police Access	△					
Westbound	9	A	9	A	9	A
Southbound (Left-Turn)	7	A	7	A	7	A
Georgiana Avenue / Police Access	△					
Eastbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Fernald Avenue / Public Alley	△					
Westbound	9	A	9	A	9	A
Southbound (Left-Turn)	7	A	7	A	7	A

★ - Signalized Intersection

△ - Minor-Leg Stop-Controlled Intersection

The proposed Village Hall and Police Department is not expected to materially impact the operation and capacity of the study intersections as the addition of site-generated traffic yields similar average vehicle delays, levels of service, and queuing compared to Future (2033) without Village Hall conditions.

Dempster Street / Fernald Avenue

With the introduction of site traffic, the signalized Dempster Street/Fernald Avenue intersection is expected to continue to operate acceptably with all approaches operating at LOS D or better across all peak hours, and all 95th percentile queues are projected to be contained within their provided storage lengths across all peak hours. It should be noted that this traffic signal, along with all traffic signals along Dempster Street, provided emergency vehicle preemption. This is a technology that allows emergency vehicles to (police, fire, trucks, ambulances) to safely and quickly navigate the intersection by temporarily overriding the traffic signal to provide a green light.

Dempster Street / Georgiana Avenue

Similar to future conditions without development, all approaches of the Dempster Street/Georgiana Avenue intersection are projected to continue operating acceptably at LOS D or better across all peak hours, with the exception of the southbound approach during the evening peak hour which continues to operate at LOS E. This is not uncommon for minor-leg approaches under stop control at arterial roadways that do not stop as they must yield to the heavy mainline (east-west) traffic. Further, all 95th percentile queues are projected to be less than one vehicle or less across all peak hours.

Fernald Avenue / Village Hall Access (East-West Public Alley)

With the transition of the east leg of the East-West Public Alley to a full access driveway for the Village Hall, all approaches of the intersection are expected to operate acceptably at LOS B or better across all peak hours. Additionally, all 95th percentile queues are projected to be less than one vehicle across all peak hours.

Georgiana Avenue / East-West Public Alley

With the removal of the west leg of the Georgiana Avenue/East-West Alley intersection, all other approaches are expected to continue to operate acceptably at LOS B or better across all peak hours. Additionally, all 95th percentile queues are projected to be less than one vehicle across all peak hours.

Fernald Avenue / Police Access

All approaches of the Fernald Avenue/ Police Access intersection are expected to operate acceptably at LOS A across all peak hours. Additionally, the 95th percentile queues are projected to be less than one vehicle across all peak hours.

Georgiana Avenue / Police Access

All approaches of the Georgiana Avenue/ Police Access intersection are expected to operate acceptably at LOS A across all peak hours. Additionally, the 95th percentile queues are projected to be less than one vehicle across all peak hours.

Fernald Avenue / New Public Alley

All approaches of the relocated Public Alley/Fernald Avenue intersection are expected to operate acceptably at LOS A across all peak hours. Additionally, the 95th percentile queues are projected to be less than one vehicle across all peak hours.

PARKING EVALUATION

Kimley-Horn reviewed the adequacy of the proposed parking supply using the parking demand observed at the existing Morton Grove Village Hall and Police department, as well as the Morton Grove Village Code.

Parking Count Data

Kimley-Horn conducted a field visit and collected 24-hour video footage at the existing Village Hall and Police department during a typical weekday on Tuesday, October 14, 2025. This footage was reviewed and the parking capacity of the various surface lots was inventoried. Counts of occupied spaces were surveyed hourly, starting at 7:00 AM with the last count at 9:00 PM. This period was chosen as it coincides with typical Village Hall operations with a well-attended board meeting during the evening starting at 7:00 PM.

A summary of the observed hourly parking utilization by parking sub area is presented in **Table 5.1**. This summary includes the parking utilization for each hourly period along with the percentage occupancy and number of available spaces for both the overall site and the identified subareas.

As presented in Table 5.1, during the weekday observations, the Village Hall (West Parking Lot) experienced peak parking activity at 12:00 PM and 3:00 PM with 23 occupied spaces, while the Police Department (East Parking Lot) experienced peak parking activity at 10:00 AM with 33 occupied spaces. For the entire site, the overall peak parking activity (highlighted in yellow) was observed at 10:00 AM with a total of 53 occupied spaces out of a total of 107 spaces, resulting in 50% utilization.

Table 5.1 Parking Utilization Counts – Existing Village Hall and Police Department (Morton Grove, IL)

Location	Capacity	Tuesday (10/14) Occupied Spaces														
		7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM ²	8 PM	9 PM
WEST LOT (ASSUMED VILLAGE HALL PARKING)																
<i>Regular</i>	40	7	12	19	20	21	23	20	21	23	19	15	9	18	3	3
<i>ADA</i>	4	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
Subtotal FRONT LOT	44	7	12	19	20	21	23	20	21	23	19	15	9	19	3	3
Available Spaces		37	32	25	24	23	21	24	23	21	25	29	35	25	41	41
Utilization		16%	27%	43%	45%	48%	52%	45%	48%	52%	43%	34%	20%	43%	7%	7%
EAST LOT (ASSUMED POLICE DEPARTMENT PARKING)																
<i>Regular</i>	59	30	30	32	33	31	28	26	25	23	16	19	19	20	17	17
<i>ADA</i>	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal BACK LOT	63	30	30	32	33	31	28	26	25	23	16	19	19	20	17	17
Available Spaces		33	33	31	30	32	35	37	38	40	47	44	44	43	46	46
Utilization		48%	48%	51%	52%	49%	44%	41%	40%	37%	25%	30%	30%	32%	27%	27%
Subtotal OFF STREET	107	37	42	51	53	52	51	46	46	46	35	34	28	39	20	20
Available Spaces	0	70	65	56	54	55	56	61	61	61	72	73	79	68	87	87
Utilization	0	35%	39%	48%	50%	49%	48%	43%	43%	43%	33%	32%	26%	36%	19%	19%
CAPULINA AVENUE ON-STREET PARKING¹																
<i>Regular</i>	3	-	1	2	1	-	-	-	-	-	1	1	-	1	2	2
Available Spaces		3	2	1	2	3	3	3	3	3	2	2	3	2	1	1
Utilization		0%	33%	67%	33%	0%	0%	0%	0%	0%	33%	33%	0%	33%	67%	67%

¹Capacities of on-street spaces were calculated assuming 22 ft per space & 1 space buffer from driveways & intersections

² Village Board meeting starting time

Morton Grove Village Code

Table 5.2 summarizes the parking requirements per section 12-7-3.1 of the Village of Morton Grove Unified Development code for the proposed uses. For this use, the Village code defines parking requirements based on SF of gross floor area. Additionally, as the Village code defines parking requirements for off-street parking spaces, the 15 on-street spaces, including 11 spaces along Fernald Avenue and four spaces along Georgiana were not included in the proposed parking supply.

Based on Village code, a total of 99 off-street parking spaces are required for the Village Hall and Police Department. The proposed supply of 93 off-street spaces does not meet the 99-space requirement by a deficit of six spaces. However, it should be noted that nine on-street spaces, including six along the west side of Georgiana Avenue and three along the east side of Fernald Avenue, are planned to be dedicated to Village Hall/Police Department use. Additionally, the facility will have shared use of the eight existing angled, on-street parking spaces along the east side of Fernald Avenue, north of the existing alleyway.

Table 5.2 Village Code Off-Street Parking Requirements

Land Use	Code Categorization / Land Use	Size	Required Space by Use	Required Spaces	Proposed Spaces
Village Hall & Police Department	Public Administrative Offices	49,375 SF	1.0 space per 500 SF of gross floor area	99 spaces	93 off-street spaces
Total				99 spaces	93 spaces

Overall, analyzing parking demand for the new Village Hall and Police Department based on the existing data collected and the operations of the use is more pertinent, as the data is specific to the Village Hall and Police Department operations rather than a general administrative office per the guidelines outlined in the Village Code.

Proposed Parking Plan

The new village hall and police department plan to provide a total of 102 dedicated parking spaces, as outlined below, including 93 off-street spaces and nine new on-street parallel parking spaces. In addition to the nine new on-street spaces, including three along the east side of Fernald Avenue and six along the west side of Georgiana Avenue, the new facility will also have shared use of the eight existing, angled on-street spaces along Fernald Avenue, north of the existing alleyway.

Non-sworn Employee Police Department & Village Hall Parking – 42 spaces

- Non-Sworn Employee (Off-street) 39 spaces
- Non-Sworn Employee (Fernald Avenue, on-street, parallel) 3 spaces

Sworn Employee & Fleet Police Department Parking – 60 spaces

- Police Sworn Employees (Off-street) 29 spaces
- Temporary Evidence Processing / Sallyport Parking 2 spaces
- Police Fleet Vehicles (Off-street) 23 spaces
- Police Fleet Vehicles (Georgiana Avenue, on-street, parallel) 6 spaces

Based on the current parking demand observed at the existing Village Hall and Police Department and the proposed parking supply, **Table 5.3** summarizes the projected overall utilization and available spaces for the new location. The projected utilization of Village Hall and Police Department parking is expected to be 50-55 percent during the weekday peak hours with an expected surplus parking supply of 19 and 29 parking spaces for the non-sworn and sworn employees, respectively.

Table 5.3 Projected Parking Demand

Characteristic	Non-Sworn Police & Village Hall Employee Parking	Sworn Employee & Fleet Vehicle Police Department Parking
Existing Peak Parking Demand	23 parking spaces	30 parking spaces
Proposed Parking Supply	42 parking spaces	60 parking spaces
Projected Parking Utilization	55%	50%
Projected Surplus/Deficit of Spaces	+19 parking spaces	+30 parking spaces

While the parking demand projections are based on data collected at the existing Village Hall and Police Department, there is potential for parking demand to vary on any given day. As such, Village Staff have prepared a parking space allocation plan for a maximum demand scenario, to ensure sufficient supply for all expected staff and visitors. The supply of 42 parking spaces for non-sworn employees of the Village Hall and Police Department is expected to accommodate the maximum of 33 non-sworn employees working at any given time, while maintaining nine dedicated spaces open for visitor use. The supply of 59 secure parking spaces for sworn Police Department staff and fleet vehicles is expected to accommodate the Department’s full fleet of vehicles as well as the maximum employee shift overlap.

Given the nature of the Village Hall’s business, there are times when increased activity and parking demand is expected on-site such as adjudication court, board meetings, etc. In the event that additional parking is required, spill-over parking would be provided via the nine available on-street angled spaces on the west side of Fernald Avenue and the Morton Grove Civic Center parking lot, located immediately north of the site across Dempster Street. The 81 parking spaces in the Civic Center lot are expected to adequately accommodate any additional parking demand during times of increased activity. Furthermore, the Morton Grove Police Department staff would facilitate safe pedestrian movements across Dempster Street between the Civic Center parking lot and the new Village Hall when needed.

RECOMMENDATIONS & CONCLUSIONS

Kimley-Horn evaluated the traffic and parking characteristics and projected operations of the proposed Morton Grove Village Hall and Police Department to be located at the address of 6201 Dempster Street in Morton Grove, Illinois. While the new Village Hall and Police Department is expected to generate some additional traffic, the estimated new trips associated with this project account for less than two percent of the total intersection volume at the Dempster Street/Fernald Avenue intersection. All study intersections are anticipated to continue to operate with acceptable levels of service under future conditions with the addition of traffic generated by the relocated Village Hall and Police Department. Therefore, no off-site improvements are recommended to accommodate the new Village Hall and Police Department. Bike parking racks should be installed on site to encourage the use of non-motorized transportation. The Village Hall Access along Fernald Avenue should operate under minor-leg stop control with a stop sign and stop bar, while both Police Access along Fernald Avenue and Georgiana Avenue are planned to be gated.

The proposed Village Hall and Police Department has plans to provide a total of 102 dedicated parking spaces, including four ADA accessible spaces. Based on the parking demand observed at the existing Morton Grove Village Hall and Police Department, the proposed parking supply is expected to adequately accommodate employee and visitor demand. Further, spillover parking is available at the adjacent Morton Grove Civic Center for any additional parking demand during times with increased activity at the Village Hall and the Police Department staff would facilitate safe pedestrian movements across Dempster Street if needed.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site plans for the subject development. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is maintained. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

Existing Year (2026) Capacity Reports

CMAP Letter with Projected Year 2050 Traffic Volumes

Garbage Truck New Public Alley AutoTURN

Fifth Third Bank Site Trip Assignment

Future (2033) without Village Hall Capacity Reports

Future (2033) with Village Hall Capacity Reports

CONCEPTUAL SITE PLAN

TRAFFIC COUNT DATA

01_Dempster Street / Fernald Avenue - TMC

Thu May 18, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068723, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street						Westbound Dempster Street						Northbound Fernald Avenue						Southbound Fernald Avenue						Int	
	Eastbound						Westbound						Northbound						Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*		
2023-05-18 7:00AM	1	276	2	0	279	1	3	246	0	0	249	0	4	0	1	0	5	0	0	0	1	0	1	0	0	534
7:15AM	1	340	1	0	342	1	7	267	2	0	276	4	6	0	4	0	10	0	0	0	0	0	0	0	0	628
7:30AM	0	340	1	0	341	0	7	233	0	0	240	0	3	0	3	0	6	1	2	0	1	0	3	1	590	
7:45AM	1	272	4	1	278	1	6	295	0	0	301	7	4	0	2	0	6	3	0	0	3	0	3	1	588	
Hourly Total	3	1228	8	1	1240	3	23	1041	2	0	1066	11	17	0	10	0	27	4	2	0	5	0	7	2	2340	
8:00AM	0	348	3	0	351	6	9	247	2	0	258	6	21	2	5	0	28	3	0	0	1	0	1	0	638	
8:15AM	2	310	2	0	314	1	4	302	0	0	306	1	22	0	6	0	28	0	4	2	3	0	9	0	657	
8:30AM	0	299	6	0	305	1	3	277	0	0	280	0	8	1	3	0	12	1	0	0	1	0	1	0	598	
8:45AM	1	308	2	0	311	0	7	269	0	0	276	0	8	0	2	0	10	0	0	0	1	0	1	0	598	
Hourly Total	3	1265	13	0	1281	8	23	1095	2	0	1120	7	59	3	16	0	78	4	4	2	6	0	12	0	2491	
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00PM	3	263	6	0	272	4	6	326	0	0	332	23	11	1	4	0	16	2	0	0	1	0	1	1	621	
4:15PM	2	309	2	0	313	3	4	253	0	0	257	1	6	0	5	0	11	1	0	1	3	0	4	0	585	
4:30PM	3	305	4	0	312	3	4	364	0	0	368	0	8	0	0	0	8	1	0	0	1	0	1	2	689	
4:45PM	9	252	3	0	264	1	5	331	3	0	339	1	3	1	3	0	7	0	1	1	5	0	6	1	616	
Hourly Total	17	1129	15	0	1161	11	19	1274	3	0	1296	25	28	2	12	0	42	4	1	1	10	0	12	4	2511	
5:00PM	4	287	5	0	296	10	3	348	2	0	353	0	3	1	2	0	6	10	1	0	2	0	3	0	658	
5:15PM	7	312	5	0	324	8	5	347	0	0	352	0	7	4	3	0	14	1	0	0	3	0	3	1	693	
5:30PM	7	294	3	0	304	3	10	251	0	0	261	0	11	0	3	0	14	2	1	1	4	0	6	0	585	
5:45PM	3	280	4	0	287	6	5	266	0	0	271	3	3	2	3	0	8	1	1	1	1	0	3	5	569	
Hourly Total	21	1173	17	0	1211	27	23	1212	2	0	1237	3	24	7	11	0	42	14	3	2	10	0	15	6	2505	
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	44	4795	53	1	4893	49	88	4622	9	0	4719	46	128	12	49	0	189	26	10	5	31	0	46	12	9847	
% Approach	0.9%	98.0%	1.1%	0%	-	-	1.9%	97.9%	0.2%	0%	-	-	67.7%	6.3%	25.9%	0%	-	-	21.7%	10.9%	67.4%	0%	-	-	-	
% Total	0.4%	48.7%	0.5%	0%	49.7%	-	0.9%	46.9%	0.1%	0%	47.9%	-	1.3%	0.1%	0.5%	0%	1.9%	-	0.1%	0.1%	0.3%	0%	0.5%	-	-	
Lights	44	4667	51	1	4763	-	86	4496	7	0	4589	-	127	12	47	0	186	-	10	4	31	0	45	-	9583	
% Lights	100%	97.3%	96.2%	100%	97.3%	-	97.7%	97.3%	77.8%	0%	97.2%	-	99.2%	100%	95.9%	0%	98.4%	-	100%	80.0%	100%	0%	97.8%	-	97.3%	
Articulated Trucks	0	36	2	0	38	-	0	29	0	0	29	-	0	0	0	0	0	-	0	0	0	0	0	-	67	
% Articulated Trucks	0%	0.8%	3.8%	0%	0.8%	-	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%	
Buses and Single-Unit Trucks	0	92	0	0	92	-	2	97	0	0	99	-	1	0	2	0	3	-	0	0	0	0	0	-	194	
% Buses and Single-Unit Trucks	0%	1.9%	0%	0%	1.9%	-	2.3%	2.1%	0%	0%	2.1%	-	0.8%	0%	4.1%	0%	1.6%	-	0%	0%	0%	0%	0%	-	2.0%	
Bicycles on Road	0	0	0	0	0	-	0	0	2	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	3	
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	22.2%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	20.0%	0%	0%	2.2%	-	0%	
Pedestrians	-	-	-	-	-	37	-	-	-	-	-	43	-	-	-	-	-	16	-	-	-	-	-	7	-	
% Pedestrians	-	-	-	-	-	75.5%	-	-	-	-	-	93.5%	-	-	-	-	-	61.5%	-	-	-	-	-	58.3%	-	
Bicycles on Crosswalk	-	-	-	-	-	12	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	5	-	
% Bicycles on Crosswalk	-	-	-	-	-	24.5%	-	-	-	-	-	6.5%	-	-	-	-	-	38.5%	-	-	-	-	-	41.7%	-	

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

01_Dempster Street / Fernald Avenue - TMC

Thu May 18, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068723, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

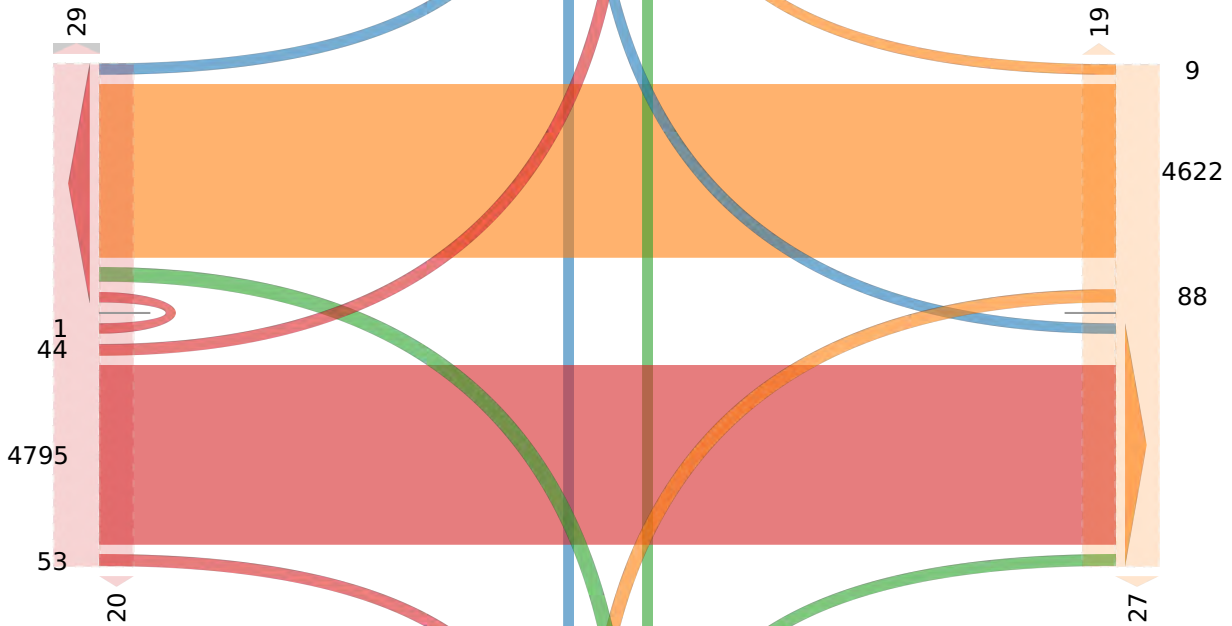
Total: 111
In: 46 Out: 65

31 5 10

7 5

[W] Eastbound Dempster Street

Total: 9675
In: 4893 Out: 4782



[E] Westbound Dempster Street

Total: 9573
In: 4719 Out: 4854

Out: 146 In: 189
Total: 335

[S] Northbound Fernald Avenue

11 15
128 12 49

01_Dempster Street / Fernald Avenue - TMC

Thu May 18, 2023

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068723, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street Eastbound						Westbound Dempster Street Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-18 7:30AM	0	340	1	0	341	0	7	233	0	0	240	0	3	0	3	0	6	1	2	0	1	0	3	1	590
7:45AM	1	272	4	1	278	1	6	295	0	0	301	7	4	0	2	0	6	3	0	0	3	0	3	1	588
8:00AM	0	348	3	0	351	6	9	247	2	0	258	6	21	2	5	0	28	3	0	0	1	0	1	0	638
8:15AM	2	310	2	0	314	1	4	302	0	0	306	1	22	0	6	0	28	0	4	2	3	0	9	0	657
Total	3	1270	10	1	1284	8	26	1077	2	0	1105	14	50	2	16	0	68	7	6	2	8	0	16	2	2473
% Approach	0.2%	98.9%	0.8%	0.1%	-	-	2.4%	97.5%	0.2%	0%	-	-	73.5%	2.9%	23.5%	0%	-	-	37.5%	12.5%	50.0%	0%	-	-	-
% Total	0.1%	51.4%	0.4%	0%	51.9%	-	1.1%	43.6%	0.1%	0%	44.7%	-	2.0%	0.1%	0.6%	0%	2.7%	-	0.2%	0.1%	0.3%	0%	0.6%	-	-
PHF	0.375	0.912	0.625	0.250	0.915	-	0.722	0.892	0.250	-	0.903	-	0.568	0.250	0.667	-	0.607	-	0.375	0.250	0.667	-	0.444	-	0.941
Lights	3	1218	10	1	1232	-	25	1030	2	0	1057	-	49	2	14	0	65	-	6	2	8	0	16	-	2370
% Lights	100%	95.9%	100%	100%	96.0%	-	96.2%	95.6%	100%	0%	95.7%	-	98.0%	100%	87.5%	0%	95.6%	-	100%	100%	100%	0%	100%	-	95.8%
Articulated Trucks	0	17	0	0	17	-	0	16	0	0	16	-	0	0	0	0	0	-	0	0	0	0	0	-	33
% Articulated Trucks	0%	1.3%	0%	0%	1.3%	-	0%	1.5%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.3%
Buses and Single-Unit Trucks	0	35	0	0	35	-	1	31	0	0	32	-	1	0	2	0	3	-	0	0	0	0	0	-	70
% Buses and Single-Unit Trucks	0%	2.8%	0%	0%	2.7%	-	3.8%	2.9%	0%	0%	2.9%	-	2.0%	0%	12.5%	0%	4.4%	-	0%	0%	0%	0%	0%	-	2.8%
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%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	14	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	62.5%	-	-	-	-	-	100%	-	-	-	-	-	71.4%	-	-	-	-	-	50.0%	
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	37.5%	-	-	-	-	-	0%	-	-	-	-	-	28.6%	-	-	-	-	-	50.0%	

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

01_Dempster Street / Fernald Avenue - TMC

Thu May 18, 2023

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068723, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

Total: 23

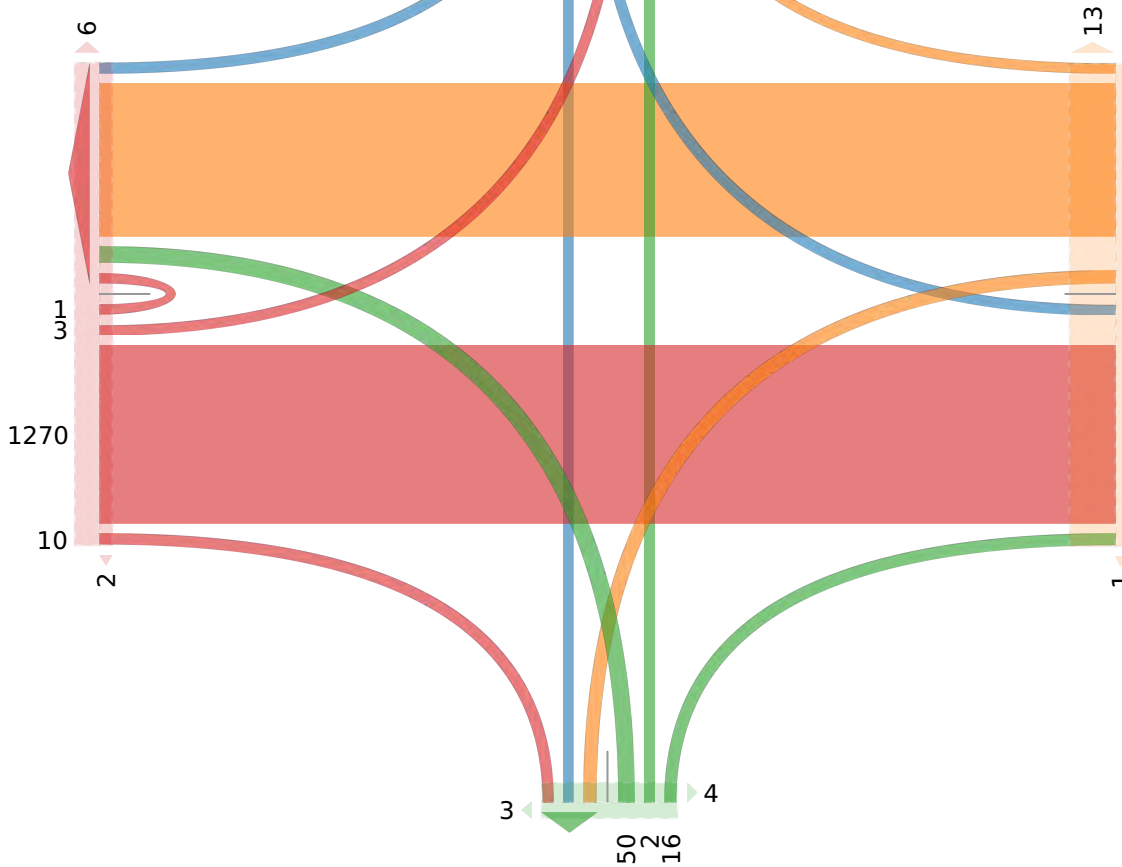
In: 16 Out: 7

0206

1 1

[W] Eastbound Dempster Street

Total: 2420
In: 1284 Out: 1136



1077
26
1105
2397
1292
1136

[E] Westbound Dempster Street

Out: 38 In: 68
Total: 106
[S] Northbound Fernald Avenue

01_Dempster Street / Fernald Avenue - TMC

Thu May 18, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068723, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street Eastbound						Westbound Dempster Street Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-18 4:30PM	3	305	4	0	312	3	4	364	0	0	368	0	8	0	0	0	8	1	0	0	1	0	1	2	689
4:45PM	9	252	3	0	264	1	5	331	3	0	339	1	3	1	3	0	7	0	1	0	5	0	6	1	616
5:00PM	4	287	5	0	296	10	3	348	2	0	353	0	3	1	2	0	6	10	1	0	2	0	3	0	658
5:15PM	7	312	5	0	324	8	5	347	0	0	352	0	7	4	3	0	14	1	0	0	3	0	3	1	693
Total	23	1156	17	0	1196	22	17	1390	5	0	1412	1	21	6	8	0	35	12	2	0	11	0	13	4	2656
% Approach	1.9%	96.7%	1.4%	0%	-	-	1.2%	98.4%	0.4%	0%	-	-	60.0%	17.1%	22.9%	0%	-	-	15.4%	0%	84.6%	0%	-	-	-
% Total	0.9%	43.5%	0.6%	0%	45.0%	-	0.6%	52.3%	0.2%	0%	53.2%	-	0.8%	0.2%	0.3%	0%	1.3%	-	0.1%	0%	0.4%	0%	0.5%	-	-
PHF	0.639	0.926	0.850	-	0.923	-	0.850	0.955	0.417	-	0.959	-	0.656	0.375	0.667	-	0.625	-	0.500	-	0.550	-	0.542	-	0.958
Lights	23	1141	17	0	1181	-	17	1367	5	0	1389	-	21	6	8	0	35	-	2	0	11	0	13	-	2618
% Lights	100%	98.7%	100%	0%	98.7%	-	100%	98.3%	100%	0%	98.4%	-	100%	100%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	98.6%
Articulated Trucks	0	6	0	0	6	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	8
% Articulated Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	9	0	0	9	-	0	21	0	0	21	-	0	0	0	0	0	-	0	0	0	0	0	-	30
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	0.8%	-	0%	1.5%	0%	0%	1.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	68.2%	-	-	-	-	-	100%	-	-	-	-	-	41.7%	-	-	-	-	-	50.0%	
Bicycles on Crosswalk	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	31.8%	-	-	-	-	-	0%	-	-	-	-	-	58.3%	-	-	-	-	-	50.0%	

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

01_Dempster Street / Fernald Avenue - TMC

Thu May 18, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068723, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

Total: 47

In: 13 Out: 34

1 1
2

3

1

12

1

5

1390

17

[W] Eastbound Dempster Street

Total: 2618
In: 1196 Out: 1422

23

1156

17

10

Out: 1166 In: 1412

Total: 2578

[E] Westbound Dempster Street

4

8

2 1
6 8

Out: 34 In: 35

Total: 69

[S] Northbound Fernald Avenue

01_Dempster Street / Fernald Avenue - TMC

Sat May 20, 2023

Full Length (11 AM-1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068727, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street						Westbound Dempster Street						Northbound Fernald Avenue						Southbound Fernald Avenue						Int	
	Eastbound						Westbound						Northbound						Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2023-05-20 11:00AM	0	249	2	0	251	2	4	283	0	0	287	0	8	0	3	0	11	4	0	0	0	0	0	0	0	549
11:15AM	0	289	6	1	296	6	5	311	0	0	316	0	9	0	2	0	11	3	0	0	0	0	0	0	0	623
11:30AM	0	250	3	0	253	4	4	279	0	0	283	0	14	0	4	0	18	0	0	0	0	0	0	0	0	554
11:45AM	0	341	9	4	354	6	3	311	0	0	314	0	6	0	8	0	14	0	0	0	0	0	0	0	0	682
Hourly Total	0	1129	20	5	1154	18	16	1184	0	0	1200	0	37	0	17	0	54	7	0	0	0	0	0	0	10	2408
12:00PM	0	367	10	0	377	3	6	306	0	0	312	0	6	0	7	0	13	4	0	0	0	0	0	0	0	702
12:15PM	0	292	8	1	301	5	7	323	0	0	330	3	9	0	4	0	13	0	0	0	0	0	0	0	0	644
12:30PM	0	284	13	0	297	5	5	323	1	0	329	1	6	0	5	0	11	1	0	0	0	0	0	0	0	637
12:45PM	0	336	4	0	340	1	2	317	0	0	319	0	12	0	2	0	14	1	0	0	0	0	0	0	0	673
Hourly Total	0	1279	35	1	1315	14	20	1269	1	0	1290	4	33	0	18	0	51	6	0	0	0	0	0	0	0	2656
Total	0	2408	55	6	2469	32	36	2453	1	0	2490	4	70	0	35	0	105	13	0	0	0	0	0	0	17	5064
% Approach	0%	97.5%	2.2%	0.2%	-	-	1.4%	98.5%	0%	0%	-	-	66.7%	0%	33.3%	0%	-	-	0%	0%	0%	0%	-	-	-	-
% Total	0%	47.6%	1.1%	0.1%	48.8%	-	0.7%	48.4%	0%	0%	49.2%	-	1.4%	0%	0.7%	0%	2.1%	-	0%	0%	0%	0%	0%	-	-	-
Lights	0	2377	55	6	2438	-	36	2423	0	0	2459	-	70	0	35	0	105	-	0	0	0	0	0	-	5002	
% Lights	0%	98.7%	100%	100%	98.7%	-	100%	98.8%	0%	0%	98.8%	-	100%	0%	100%	0%	100%	-	0%	0%	0%	0%	-	-	98.8%	
Articulated Trucks	0	4	0	0	4	-	0	4	0	0	4	-	0	0	0	0	0	-	0	0	0	0	0	-	8	
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0.2%	
Buses and Single-Unit Trucks	0	27	0	0	27	-	0	26	0	0	26	-	0	0	0	0	0	-	0	0	0	0	0	-	53	
% Buses and Single-Unit Trucks	0%	1.1%	0%	0%	1.1%	-	0%	1.1%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	1.0%	
Bicycles on Road	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1	
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	100%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	
Pedestrians	-	-	-	-	-	29	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	15	-	
% Pedestrians	-	-	-	-	-	90.6%	-	-	-	-	-	75.0%	-	-	-	-	-	53.8%	-	-	-	-	-	88.2%	-	
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	2	-	
% Bicycles on Crosswalk	-	-	-	-	-	9.4%	-	-	-	-	-	25.0%	-	-	-	-	-	46.2%	-	-	-	-	-	11.8%	-	

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

01_Dempster Street / Fernald Avenue - TMC

Sat May 20, 2023

Full Length (11 AM-1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

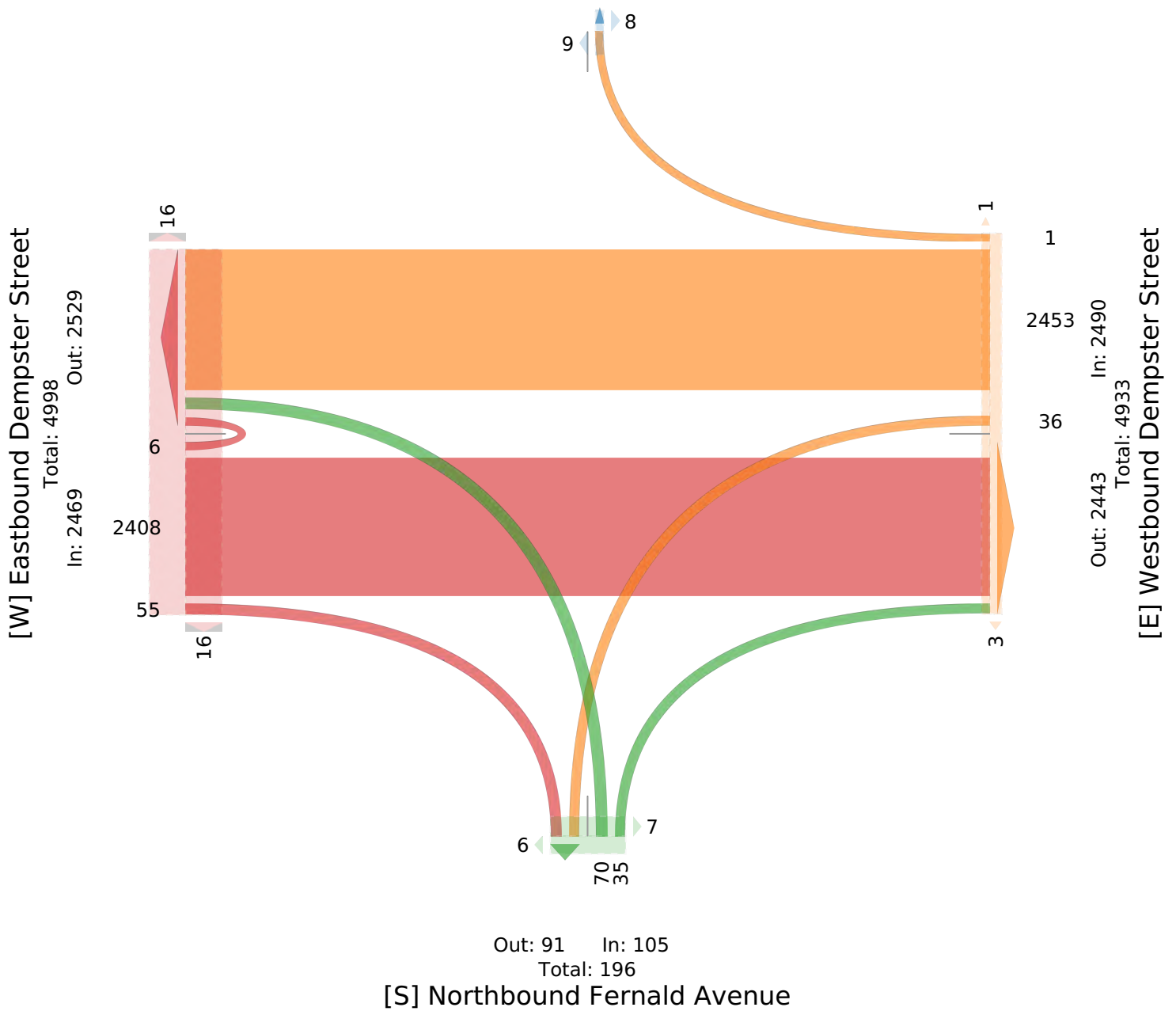
ID: 1068727, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

Total: 1
In: 0 Out: 1



01_Dempster Street / Fernald Avenue - TMC

Sat May 20, 2023

Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068727, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street						Westbound Dempster Street						Northbound Fernald Avenue						Southbound Fernald Avenue						Int	
	Eastbound						Westbound						Northbound						Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2023-05-20 11:45AM	0	341	9	4	354	6	3	311	0	0	314	0	6	0	8	0	14	0	0	0	0	0	0	0	7	682
12:00PM	0	367	10	0	377	3	6	306	0	0	312	0	6	0	7	0	13	4	0	0	0	0	0	0	5	702
12:15PM	0	292	8	1	301	5	7	323	0	0	330	3	9	0	4	0	13	0	0	0	0	0	0	0	0	644
12:30PM	0	284	13	0	297	5	5	323	1	0	329	1	6	0	5	0	11	1	0	0	0	0	0	0	0	637
Total	0	1284	40	5	1329	19	21	1263	1	0	1285	4	27	0	24	0	51	5	0	0	0	0	0	0	12	2665
% Approach	0%	96.6%	3.0%	0.4%	-	-	1.6%	98.3%	0.1%	0%	-	-	52.9%	0%	47.1%	0%	-	-	0%	0%	0%	0%	-	-	-	-
% Total	0%	48.2%	1.5%	0.2%	49.9%	-	0.8%	47.4%	0%	0%	48.2%	-	1.0%	0%	0.9%	0%	1.9%	-	0%	0%	0%	0%	0%	-	-	-
PHF	-	0.875	0.769	0.313	0.881	-	0.750	0.978	-	-	0.973	-	0.750	-	0.750	-	0.911	-	-	-	-	-	-	-	-	0.949
Lights	0	1271	40	5	1316	-	21	1246	0	0	1267	-	27	0	24	0	51	-	0	0	0	0	0	-	-	2634
% Lights	0%	99.0%	100%	100%	99.0%	-	100%	98.7%	0%	0%	98.6%	-	100%	0%	100%	0%	100%	-	0%	0%	0%	0%	-	-	-	98.8%
Articulated Trucks	0	1	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	-	4
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	-	0.2%
Buses and Single-Unit Trucks	0	12	0	0	12	-	0	14	0	0	14	-	0	0	0	0	0	-	0	0	0	0	0	-	-	26
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	0.9%	-	0%	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	-	1.0%
Bicycles on Road	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	100%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	-	0%
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	-	-	12
% Pedestrians	-	-	-	-	-	94.7%	-	-	-	-	-	75.0%	-	-	-	-	-	40.0%	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	5.3%	-	-	-	-	-	25.0%	-	-	-	-	-	60.0%	-	-	-	-	-	-	-	0%

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

01_Dempster Street / Fernald Avenue - TMC

Sat May 20, 2023

Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

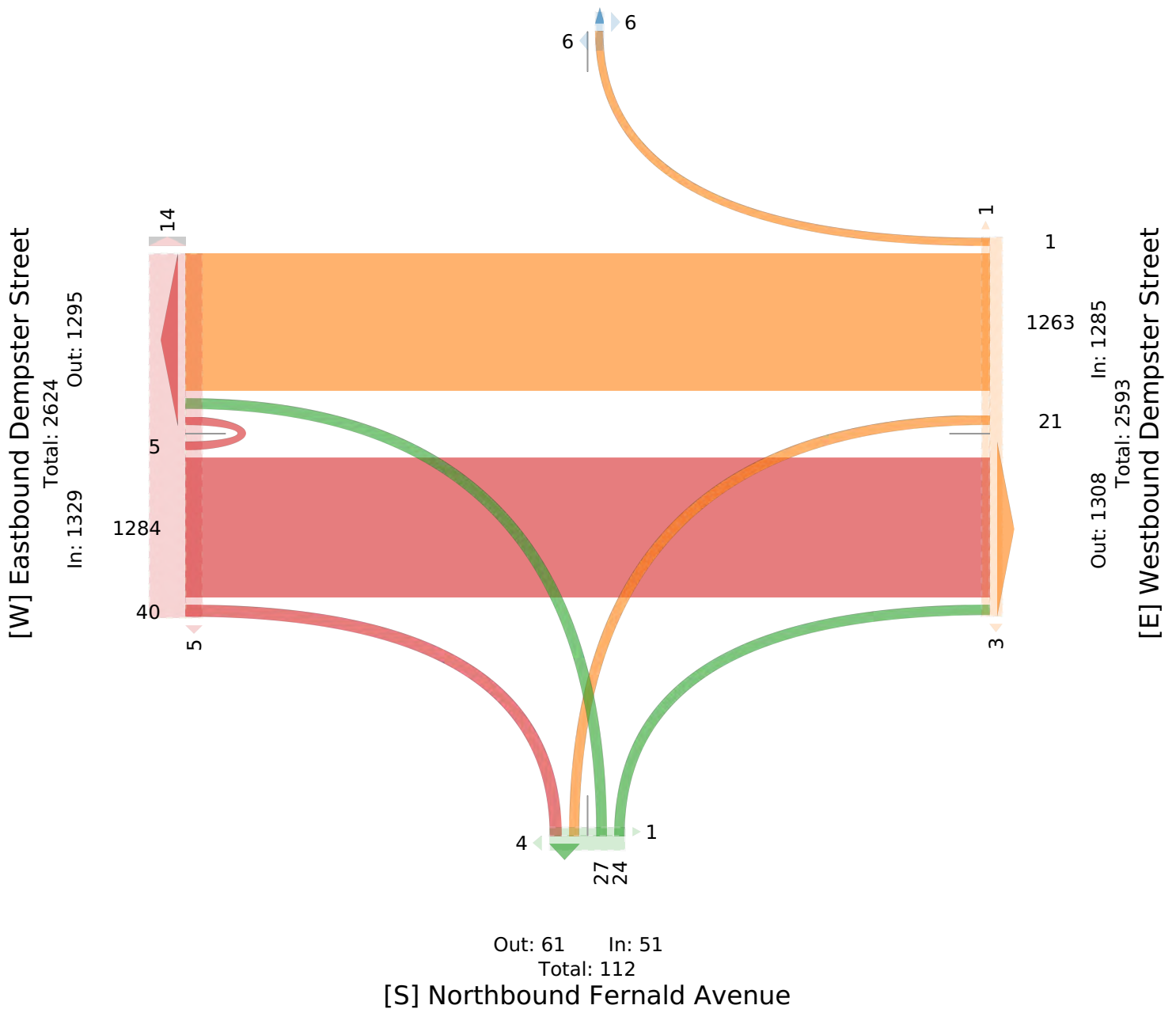
ID: 1068727, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

Total: 1
In: 0 Out: 1



02_Dempster Street / Georgiana Avenue - TMC

Thu May 18, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068724, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street						Westbound Dempster Street						Northbound Georgiana Avenue						Southbound Georgiana Avenue						Int	
	Eastbound						Westbound						Northbound						Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2023-05-18 7:00AM	0	273	0	0	273	0	0	269	0	0	269	0	0	0	1	0	1	0	0	0	0	0	0	0	0	543
7:15AM	0	353	1	0	354	0	2	254	2	0	258	0	0	0	7	0	7	0	0	0	0	0	0	0	2	619
7:30AM	0	327	2	0	329	0	4	263	2	0	269	0	1	0	4	0	5	1	0	0	0	0	0	0	1	603
7:45AM	0	278	3	0	281	0	5	290	0	0	295	0	0	0	6	0	6	1	0	0	0	0	0	0	1	582
Hourly Total	0	1231	6	0	1237	0	11	1076	4	0	1091	0	1	0	18	0	19	2	0	0	0	0	0	0	4	2347
8:00AM	1	350	3	0	354	0	5	240	4	0	249	0	2	0	15	0	17	0	0	0	3	0	3	1	623	
8:15AM	0	318	2	0	320	0	4	288	5	0	297	1	1	0	9	0	10	0	0	0	0	0	0	0	0	627
8:30AM	0	296	0	0	296	0	1	272	3	0	276	0	1	0	3	0	4	2	0	0	1	0	1	0	0	577
8:45AM	0	304	1	0	305	0	2	255	2	0	259	0	0	0	2	0	2	0	0	0	0	0	0	0	2	566
Hourly Total	1	1268	6	0	1275	0	12	1055	14	0	1081	1	4	0	29	0	33	2	0	0	4	0	4	3	3	2393
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00PM	0	263	3	0	266	0	6	338	2	0	346	0	2	0	7	0	9	3	0	0	0	0	0	0	3	621
4:15PM	1	317	3	0	321	0	4	258	0	1	263	0	0	0	5	0	5	1	0	0	0	0	0	0	1	589
4:30PM	2	296	2	0	300	0	6	354	3	0	363	0	0	0	4	0	4	1	0	0	0	0	0	0	7	667
4:45PM	1	260	0	0	261	0	2	338	4	0	344	0	1	0	1	0	2	0	1	0	0	0	1	1	608	
Hourly Total	4	1136	8	0	1148	0	18	1288	9	1	1316	0	3	0	17	0	20	5	1	0	0	0	1	12	2485	
5:00PM	1	297	1	0	299	0	8	342	4	0	354	0	2	0	3	0	5	6	0	0	2	0	2	1	660	
5:15PM	0	308	1	0	309	0	7	341	3	0	351	1	1	0	6	0	7	0	0	0	0	0	0	0	2	667
5:30PM	0	298	1	0	299	0	3	281	2	0	286	1	0	0	6	0	6	1	1	0	0	0	1	1	592	
5:45PM	0	288	1	0	289	1	5	264	4	0	273	0	0	0	2	0	2	0	0	0	2	0	2	4	566	
Hourly Total	1	1191	4	0	1196	1	23	1228	13	0	1264	2	3	0	17	0	20	7	1	0	4	0	5	8	8	2485
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	4826	24	0	4856	1	64	4647	40	1	4752	3	11	0	81	0	92	16	2	0	8	0	10	27	9710	
% Approach	0.1%	99.4%	0.5%	0%	-	-	1.3%	97.8%	0.8%	0%	-	-	12.0%	0%	88.0%	0%	-	-	20.0%	0%	80.0%	0%	-	-	-	
% Total	0.1%	49.7%	0.2%	0%	50.0%	-	0.7%	47.9%	0.4%	0%	48.9%	-	0.1%	0%	0.8%	0%	0.9%	-	0%	0%	0.1%	0%	0.1%	-	-	
Lights	6	4703	23	0	4732	-	64	4538	39	1	4642	-	11	0	77	0	88	-	2	0	7	0	9	-	9471	
% Lights	100%	97.5%	95.8%	0%	97.4%	-	100%	97.7%	97.5%	100%	97.7%	-	100%	0%	95.1%	0%	95.7%	-	100%	0%	87.5%	0%	90.0%	-	97.5%	
Articulated Trucks	0	35	0	0	35	-	0	30	0	0	30	-	0	0	0	0	0	-	0	0	0	0	0	-	65	
% Articulated Trucks	0%	0.7%	0%	0%	0.7%	-	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%	
Buses and Single-Unit Trucks	0	87	1	0	88	-	0	78	1	0	79	-	0	0	4	0	4	-	0	0	1	0	1	-	172	
% Buses and Single-Unit Trucks	0%	1.8%	4.2%	0%	1.8%	-	0%	1.7%	2.5%	0%	1.7%	-	0%	0%	4.9%	0%	4.3%	-	0%	0%	12.5%	0%	10.0%	-	1.8%	
Bicycles on Road	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2	
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	22	-	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	31.3%	-	-	-	-	-	81.5%	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	11	-	-	-	-	-	5	-	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	68.8%	-	-	-	-	-	18.5%	-	

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

02_Dempster Street / Georgiana Avenue - TMC

Thu May 18, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068724, Location: 42.040893, -87.78121

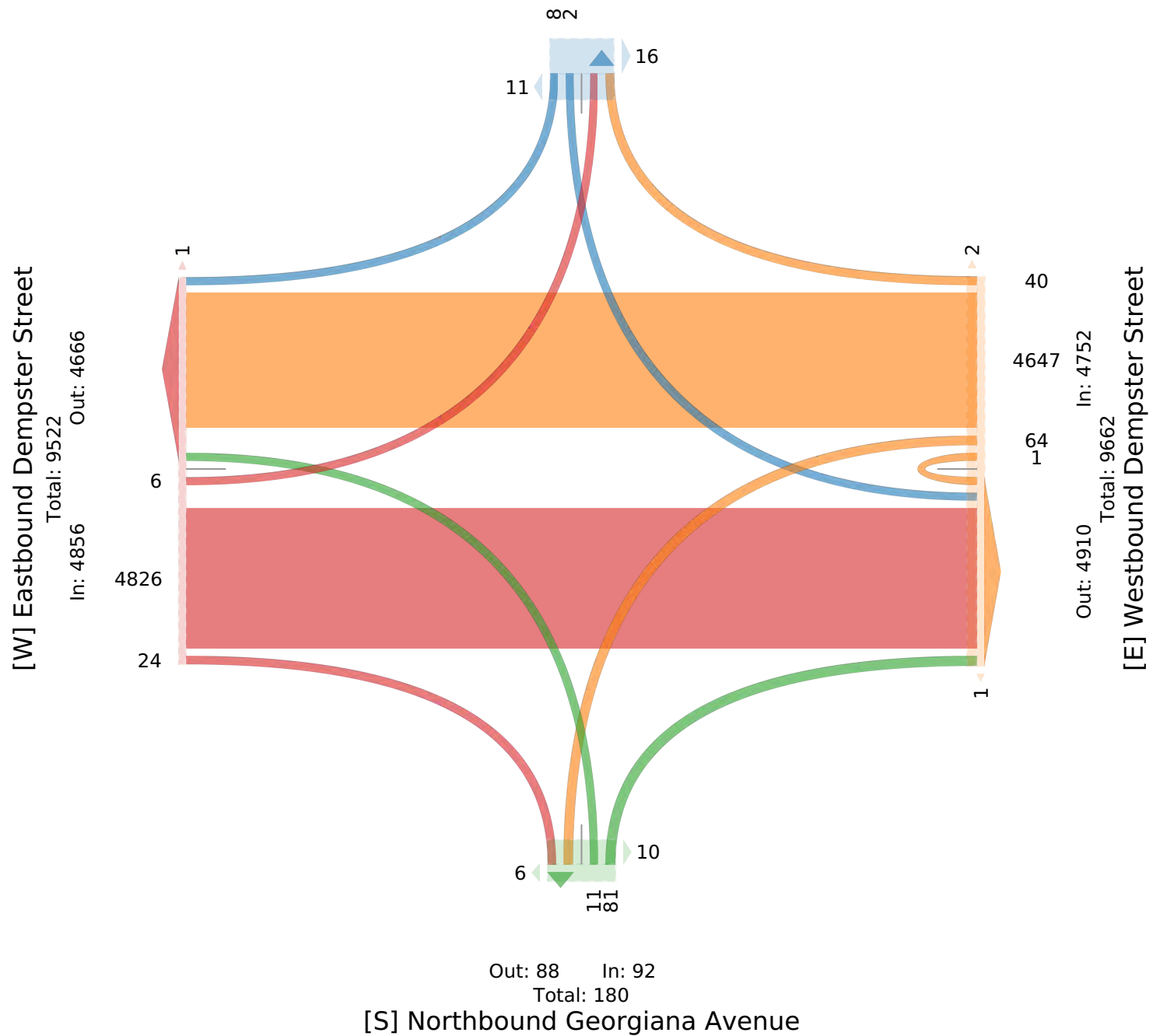
Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 56

In: 10 Out: 46



02_Dempster Street / Georgiana Avenue - TMC

Thu May 18, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068724, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street Eastbound						Westbound Dempster Street Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-18 7:30AM	0	327	2	0	329	0	4	263	2	0	269	0	1	0	4	0	5	1	0	0	0	0	0	1	603
7:45AM	0	278	3	0	281	0	5	290	0	0	295	0	0	0	6	0	6	1	0	0	0	0	0	1	582
8:00AM	1	350	3	0	354	0	5	240	4	0	249	0	2	0	15	0	17	0	0	0	3	0	3	1	623
8:15AM	0	318	2	0	320	0	4	288	5	0	297	1	1	0	9	0	10	0	0	0	0	0	0	0	627
Total	1	1273	10	0	1284	0	18	1081	11	0	1110	1	4	0	34	0	38	2	0	0	3	0	3	3	2435
% Approach	0.1%	99.1%	0.8%	0%	-	-	1.6%	97.4%	1.0%	0%	-	-	10.5%	0%	89.5%	0%	-	-	0%	0%	100%	0%	-	-	-
% Total	0%	52.3%	0.4%	0%	52.7%	-	0.7%	44.4%	0.5%	0%	45.6%	-	0.2%	0%	1.4%	0%	1.6%	-	0%	0%	0.1%	0%	0.1%	-	-
PHF	0.250	0.909	0.833	-	0.907	-	0.900	0.932	0.550	-	0.934	-	0.500	-	0.567	-	0.559	-	-	-	0.250	-	0.250	-	0.971
Lights	1	1228	10	0	1239	-	18	1045	10	0	1073	-	4	0	30	0	34	-	0	0	2	0	2	-	2348
% Lights	100%	96.5%	100%	0%	96.5%	-	100%	96.7%	90.9%	0%	96.7%	-	100%	0%	88.2%	0%	89.5%	-	0%	0%	66.7%	0%	66.7%	-	96.4%
Articulated Trucks	0	15	0	0	15	-	0	14	0	0	14	-	0	0	0	0	0	-	0	0	0	0	0	-	29
% Articulated Trucks	0%	1.2%	0%	0%	1.2%	-	0%	1.3%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.2%
Buses and Single-Unit Trucks	0	30	0	0	30	-	0	22	1	0	23	-	0	0	4	0	4	-	0	0	1	0	1	-	58
% Buses and Single-Unit Trucks	0%	2.4%	0%	0%	2.3%	-	0%	2.0%	9.1%	0%	2.1%	-	0%	0%	11.8%	0%	10.5%	-	0%	0%	33.3%	0%	33.3%	-	2.4%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	

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

02_Dempster Street / Georgiana Avenue - TMC

Thu May 18, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068724, Location: 42.040893, -87.78121

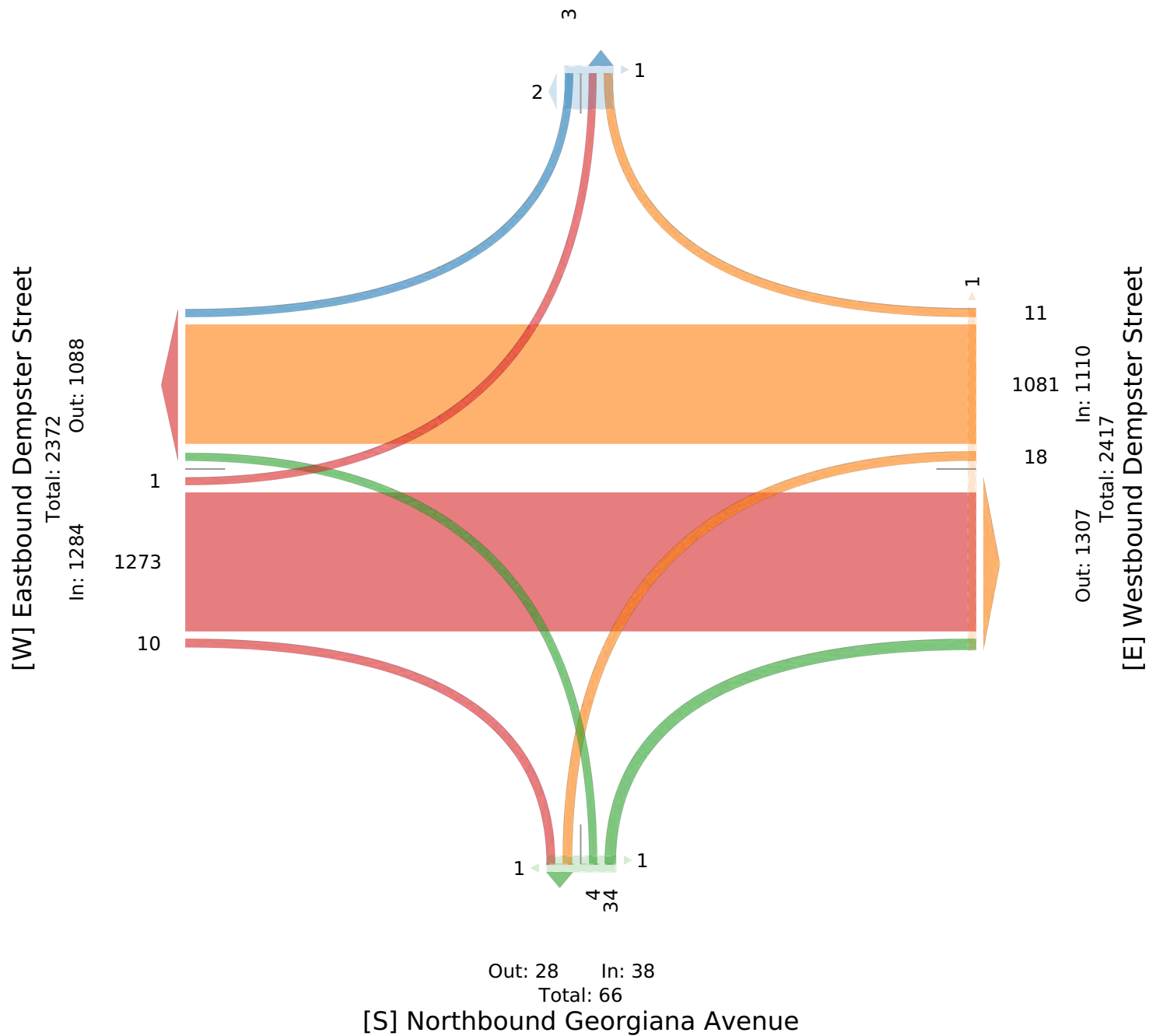
Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 15

In: 3 Out: 12



02_Dempster Street / Georgiana Avenue - TMC

Thu May 18, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068724, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street						Westbound Dempster Street						Northbound Georgiana Avenue						Southbound Georgiana Avenue						Int							
	Eastbound						Westbound						Northbound						Southbound													
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*		
2023-05-18 4:30PM	2	296	2	0	300	0	6	354	3	0	363	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7	667
4:45PM	1	260	0	0	261	0	2	338	4	0	344	0	1	0	1	0	2	0	1	0	0	0	1	1	1	1	1	1	1	1	1	608
5:00PM	1	297	1	0	299	0	8	342	4	0	354	0	2	0	3	0	5	6	0	0	2	0	2	1	1	1	1	1	1	1	1	660
5:15PM	0	308	1	0	309	0	7	341	3	0	351	1	1	0	6	0	7	0	0	0	0	0	0	0	2	2	2	2	2	2	2	667
Total	4	1161	4	0	1169	0	23	1375	14	0	1412	1	4	0	14	0	18	7	1	0	2	0	3	11	11	11	11	11	11	11	11	2602
% Approach	0.3%	99.3%	0.3%	0%	-	-	1.6%	97.4%	1.0%	0%	-	-	22.2%	0%	77.8%	0%	-	-	33.3%	0%	66.7%	0%	-	-	-	-	-	-	-	-	-	-
% Total	0.2%	44.6%	0.2%	0%	44.9%	-	0.9%	52.8%	0.5%	0%	54.3%	-	0.2%	0%	0.5%	0%	0.7%	-	0%	0%	0.1%	0%	0.1%	-	-	-	-	-	-	-	-	-
PHF	0.500	0.942	0.500	-	0.946	-	0.719	0.973	0.875	-	0.974	-	0.500	-	0.583	-	0.643	-	0.250	-	0.250	-	0.375	-	-	-	-	-	-	-	-	0.975
Lights	4	1145	4	0	1153	-	23	1357	14	0	1394	-	4	0	14	0	18	-	1	0	2	0	3	-	-	-	-	-	-	-	-	2568
% Lights	100%	98.6%	100%	0%	98.6%	-	100%	98.7%	100%	0%	98.7%	-	100%	0%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	-	-	-	-	-	-	-	98.7%
Articulated Trucks	0	7	0	0	7	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	-	-	-	-	-	-	-	9
% Articulated Trucks	0%	0.6%	0%	0%	0.6%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	-	-	-	-	-	-	0.3%
Buses and Single-Unit Trucks	0	9	0	0	9	-	0	15	0	0	15	-	0	0	0	0	0	-	0	0	0	0	0	-	-	-	-	-	-	-	-	24
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	0.8%	-	0%	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	-	-	-	-	-	-	0.9%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	-	-	-	-	-	-	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	-	-	-	-	-	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	-	-	9
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	81.8%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	18.2%

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

02_Dempster Street / Georgiana Avenue - TMC

Thu May 18, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068724, Location: 42.040893, -87.78121

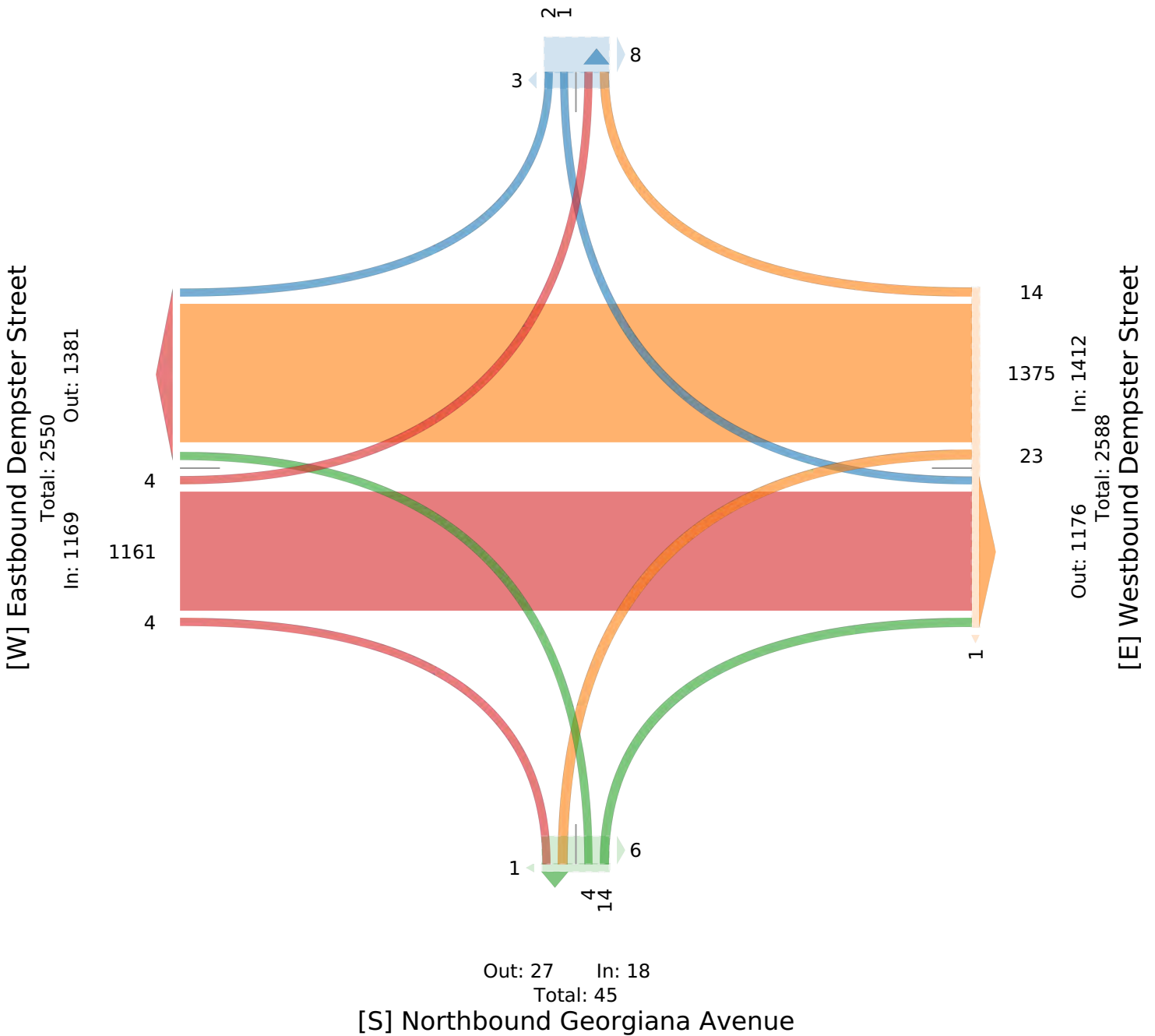
Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 21

In: 3 Out: 18



02_Dempster Street / Georgiana Avenue - TMC

Sat May 20, 2023

Full Length (11 AM-1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068728, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street Eastbound						Westbound Dempster Street Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-20 11:00AM	2	254	0	0	256	0	2	292	5	0	299	0	2	0	2	0	4	1	0	0	5	0	5	1	564
11:15AM	6	275	3	0	284	0	3	317	3	0	323	3	0	0	6	0	6	2	2	0	2	0	4	2	617
11:30AM	12	248	0	0	260	0	5	271	3	0	279	1	2	0	4	0	6	0	2	0	4	0	6	1	551
11:45AM	1	343	3	0	347	1	2	297	6	0	305	0	3	0	7	0	10	1	6	0	5	0	11	1	673
Hourly Total	21	1120	6	0	1147	1	12	1177	17	0	1206	4	7	0	19	0	26	4	10	0	16	0	26	5	2405
12:00PM	0	372	2	0	374	0	2	311	3	0	316	1	2	0	2	0	4	1	3	0	11	0	14	2	708
12:15PM	1	294	6	0	301	0	2	318	2	0	322	1	3	0	3	0	6	0	4	1	7	0	12	2	641
12:30PM	2	275	4	0	281	0	7	320	0	0	327	0	1	0	5	0	6	1	0	0	5	0	5	0	619
12:45PM	0	340	0	0	340	0	4	311	0	1	316	0	2	0	7	0	9	1	0	0	2	0	2	1	667
Hourly Total	3	1281	12	0	1296	0	15	1260	5	1	1281	2	8	0	17	0	25	3	7	1	25	0	33	5	2635
Total	24	2401	18	0	2443	1	27	2437	22	1	2487	6	15	0	36	0	51	7	17	1	41	0	59	10	5040
% Approach	1.0%	98.3%	0.7%	0%	-	-	1.1%	98.0%	0.9%	0%	-	-	29.4%	0%	70.6%	0%	-	-	28.8%	1.7%	69.5%	0%	-	-	-
% Total	0.5%	47.6%	0.4%	0%	48.5%	-	0.5%	48.4%	0.4%	0%	49.3%	-	0.3%	0%	0.7%	0%	1.0%	-	0.3%	0%	0.8%	0%	1.2%	-	-
Lights	24	2372	17	0	2413	-	26	2404	22	1	2453	-	15	0	36	0	51	-	17	1	41	0	59	-	4976
% Lights	100%	98.8%	94.4%	0%	98.8%	-	96.3%	98.6%	100%	100%	98.6%	-	100%	0%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	98.7%
Articulated Trucks	0	4	0	0	4	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	9
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	25	1	0	26	-	1	27	0	0	28	-	0	0	0	0	0	-	0	0	0	0	0	-	54
% Buses and Single-Unit Trucks	0%	1.0%	5.6%	0%	1.1%	-	3.7%	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.1%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	28.6%	-	-	-	-	-	90.0%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	71.4%	-	-	-	-	-	10.0%	

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

02_Dempster Street / Georgiana Avenue - TMC

Sat May 20, 2023

Full Length (11 AM-1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

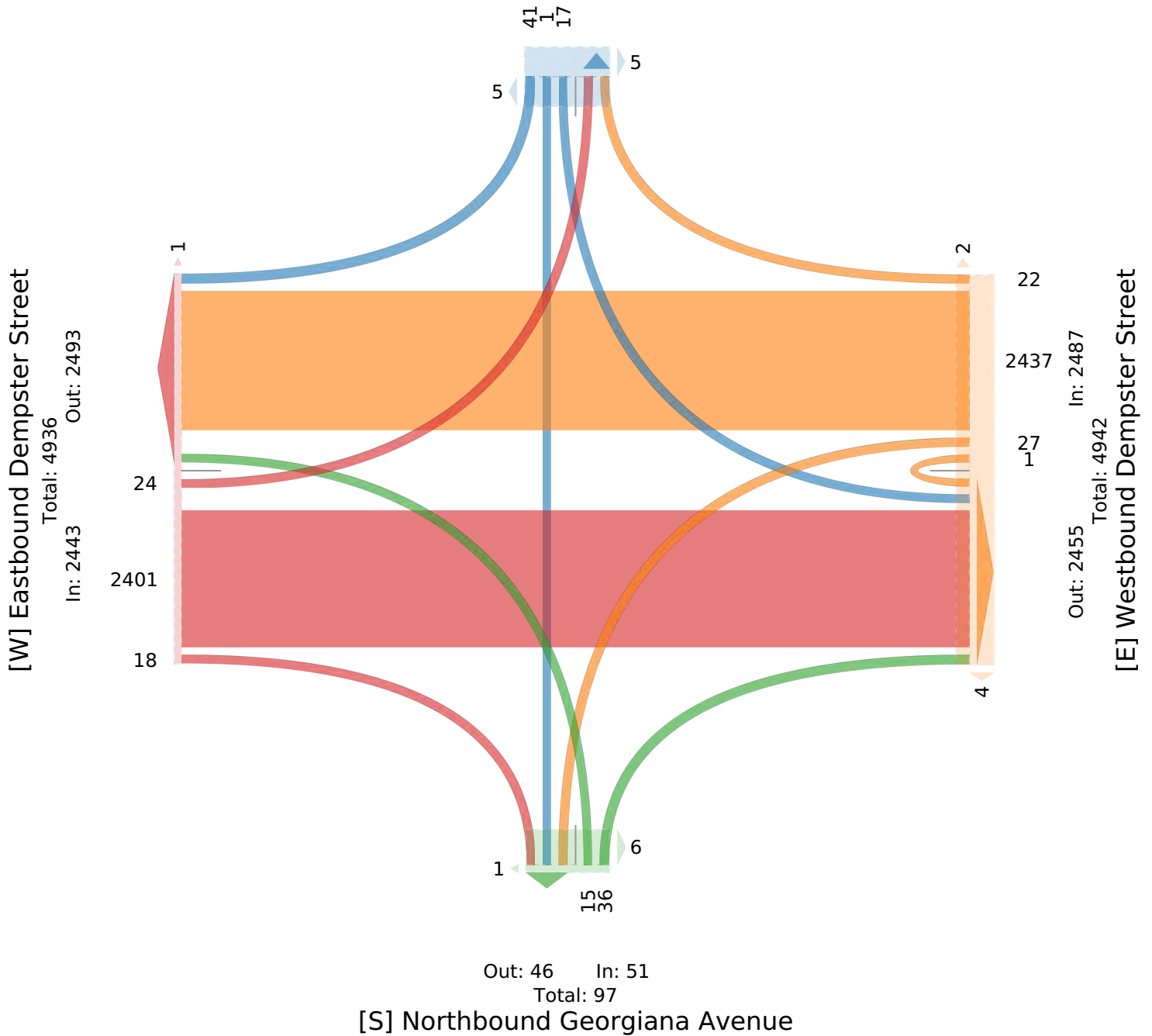
ID: 1068728, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 105
In: 59 Out: 46



02_Dempster Street / Georgiana Avenue - TMC

Sat May 20, 2023

Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068728, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and

Associates, Inc.

767 Eustis Street, Suite 100,

Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street Eastbound						Westbound Dempster Street Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-20 11:45AM	1	343	3	0	347	1	2	297	6	0	305	0	3	0	7	0	10	1	6	0	5	0	11	1	673
12:00PM	0	372	2	0	374	0	2	311	3	0	316	1	2	0	2	0	4	1	3	0	11	0	14	2	708
12:15PM	1	294	6	0	301	0	2	318	2	0	322	1	3	0	3	0	6	0	4	1	7	0	12	2	641
12:30PM	2	275	4	0	281	0	7	320	0	0	327	0	1	0	5	0	6	1	0	0	5	0	5	0	619
Total	4	1284	15	0	1303	1	13	1246	11	0	1270	2	9	0	17	0	26	3	13	1	28	0	42	5	2641
% Approach	0.3%	98.5%	1.2%	0%	-	-	1.0%	98.1%	0.9%	0%	-	-	34.6%	0%	65.4%	0%	-	-	31.0%	2.4%	66.7%	0%	-	-	-
% Total	0.2%	48.6%	0.6%	0%	49.3%	-	0.5%	47.2%	0.4%	0%	48.1%	-	0.3%	0%	0.6%	0%	1.0%	-	0.5%	0%	1.1%	0%	1.6%	-	-
PHF	0.500	0.863	0.625	-	0.871	-	0.464	0.976	0.458	-	0.973	-	0.750	-	0.607	-	0.650	-	0.542	0.250	0.636	-	0.750	-	0.932
Lights	4	1273	15	0	1292	-	13	1227	11	0	1251	-	9	0	17	0	26	-	13	1	28	0	42	-	2611
% Lights	100%	99.1%	100%	0%	99.2%	-	100%	98.5%	100%	0%	98.5%	-	100%	0%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	98.9%
Articulated Trucks	0	1	0	0	1	-	0	4	0	0	4	-	0	0	0	0	0	-	0	0	0	0	0	-	5
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	10	0	0	10	-	0	14	0	0	14	-	0	0	0	0	0	-	0	0	0	0	0	-	24
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	0.8%	-	0%	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.9%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	0%	-

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

02_Dempster Street / Georgiana Avenue - TMC

Sat May 20, 2023

Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068728, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 57

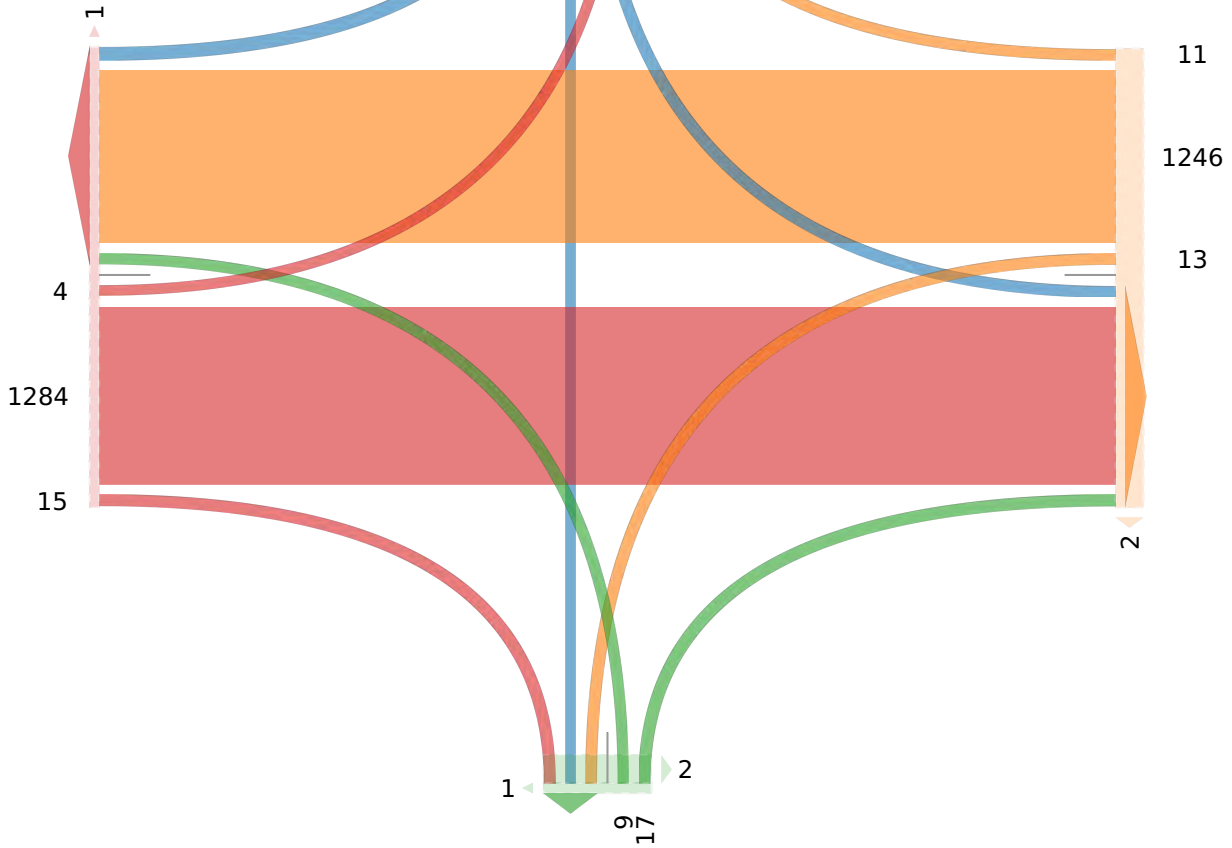
In: 42 Out: 15

28 13

2 3

[W] Eastbound Dempster Street

Total: 2586
In: 1303 Out: 1283



In: 1270
Total: 2584
Out: 1314

[E] Westbound Dempster Street

Out: 29 In: 26
Total: 55

[S] Northbound Georgiana Avenue

03_Fernald Avenue / East-West Alley - TMC

Thu May 18, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068725, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-18 7:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	5	0	0	5	0	11
7:15AM	0	0	0	0	0	0	0	0	1	0	1	0	1	8	0	0	9	0	0	9	0	0	9	0	19
7:30AM	1	1	0	0	2	0	0	0	1	0	1	0	0	5	0	0	5	0	0	7	0	0	7	0	15
7:45AM	0	0	0	0	0	0	0	0	2	0	2	0	0	4	2	0	6	0	0	9	0	0	9	0	17
Hourly Total	1	1	0	0	2	0	0	0	4	0	4	0	1	23	2	0	26	0	0	30	0	0	30	0	62
8:00AM	3	0	0	0	3	0	0	1	0	0	1	0	0	30	2	0	32	0	0	8	1	0	9	0	45
8:15AM	2	0	0	0	2	0	0	0	4	0	4	0	0	23	1	0	24	0	3	6	0	0	9	0	39
8:30AM	2	0	0	0	2	1	0	0	1	0	1	0	0	7	1	0	8	0	1	7	1	0	9	0	20
8:45AM	2	0	0	0	2	0	0	0	3	0	3	0	0	5	0	0	5	0	2	3	1	0	6	0	16
Hourly Total	9	0	0	0	9	1	0	1	8	0	9	0	0	65	4	0	69	0	6	24	3	0	33	0	120
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00PM	2	0	1	0	3	0	0	1	3	0	4	0	0	7	1	0	8	0	1	12	0	0	13	0	28
4:15PM	3	0	0	0	3	1	2	0	2	0	4	0	1	5	1	0	7	0	4	3	1	0	8	0	22
4:30PM	0	1	0	0	1	0	1	0	3	0	4	0	0	6	1	0	7	1	1	8	0	0	9	1	21
4:45PM	1	1	1	0	3	0	2	0	1	0	3	0	0	6	2	0	8	0	0	9	0	0	9	0	23
Hourly Total	6	2	2	0	10	1	5	1	9	0	15	0	1	24	5	0	30	1	6	32	1	0	39	1	94
5:00PM	0	0	0	0	0	2	0	0	3	0	3	0	0	6	0	0	6	0	0	7	1	0	8	1	17
5:15PM	1	1	0	0	2	1	1	2	0	0	3	0	1	10	0	0	11	0	0	10	1	0	11	0	27
5:30PM	1	0	1	0	2	2	0	0	7	0	7	0	0	5	0	0	5	0	1	10	2	0	13	0	27
5:45PM	1	1	0	0	2	3	0	2	2	0	4	1	1	4	0	0	5	1	0	8	1	0	9	0	20
Hourly Total	3	2	1	0	6	8	1	4	12	0	17	1	2	25	0	0	27	1	1	35	5	0	41	1	91
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	5	3	0	27	10	6	6	33	0	45	1	4	137	11	0	152	2	13	121	9	0	143	2	367
% Approach	70.4%	18.5%	11.1%	0%	-	-	13.3%	13.3%	73.3%	0%	-	-	2.6%	90.1%	7.2%	0%	-	-	9.1%	84.6%	6.3%	0%	-	-	-
% Total	5.2%	1.4%	0.8%	0%	7.4%	-	1.6%	1.6%	9.0%	0%	12.3%	-	1.1%	37.3%	3.0%	0%	41.4%	-	3.5%	33.0%	2.5%	0%	39.0%	-	-
Lights	18	4	3	0	25	-	6	5	33	0	44	-	4	135	11	0	150	-	12	115	8	0	135	-	354
% Lights	94.7%	80.0%	100%	0%	92.6%	-	100%	83.3%	100%	0%	97.8%	-	100%	98.5%	100%	0%	98.7%	-	92.3%	95.0%	88.9%	0%	94.4%	-	96.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.7%	0%	0%	1.4%	-	0.5%
Buses and Single-Unit Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	0	2	0	0	2	-	5
% Buses and Single-Unit Trucks	5.3%	0%	0%	0%	3.7%	-	0%	0%	0%	0%	0%	-	0%	1.5%	0%	0%	1.3%	-	0%	1.7%	0%	0%	1.4%	-	1.4%
Bicycles on Road	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	1	2	1	0	4	-	6
% Bicycles on Road	0%	20.0%	0%	0%	3.7%	-	0%	16.7%	0%	0%	2.2%	-	0%	0%	0%	0%	0%	-	7.7%	1.7%	11.1%	0%	2.8%	-	1.6%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

03_Fernald Avenue / East-West Alley - TMC

Thu May 18, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068725, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

Total: 332

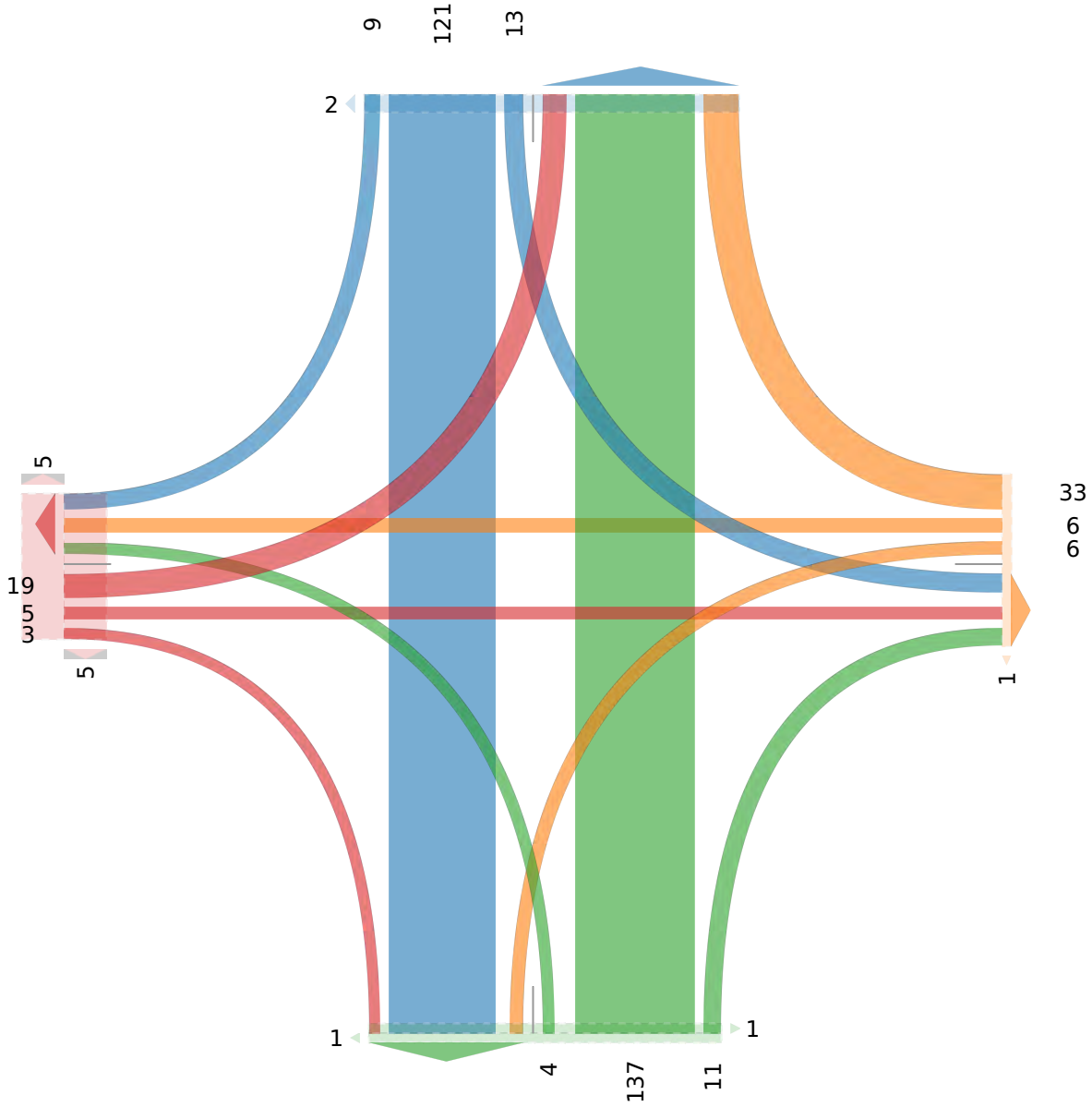
In: 143

Out: 189

[W] Eastbound East-West Alley

Total: 46

In: 27 Out: 19



[S] Northbound Fernald Avenue

[E] Westbound East-West Alley

03_Fernald Avenue / East-West Alley - TMC

Thu May 18, 2023

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068725, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-18 7:30AM	1	1	0	0	2	0	0	0	1	0	1	0	0	5	0	0	5	0	0	7	0	0	7	0	15
7:45AM	0	0	0	0	0	0	0	0	2	0	2	0	0	4	2	0	6	0	0	9	0	0	9	0	17
8:00AM	3	0	0	0	3	0	0	1	0	0	1	0	0	30	2	0	32	0	0	8	1	0	9	0	45
8:15AM	2	0	0	0	2	0	0	0	4	0	4	0	0	23	1	0	24	0	3	6	0	0	9	0	39
Total	6	1	0	0	7	0	0	1	7	0	8	0	0	62	5	0	67	0	3	30	1	0	34	0	116
% Approach	85.7%	14.3%	0%	0%	-	-	0%	12.5%	87.5%	0%	-	-	0%	92.5%	7.5%	0%	-	-	8.8%	88.2%	2.9%	0%	-	-	-
% Total	5.2%	0.9%	0%	0%	6.0%	-	0%	0.9%	6.0%	0%	6.9%	-	0%	53.4%	4.3%	0%	57.8%	-	2.6%	25.9%	0.9%	0%	29.3%	-	-
PHF	0.500	0.250	-	-	0.583	-	-	-	0.438	-	0.438	-	-	0.517	0.625	-	0.523	-	0.250	0.833	0.250	-	0.944	-	0.653
Lights	5	1	0	0	6	-	0	0	7	0	7	-	0	60	5	0	65	-	3	29	1	0	33	-	111
% Lights	83.3%	100%	0%	0%	85.7%	-	0%	0%	100%	0%	87.5%	-	0%	96.8%	100%	0%	97.0%	-	100%	96.7%	100%	0%	97.1%	-	95.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	0	1	0	0	1	-	4
% Buses and Single-Unit Trucks	16.7%	0%	0%	0%	14.3%	-	0%	0%	0%	0%	0%	-	0%	3.2%	0%	0%	3.0%	-	0%	3.3%	0%	0%	2.9%	-	3.4%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	100%	0%	0%	12.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

03_Fernald Avenue / East-West Alley - TMC

Thu May 18, 2023

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068725, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

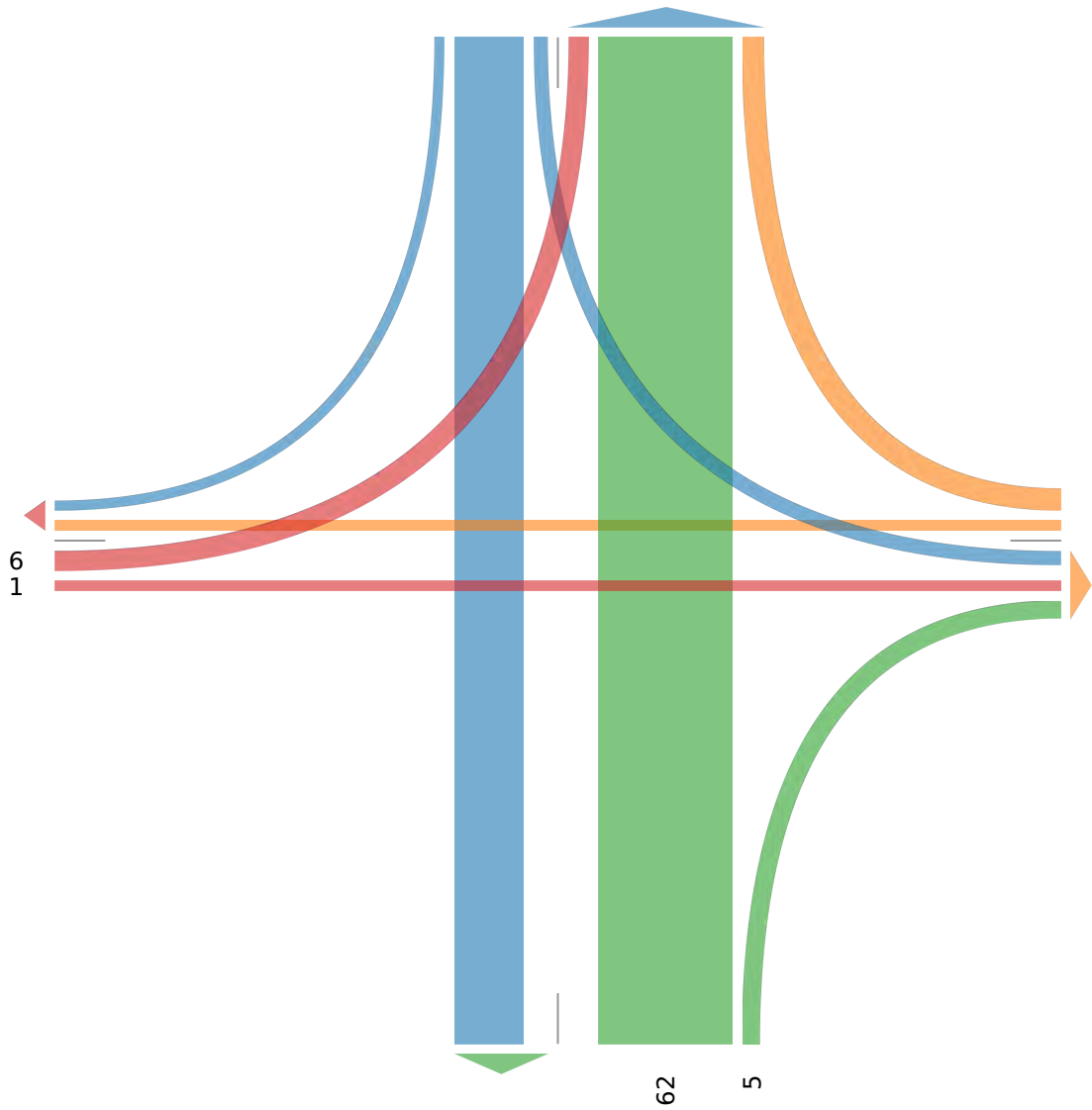
Total: 109

In: 34

Out: 75

1 30 3

[W] Eastbound East-West Alley
Total: 9
In: 7 Out: 2



Out: 9 In: 8
Total: 17

[E] Westbound East-West Alley

Out: 30

In: 67

Total: 97

[S] Northbound Fernald Avenue

03_Fernald Avenue / East-West Alley - TMC

Thu May 18, 2023

Forced Peak (4:30 PM - 5:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068725, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-05-18 4:30PM	0	1	0	0	1	0	1	0	3	0	4	0	0	6	1	0	7	1	1	8	0	0	9	1	21
4:45PM	1	1	1	0	3	0	2	0	1	0	3	0	0	6	2	0	8	0	0	9	0	0	9	0	23
5:00PM	0	0	0	0	0	2	0	0	3	0	3	0	0	6	0	0	6	0	0	7	1	0	8	1	17
5:15PM	1	1	0	0	2	1	1	2	0	0	3	0	1	10	0	0	11	0	0	10	1	0	11	0	27
Total	2	3	1	0	6	3	4	2	7	0	13	0	1	28	3	0	32	1	1	34	2	0	37	2	88
% Approach	33.3%	50.0%	16.7%	0%	-	-	30.8%	15.4%	53.8%	0%	-	-	3.1%	87.5%	9.4%	0%	-	-	2.7%	91.9%	5.4%	0%	-	-	-
% Total	2.3%	3.4%	1.1%	0%	6.8%	-	4.5%	2.3%	8.0%	0%	14.8%	-	1.1%	31.8%	3.4%	0%	36.4%	-	1.1%	38.6%	2.3%	0%	42.0%	-	-
PHF	0.500	0.500	0.250	-	0.625	-	0.500	0.250	0.583	-	0.813	-	0.250	0.700	0.375	-	0.727	-	0.250	0.917	0.250	-	0.972	-	0.850
Lights	2	2	1	0	5	-	4	2	7	0	13	-	1	28	3	0	32	-	1	33	1	0	35	-	85
% Lights	100%	66.7%	100%	0%	83.3%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	97.1%	50.0%	0%	94.6%	-	96.6%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses and Single-Unit Trucks	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	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	1	0	2	-	3
% Bicycles on Road	0%	33.3%	0%	0%	16.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	2.9%	50.0%	0%	5.4%	-	3.4%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

03_Fernald Avenue / East-West Alley - TMC

Thu May 18, 2023

Forced Peak (4:30 PM - 5:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068725, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

Total: 74

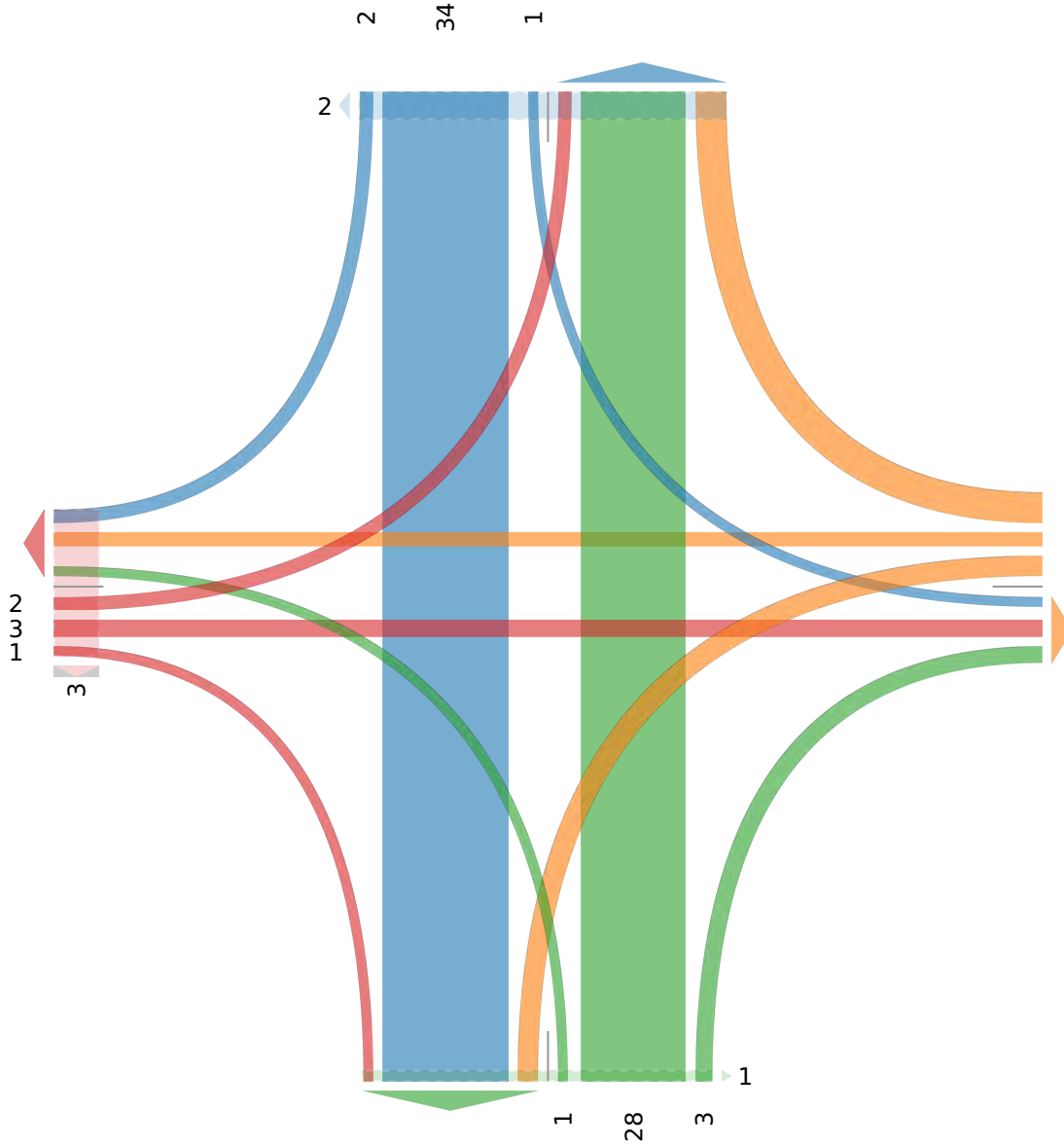
In: 37

Out: 37

[W] Eastbound East-West Alley

Total: 11

In: 6 Out: 5



[S] Northbound Fernald Avenue

03_Fernald Avenue / East-West Alley - TMC

Sat May 20, 2023

Full Length (11 AM-1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068729, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley						Westbound East-West Alley						Northbound Fernald Avenue						Southbound Fernald Avenue						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-05-20 11:00AM	0	0	0	0	0	0	1	0	8	0	9	0	0	3	2	0	5	0	3	2	1	1	7	1	21
11:15AM	0	0	0	0	0	1	3	0	6	0	9	0	0	4	3	0	7	0	4	6	0	0	10	0	26
11:30AM	4	0	0	0	4	3	2	0	5	0	7	0	0	11	3	0	14	1	1	5	0	0	6	0	31
11:45AM	3	0	0	0	3	1	0	0	5	0	5	0	0	4	0	0	4	0	1	9	1	0	11	0	23
Hourly Total	7	0	0	0	7	5	6	0	24	0	30	0	0	22	8	0	30	1	9	22	2	1	34	1	101
12:00PM	1	0	0	0	1	0	0	0	2	0	2	0	1	11	0	0	12	3	3	14	1	0	18	0	33
12:15PM	1	0	0	0	1	0	0	1	5	0	6	0	0	6	1	0	7	0	2	12	0	0	14	0	28
12:30PM	1	0	0	0	1	1	0	0	1	0	1	0	0	8	1	0	9	0	4	13	1	0	18	0	29
12:45PM	1	0	0	0	1	1	2	0	5	0	7	1	0	8	1	0	9	0	2	4	0	1	7	0	24
Hourly Total	4	0	0	0	4	2	2	1	13	0	16	1	1	33	3	0	37	3	11	43	2	1	57	0	114
Total	11	0	0	0	11	7	8	1	37	0	46	1	1	55	11	0	67	4	20	65	4	2	91	1	215
% Approach	100%	0%	0%	0%	-	-	17.4%	2.2%	80.4%	0%	-	-	1.5%	82.1%	16.4%	0%	-	-	22.0%	71.4%	4.4%	2.2%	-	-	-
% Total	5.1%	0%	0%	0%	5.1%	-	3.7%	0.5%	17.2%	0%	21.4%	-	0.5%	25.6%	5.1%	0%	31.2%	-	9.3%	30.2%	1.9%	0.9%	42.3%	-	-
Lights	10	0	0	0	10	-	7	1	37	0	45	-	1	55	10	0	66	-	19	64	4	2	89	-	210
% Lights	90.9%	0%	0%	0%	90.9%	-	87.5%	100%	100%	0%	97.8%	-	100%	100%	90.9%	0%	98.5%	-	95.0%	98.5%	100%	100%	97.8%	-	97.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	12.5%	0%	0%	0%	2.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.5%
Bicycles on Road	1	0	0	0	1	-	0	0	0	0	0	-	0	0	1	0	1	-	1	1	0	0	2	-	4
% Bicycles on Road	9.1%	0%	0%	0%	9.1%	-	0%	0%	0%	0%	0%	-	0%	0%	9.1%	0%	1.5%	-	5.0%	1.5%	0%	0%	2.2%	-	1.9%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	57.1%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	42.9%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

03_Fernald Avenue / East-West Alley - TMC

Sat May 20, 2023

Full Length (11 AM-1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068729, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

Total: 196

In: 91

Out: 105

4 65 20 2

1

[W] Eastbound East-West Alley

Total: 17

In: 11 Out: 6

11

6

1

37

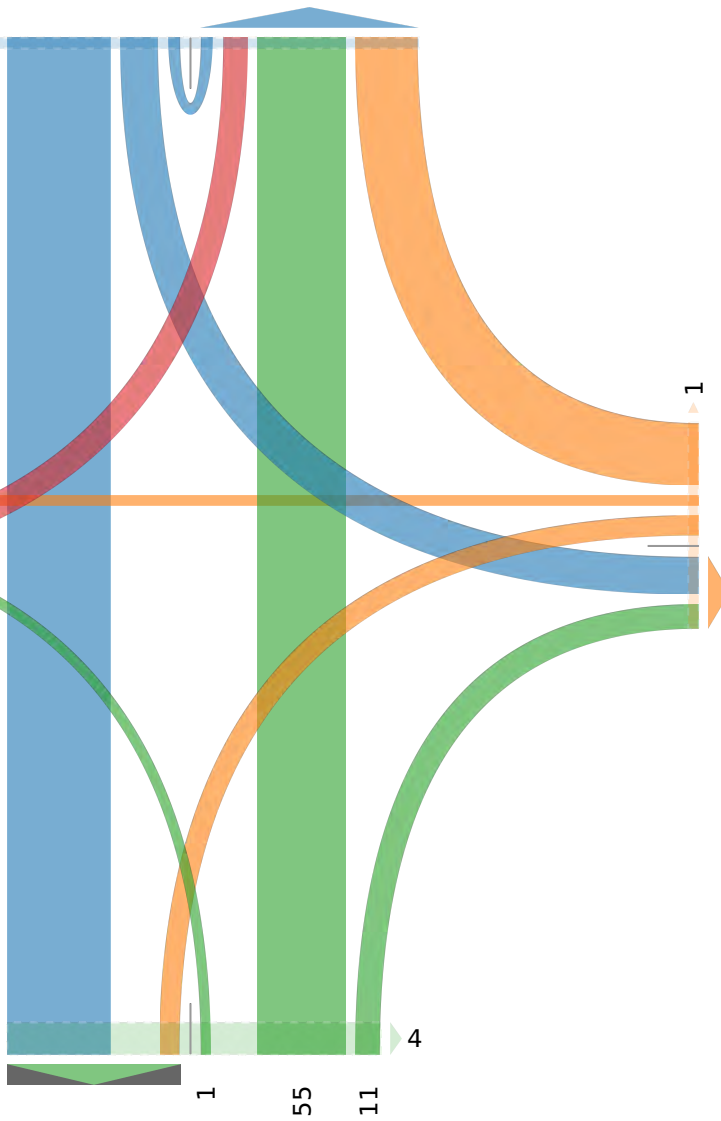
1

8

Out: 31 In: 46

Total: 77

[E] Westbound East-West Alley



Out: 73

In: 67

Total: 140

[S] Northbound Fernald Avenue

1

55

11

4

03_Fernald Avenue / East-West Alley - TMC

Sat May 20, 2023

Forced Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068729, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-05-20 11:45AM	3	0	0	0	3	1	0	0	5	0	5	0	0	4	0	0	4	0	1	9	1	0	11	0	23
12:00PM	1	0	0	0	1	0	0	0	2	0	2	0	1	11	0	0	12	3	3	14	1	0	18	0	33
12:15PM	1	0	0	0	1	0	0	1	5	0	6	0	0	6	1	0	7	0	2	12	0	0	14	0	28
12:30PM	1	0	0	0	1	1	0	0	1	0	1	0	0	8	1	0	9	0	4	13	1	0	18	0	29
Total	6	0	0	0	6	2	0	1	13	0	14	0	1	29	2	0	32	3	10	48	3	0	61	0	113
% Approach	100%	0%	0%	0%	-	-	0%	7.1%	92.9%	0%	-	-	3.1%	90.6%	6.3%	0%	-	-	16.4%	78.7%	4.9%	0%	-	-	-
% Total	5.3%	0%	0%	0%	5.3%	-	0%	0.9%	11.5%	0%	12.4%	-	0.9%	25.7%	1.8%	0%	28.3%	-	8.8%	42.5%	2.7%	0%	54.0%	-	-
PHF	0.500	-	-	-	-0.500	-	-0.250	0.650	-	0.583	-	0.250	0.659	0.500	-	0.667	-	0.625	0.857	0.750	-	0.847	-	0.856	
Lights	6	0	0	0	6	-	0	1	13	0	14	-	1	29	2	0	32	-	10	48	3	0	61	-	113
% Lights	100%	0%	0%	0%	100%	-	0%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	

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

03_Fernald Avenue / East-West Alley - TMC

Sat May 20, 2023

Forced Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068729, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Fernald Avenue

Total: 109

In: 61

Out: 48

3

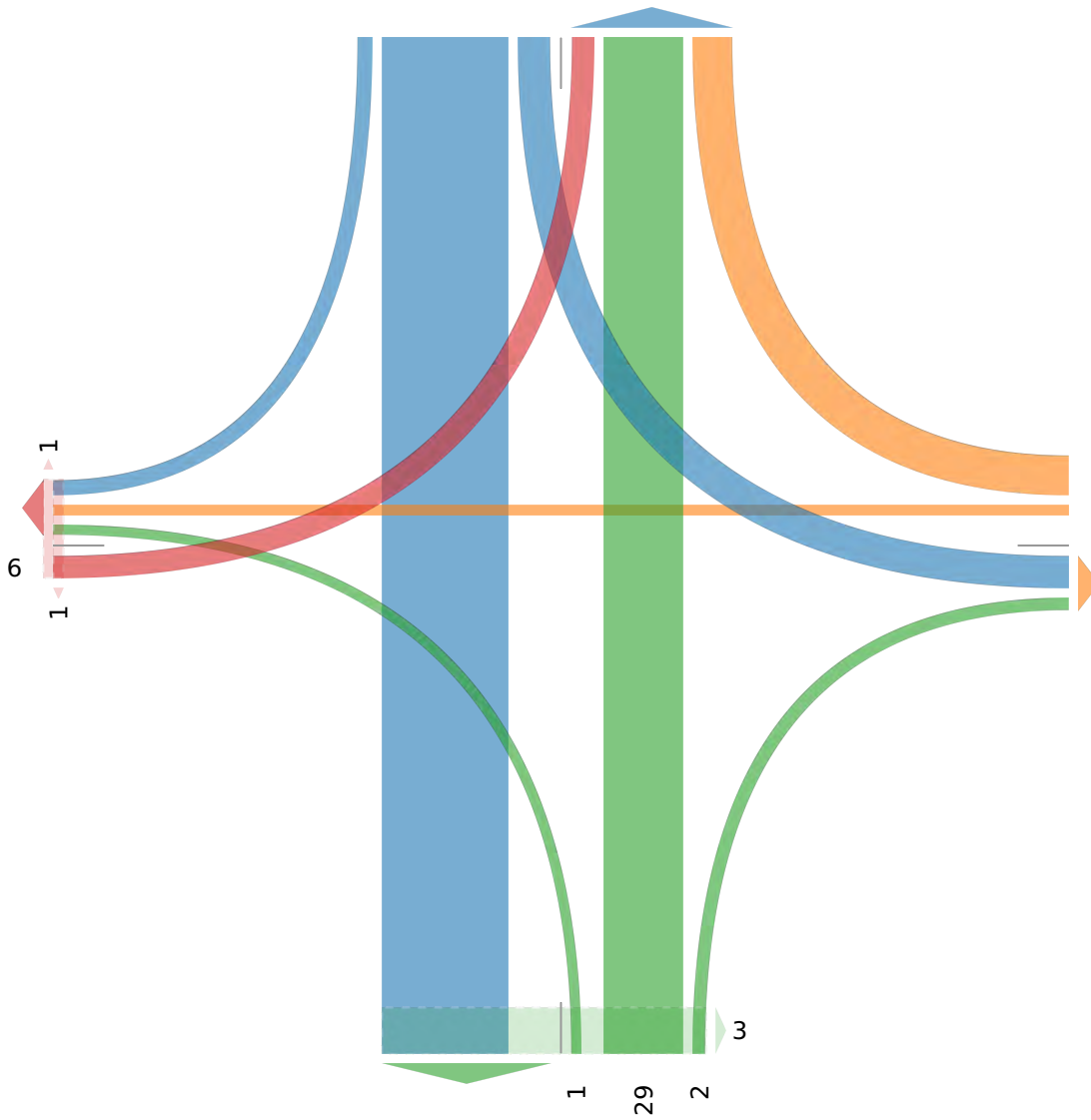
48

10

[W] Eastbound East-West Alley

Total: 11

In: 6 Out: 5



Out: 12 In: 14

Total: 26

[E] Westbound East-West Alley

[S] Northbound Fernald Avenue

Out: 48

In: 32

Total: 80

04_Georgiana Avenue / East-West Alley - TMC

Thu May 18, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068726, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-18 7:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
7:15AM	0	0	0	0	0	0	0	1	0	0	1	0	2	8	0	0	10	0	1	2	0	0	3	0	14
7:30AM	0	1	1	0	2	0	0	1	0	0	1	0	1	4	0	0	5	0	0	4	1	0	5	0	13
7:45AM	1	0	1	0	2	4	0	1	0	0	1	0	0	4	0	0	4	0	0	7	0	0	7	0	14
Hourly Total	1	1	2	0	4	4	0	3	0	0	3	0	3	17	0	0	20	0	1	13	1	0	15	0	42
8:00AM	2	0	0	0	2	0	0	1	0	0	1	0	0	15	0	0	15	0	0	7	0	0	7	0	25
8:15AM	1	0	1	0	2	2	0	0	0	0	0	2	1	9	0	0	10	0	0	6	0	0	6	3	18
8:30AM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	0	0	1	0	6
8:45AM	0	0	0	0	0	0	0	1	0	0	1	0	1	2	0	0	3	0	1	2	0	0	3	0	7
Hourly Total	3	0	1	0	4	2	0	2	0	0	2	2	3	30	0	0	33	0	1	16	0	0	17	3	56
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00PM	4	0	0	0	4	4	1	2	1	0	4	0	1	4	0	1	6	3	0	5	5	0	10	1	24
4:15PM	1	1	3	0	5	0	0	2	0	0	2	1	1	4	0	0	5	0	0	4	2	0	6	0	18
4:30PM	1	1	1	0	3	0	0	0	0	0	0	0	1	3	0	0	4	0	1	6	1	0	8	0	15
4:45PM	1	1	0	0	2	0	0	0	0	0	0	0	1	1	0	0	2	1	0	2	0	0	2	1	6
Hourly Total	7	3	4	0	14	4	1	4	1	0	6	1	4	12	0	1	17	4	1	17	8	0	26	2	63
5:00PM	0	0	1	0	1	0	0	1	1	0	2	0	1	4	0	0	5	0	0	5	4	0	9	0	17
5:15PM	1	1	0	0	2	0	2	1	0	0	3	0	0	6	0	0	6	0	0	5	3	0	8	0	19
5:30PM	2	0	1	0	3	0	0	1	0	0	1	1	0	4	0	0	4	0	0	3	0	0	3	1	11
5:45PM	0	0	0	0	0	1	0	2	0	0	2	0	1	2	0	0	3	0	0	6	1	0	7	1	12
Hourly Total	3	1	2	0	6	1	2	5	1	0	8	1	2	16	0	0	18	0	0	19	8	0	27	2	59
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	5	9	0	28	11	3	14	2	0	19	4	12	75	0	1	88	4	3	65	17	0	85	7	220
% Approach	50.0%	17.9%	32.1%	0%	-	-	15.8%	73.7%	10.5%	0%	-	-	13.6%	85.2%	0%	1.1%	-	-	3.5%	76.5%	20.0%	0%	-	-	-
% Total	6.4%	2.3%	4.1%	0%	12.7%	-	1.4%	6.4%	0.9%	0%	8.6%	-	5.5%	34.1%	0%	0.5%	40.0%	-	1.4%	29.5%	7.7%	0%	38.6%	-	-
Lights	14	3	9	0	26	-	3	12	2	0	17	-	12	71	0	1	84	-	3	63	17	0	83	-	210
% Lights	100%	60.0%	100%	0%	92.9%	-	100%	85.7%	100%	0%	89.5%	-	100%	94.7%	0%	100%	95.5%	-	100%	96.9%	100%	0%	97.6%	-	95.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	4	0	0	4	-	0	2	0	0	2	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	5.3%	0%	0%	4.5%	-	0%	3.1%	0%	0%	2.4%	-	2.7%
Bicycles on Road	0	2	0	0	2	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Bicycles on Road	0%	40.0%	0%	0%	7.1%	-	0%	14.3%	0%	0%	10.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.8%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	7	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

04_Georgiana Avenue / East-West Alley - TMC

Thu May 18, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068726, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 176

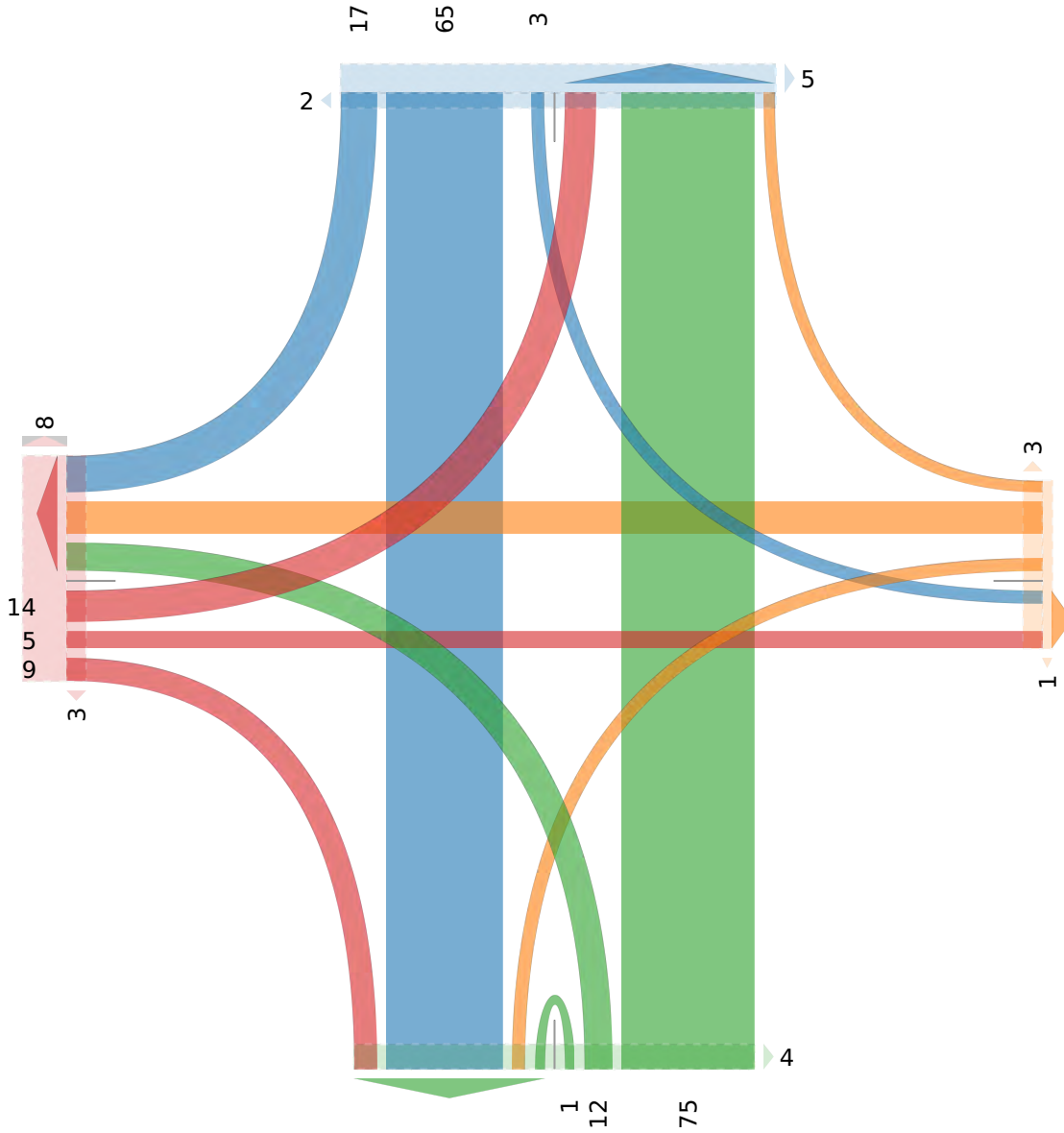
In: 85

Out: 91

[W] Eastbound East-West Alley

Total: 71

In: 28 Out: 43



Out: 78

In: 88

Total: 166

[S] Northbound Georgiana Avenue

[E] Westbound East-West Alley

Out: 8 In: 19

Total: 27

04 Georgiana Avenue / East-West Alley - TMC

Thu May 18, 2023

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068726, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley						Westbound East-West Alley						Northbound Georgiana Avenue						Southbound Georgiana Avenue						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-05-18 7:30AM	0	1	1	0	2	0	0	1	0	0	1	0	1	4	0	0	5	0	0	4	1	0	5	0	13
7:45AM	1	0	1	0	2	4	0	1	0	0	1	0	0	4	0	0	4	0	0	7	0	0	7	0	14
8:00AM	2	0	0	0	2	0	0	1	0	0	1	0	0	15	0	0	15	0	0	7	0	0	7	0	25
8:15AM	1	0	1	0	2	2	0	0	0	0	0	2	1	9	0	0	10	0	0	6	0	0	6	3	18
Total	4	1	3	0	8	6	0	3	0	0	3	2	2	32	0	0	34	0	0	24	1	0	25	3	70
% Approach	50.0%	12.5%	37.5%	0%	-	-	0%	100%	0%	0%	-	-	5.9%	94.1%	0%	0%	-	-	0%	96.0%	4.0%	0%	-	-	-
% Total	5.7%	1.4%	4.3%	0%	11.4%	-	0%	4.3%	0%	0%	4.3%	-	2.9%	45.7%	0%	0%	48.6%	-	0%	34.3%	1.4%	0%	35.7%	-	-
PHF	0.500	0.250	0.750	-	1.000	-	-	0.250	-	-	0.250	-	0.500	0.533	-	-	0.567	-	-	0.857	0.250	-	0.893	-	0.708
Lights	4	1	3	0	8	-	0	1	0	0	1	-	2	28	0	0	30	-	0	24	1	0	25	-	64
% Lights	100%	100%	100%	0%	100%	-	0%	33.3%	0%	0%	33.3%	-	100%	87.5%	0%	0%	88.2%	-	0%	100%	100%	0%	100%	-	91.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	12.5%	0%	0%	11.8%	-	0%	0%	0%	0%	0%	-	5.7%
Bicycles on Road	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	66.7%	0%	0%	66.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	2.9%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

04_Georgiana Avenue / East-West Alley - TMC

Thu May 18, 2023

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068726, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 61

In: 25 Out: 36

1 24 3

[W] Eastbound East-West Alley

Total: 14
In: 8 Out: 6

6
4
3

3
1
1

[E] Westbound East-West Alley

Out: 1 In: 3
Total: 4

2 32

Out: 27 In: 34

Total: 61

[S] Northbound Georgiana Avenue

04 Georgiana Avenue / East-West Alley - TMC

Thu May 18, 2023

Forced Peak (4:30 PM - 5:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068726, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates,

Inc.

767 Eustis Street, Suite 100,

Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-18 4:30PM	1	1	1	0	3	0	0	0	0	0	0	0	1	3	0	0	4	0	1	6	1	0	8	0	15
4:45PM	1	1	0	0	2	0	0	0	0	0	0	0	1	1	0	0	2	1	0	2	0	0	2	1	6
5:00PM	0	0	1	0	1	0	0	1	1	0	2	0	1	4	0	0	5	0	0	5	4	0	9	0	17
5:15PM	1	1	0	0	2	0	2	1	0	0	3	0	0	6	0	0	6	0	0	5	3	0	8	0	19
Total	3	3	2	0	8	0	2	2	1	0	5	0	3	14	0	0	17	1	1	18	8	0	27	1	57
% Approach	37.5%	37.5%	25.0%	0%	-	-	40.0%	40.0%	20.0%	0%	-	-	17.6%	82.4%	0%	0%	-	-	3.7%	66.7%	29.6%	0%	-	-	-
% Total	5.3%	5.3%	3.5%	0%	14.0%	-	3.5%	3.5%	1.8%	0%	8.8%	-	5.3%	24.6%	0%	0%	29.8%	-	1.8%	31.6%	14.0%	0%	47.4%	-	-
PHF	0.750	0.500	0.500	-	0.583	-	0.250	0.500	0.250	-	0.417	-	0.750	0.583	-	-	0.708	-	0.250	0.750	0.500	-	0.750	-	0.737
Lights	3	2	2	0	7	-	2	2	1	0	5	-	3	14	0	0	17	-	1	17	8	0	26	-	55
% Lights	100%	66.7%	100%	0%	87.5%	-	100%	100%	100%	0%	100%	-	100%	100%	0%	0%	100%	-	100%	94.4%	100%	0%	96.3%	-	96.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	5.6%	0%	0%	3.7%	-	1.8%
Bicycles on Road	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	33.3%	0%	0%	12.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

04_Georgiana Avenue / East-West Alley - TMC

Thu May 18, 2023

Forced Peak (4:30 PM - 5:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068726, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 45

In: 27

Out: 18

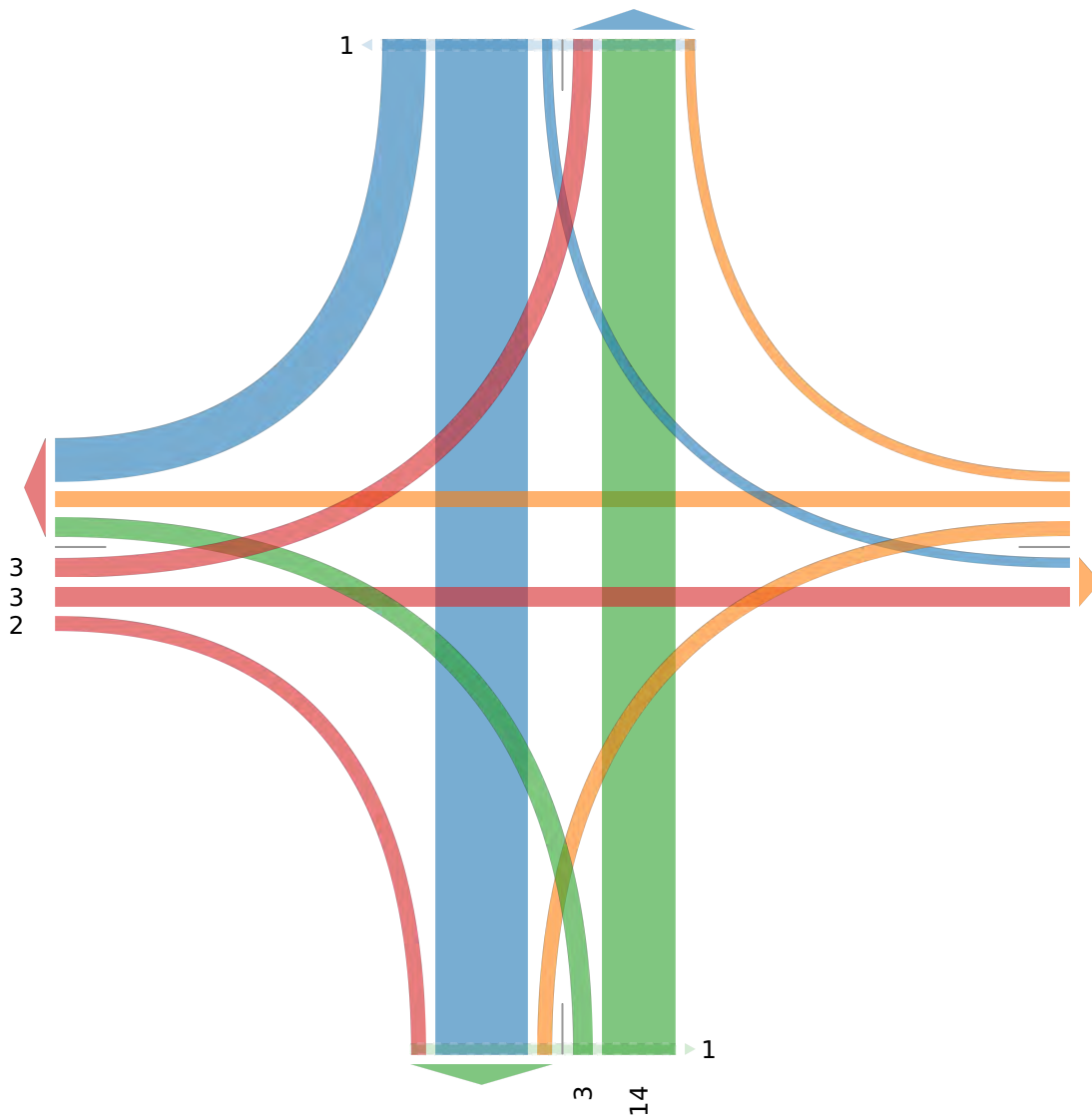
8 18 1

1

[W] Eastbound East-West Alley

Total: 21

In: 8 Out: 13



N

Out: 4 In: 5

Total: 9

[E] Westbound East-West Alley

[S] Northbound Georgiana Avenue

Out: 22 In: 17

Total: 39

3 14

1

04_Georgiana Avenue / East-West Alley - TMC

Sat May 20, 2023

Full Length (11 AM-1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068730, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-05-20 11:00AM	1	0	0	0	1	3	1	2	0	0	3	1	2	2	0	0	4	0	0	1	1	0	2	0	10
11:15AM	2	0	0	0	2	0	0	1	0	0	1	4	4	4	0	0	8	2	1	2	1	1	5	0	16
11:30AM	2	0	1	0	3	0	0	1	1	0	2	1	1	3	2	0	6	0	0	4	2	0	6	0	17
11:45AM	1	0	0	0	1	0	2	2	1	0	5	0	2	6	0	0	8	0	0	2	2	0	4	0	18
Hourly Total	6	0	1	0	7	3	3	6	2	0	11	6	9	15	2	0	26	2	1	9	6	1	17	0	61
12:00PM	2	1	2	0	5	2	0	1	0	0	1	1	0	3	0	0	3	0	0	2	2	0	4	0	13
12:15PM	0	0	1	0	1	0	0	2	0	0	2	1	1	3	0	0	4	0	1	6	1	0	8	0	15
12:30PM	2	0	1	0	3	0	0	0	0	0	0	1	2	7	1	0	10	0	0	7	2	0	9	0	22
12:45PM	2	0	3	0	5	1	0	0	0	0	0	0	1	6	0	0	7	0	0	5	3	0	8	0	20
Hourly Total	6	1	7	0	14	3	0	3	0	0	3	3	4	19	1	0	24	0	1	20	8	0	29	0	70
Total	12	1	8	0	21	6	3	9	2	0	14	9	13	34	3	0	50	2	2	29	14	1	46	0	131
% Approach	57.1%	4.8%	38.1%	0%	-	-	21.4%	64.3%	14.3%	0%	-	-	26.0%	68.0%	6.0%	0%	-	-	4.3%	63.0%	30.4%	2.2%	-	-	-
% Total	9.2%	0.8%	6.1%	0%	16.0%	-	2.3%	6.9%	1.5%	0%	10.7%	-	9.9%	26.0%	2.3%	0%	38.2%	-	1.5%	22.1%	10.7%	0.8%	35.1%	-	-
Lights	12	1	7	0	20	-	3	9	2	0	14	-	11	34	3	0	48	-	1	28	14	1	44	-	126
% Lights	100%	100%	87.5%	0%	95.2%	-	100%	100%	100%	0%	100%	-	84.6%	100%	100%	0%	96.0%	-	50.0%	96.6%	100%	100%	95.7%	-	96.2%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	50.0%	0%	0%	0%	2.2%	-	0.8%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	0	1	0	0	1	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	7.7%	0%	0%	0%	2.0%	-	0%	3.4%	0%	0%	2.2%	-	1.5%
Bicycles on Road	0	0	1	0	1	-	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	12.5%	0%	4.8%	-	0%	0%	0%	0%	0%	-	7.7%	0%	0%	0%	2.0%	-	0%	0%	0%	0%	0%	-	1.5%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

04_Georgiana Avenue / East-West Alley - TMC

Sat May 20, 2023

Full Length (11 AM-1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068730, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 95

In: 46

Out: 49

14

29

21

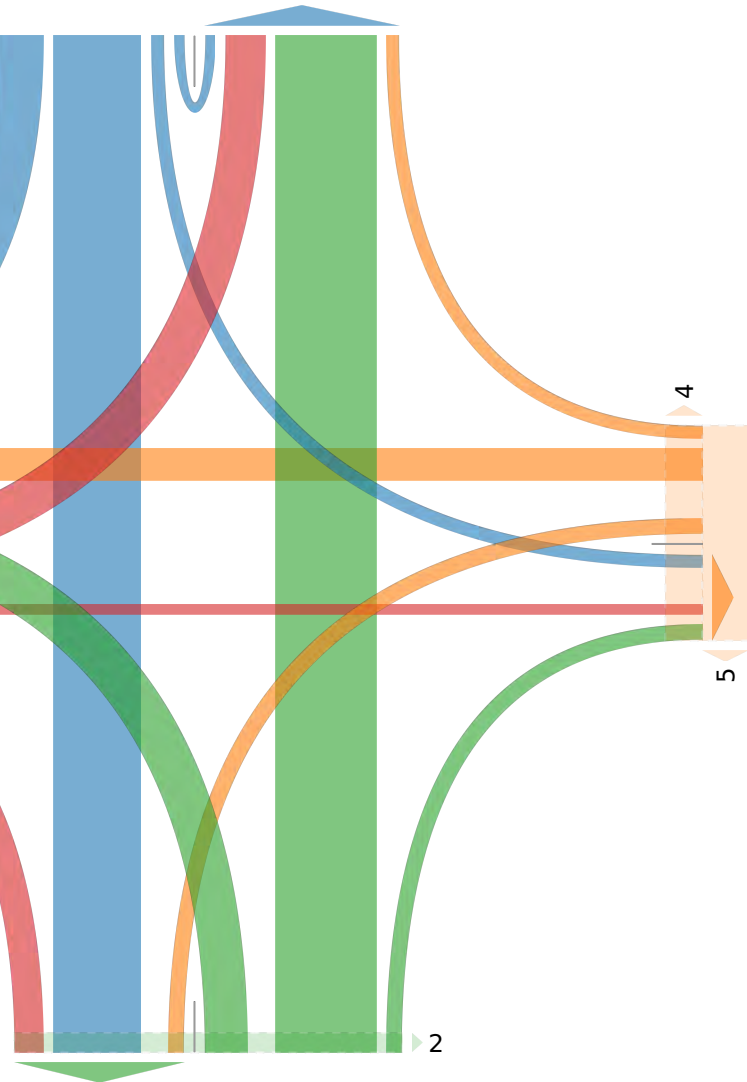
[W] Eastbound East-West Alley

Total: 57

In: 21 Out: 36

12
1
8
4

2



[S] Northbound Georgiana Avenue

Out: 40

In: 50

Total: 90

[E] Westbound East-West Alley

Out: 6 In: 14

Total: 20

04 Georgiana Avenue / East-West Alley - TMC

Sat May 20, 2023

Forced Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068730, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana Avenue Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-05-20 11:45AM	1	0	0	0	1	0	2	2	1	0	5	0	2	6	0	0	8	0	0	2	2	0	4	0	18
12:00PM	2	1	2	0	5	2	0	1	0	0	1	1	0	3	0	0	3	0	0	2	2	0	4	0	13
12:15PM	0	0	1	0	1	0	0	2	0	0	2	1	1	3	0	0	4	0	1	6	1	0	8	0	15
12:30PM	2	0	1	0	3	0	0	0	0	0	0	1	2	7	1	0	10	0	0	7	2	0	9	0	22
Total	5	1	4	0	10	2	2	5	1	0	8	3	5	19	1	0	25	0	1	17	7	0	25	0	68
% Approach	50.0%	10.0%	40.0%	0%	-	-	25.0%	62.5%	12.5%	0%	-	-	20.0%	76.0%	4.0%	0%	-	-	4.0%	68.0%	28.0%	0%	-	-	-
% Total	7.4%	1.5%	5.9%	0%	14.7%	-	2.9%	7.4%	1.5%	0%	11.8%	-	7.4%	27.9%	1.5%	0%	36.8%	-	1.5%	25.0%	10.3%	0%	36.8%	-	-
PHF	0.625	0.250	0.500	-	0.500	-	0.250	0.625	0.250	-	0.400	-	0.500	0.679	0.250	-	0.667	-	0.250	0.607	0.875	-	0.694	-	0.798
Lights	5	1	4	0	10	-	2	5	1	0	8	-	4	19	1	0	24	-	1	17	7	0	25	-	67
% Lights	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	80.0%	100%	100%	0%	96.0%	-	100%	100%	100%	0%	100%	-	98.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses and Single-Unit Trucks	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	-	1	0	0	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	20.0%	0%	0%	0%	4.0%	-	0%	0%	0%	0%	0%	-	1.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

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

04_Georgiana Avenue / East-West Alley - TMC

Sat May 20, 2023

Forced Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1068730, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.

767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

[N] Southbound Georgiana Avenue

Total: 50

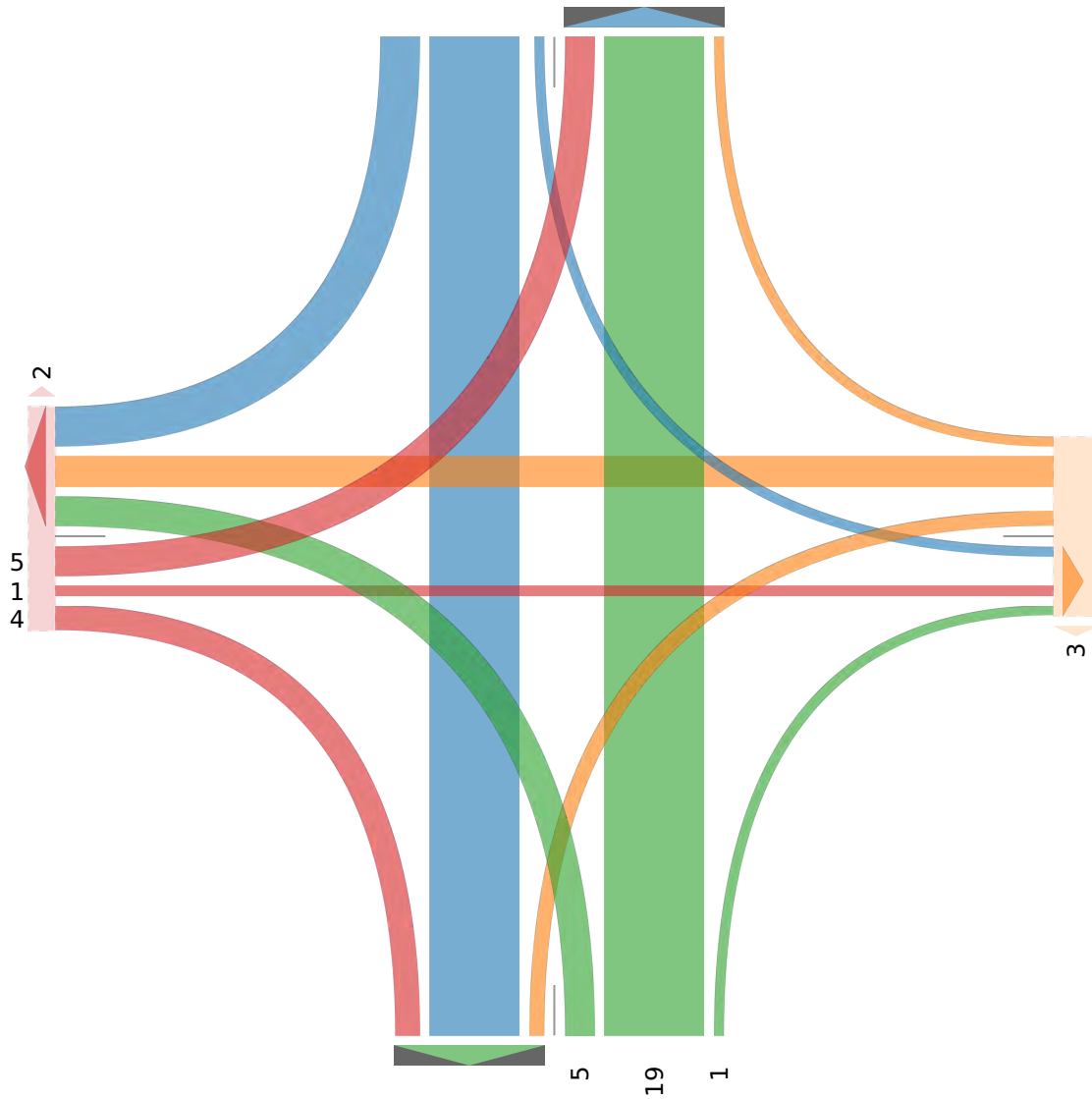
In: 25

Out: 25

7 17 1

[W] Eastbound East-West Alley

Total: 27
In: 10 Out: 17



[S] Northbound Georgiana Avenue

Out: 23



















In: 25

Total: 48

EXISTING (2026) CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
 100: Fernald Avenue & Dempster Street

Existing (2026) Traffic Volumes
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1296	10	27	1092	2	58	2	16	6	2	8
Future Volume (veh/h)	3	1296	10	27	1092	2	58	2	16	6	2	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.97	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1841	1841	1870	1870	1870	1707	1870	1945	1870
Adj Flow Rate, veh/h	3	1364	11	28	1149	2	61	2	17	6	2	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	4	4	2	2	2	13	2	2	2
Cap, veh/h	368	2597	21	305	2663	5	182	12	38	101	44	104
Arrive On Green	0.00	0.73	0.73	0.02	0.74	0.74	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3555	29	1753	3582	6	1031	92	303	481	349	830
Grp Volume(v), veh/h	3	671	704	28	561	590	80	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1835	1753	1749	1840	1427	0	0	1660	0	0
Q Serve(g_s), s	0.1	20.1	20.1	0.5	14.5	14.5	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	20.1	20.1	0.5	14.5	14.5	6.1	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00	0.76		0.21	0.37		0.50
Lane Grp Cap(c), veh/h	368	1278	1341	305	1300	1367	231	0	0	249	0	0
V/C Ratio(X)	0.01	0.53	0.53	0.09	0.43	0.43	0.35	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	505	1278	1341	417	1300	1367	372	0	0	404	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	7.1	7.1	5.8	5.8	5.8	48.5	0.0	0.0	46.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	1.5	0.1	1.0	1.0	1.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	11.6	12.0	0.3	8.7	9.1	4.2	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.0	8.6	8.5	5.9	6.9	6.8	50.4	0.0	0.0	46.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1378			1179			80				16
Approach Delay, s/veh		8.6			6.8			50.4				46.6
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	93.7		21.0	3.8	95.2		21.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.5	22.1		8.1	2.1	16.5		3.0				
Green Ext Time (p_c), s	0.0	36.9		0.6	0.0	33.8		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.3									
HCM 7th LOS			A									

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑		↔	↑			↔	
Traffic Vol, veh/h	1	1308	10	19	1114	11	4	1	35	0	1	3
Future Vol, veh/h	1	1308	10	19	1114	11	4	1	35	0	1	3
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	3	9	2	2	12	2	2	33
Mvmt Flow	1	1377	11	20	1173	12	4	1	37	0	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1187	0	0	1389	0	0	2013	2613	697	1913	2613	595
Stage 1	-	-	-	-	-	-	1386	1386	-	1221	1221	-
Stage 2	-	-	-	-	-	-	627	1227	-	692	1391	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	7.14	7.54	6.54	7.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.42	3.52	4.02	3.63
Pot Cap-1 Maneuver	584	-	-	489	-	-	35	24	361	41	24	378
Stage 1	-	-	-	-	-	-	151	209	-	191	250	-
Stage 2	-	-	-	-	-	-	438	249	-	400	207	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	582	-	-	488	-	-	32	22	360	34	22	377
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	110	-	120	105	-
Stage 1	-	-	-	-	-	-	150	208	-	178	234	-
Stage 2	-	-	-	-	-	-	406	233	-	356	206	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.04			0.21			19.13			21.06		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	339	3	-	-	488	-	-	228
HCM Lane V/C Ratio	0.038	0.112	0.002	-	-	0.041	-	-	0.018
HCM Ctrl Dly (s/v)	38.8	17	11.2	0	-	12.7	-	-	21.1
HCM Lane LOS	E	C	B	A	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0.4	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	7	1	63	5	3	35	1
Future Vol, veh/h	6	1	1	1	1	7	1	63	5	3	35	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	17	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	1	1	1	1	7	1	66	5	3	37	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	113	117	37	115	115	69	38	0	0	72	0	0
Stage 1	44	44	-	71	71	-	-	-	-	-	-	-
Stage 2	69	74	-	44	44	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	831	773	1035	862	775	994	1572	-	-	1529	-	-
Stage 1	934	859	-	939	836	-	-	-	-	-	-	-
Stage 2	905	834	-	970	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	821	771	1035	858	773	994	1572	-	-	1529	-	-
Mov Cap-2 Maneuver	821	771	-	858	773	-	-	-	-	-	-	-
Stage 1	932	857	-	938	835	-	-	-	-	-	-	-
Stage 2	896	833	-	966	856	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.35		8.84		0.11		0.57	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	26	-	-	836	947	138	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.01	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.4	8.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	3	1	3	1	2	35	1	1	28	1
Future Vol, veh/h	4	1	3	1	3	1	2	35	1	1	28	1
Conflicting Peds, #/hr	3	0	0	0	0	3	6	0	2	2	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	2	2
Mvmt Flow	4	1	3	1	3	1	2	37	1	1	29	1



















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	84	82	36	76	82	42	37	0	0	40	0	0
Stage 1	38	38	-	44	44	-	-	-	-	-	-	-
Stage 2	46	44	-	32	39	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	903	808	1037	914	808	1028	1574	-	-	1570	-	-
Stage 1	977	863	-	971	859	-	-	-	-	-	-	-
Stage 2	968	858	-	984	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	889	800	1031	906	800	1023	1565	-	-	1567	-	-
Mov Cap-2 Maneuver	889	800	-	906	800	-	-	-	-	-	-	-
Stage 1	971	858	-	967	856	-	-	-	-	-	-	-
Stage 2	960	855	-	979	857	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.93		9.22		0.38		0.24	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	94	-	-	924	858	60	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 7th Signalized Intersection Summary
 100: Fernald Avenue & Dempster Street

Existing (2026) Traffic Volumes
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1183	21	17	1404	5	24	6	8	2	1	11
Future Volume (veh/h)	23	1183	21	17	1404	5	24	6	8	2	1	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.96		0.95	0.96		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	24	1245	22	18	1478	5	25	6	8	2	1	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	2553	45	326	2587	9	174	43	43	48	32	186
Arrive On Green	0.01	0.71	0.71	0.01	0.71	0.71	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3572	63	1781	3633	12	861	298	299	98	223	1283
Grp Volume(v), veh/h	24	619	648	18	723	760	39	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1781	1777	1868	1459	0	0	1604	0	0
Q Serve(g_s), s	0.4	18.3	18.3	0.3	23.7	23.7	1.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	18.3	18.3	0.3	23.7	23.7	2.6	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.01	0.64		0.21	0.13		0.80
Lane Grp Cap(c), veh/h	268	1270	1328	326	1266	1330	261	0	0	266	0	0
V/C Ratio(X)	0.09	0.49	0.49	0.06	0.57	0.57	0.15	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	384	1270	1328	447	1266	1330	376	0	0	392	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	7.5	7.5	6.0	8.4	8.4	44.9	0.0	0.0	44.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.1	1.9	1.8	0.6	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	11.0	11.4	0.2	13.7	14.3	1.9	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	8.8	8.8	6.1	10.3	10.2	45.5	0.0	0.0	44.5	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	D			D		
Approach Vol, veh/h		1291			1501			39				15
Approach Delay, s/veh		8.8			10.2			45.5				44.5
Approach LOS		A			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	91.8		23.4	5.2	91.5		23.4				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.3	20.3		4.6	2.4	25.7		2.9				
Green Ext Time (p_c), s	0.0	35.4		0.2	0.0	36.4		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				10.2								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕		↕	↕			↔	
Traffic Vol, veh/h	4	1185	4	23	1420	14	4	1	14	1	1	2
Future Vol, veh/h	4	1185	4	23	1420	14	4	1	14	1	1	2
Conflicting Peds, #/hr	11	0	7	7	0	11	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1247	4	24	1495	15	4	1	15	1	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1520	0	0	1259	0	0	2061	2834	634	2195	2829	766
Stage 1	-	-	-	-	-	-	1265	1265	-	1562	1562	-
Stage 2	-	-	-	-	-	-	796	1569	-	634	1267	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	435	-	-	548	-	-	32	17	422	25	17	345
Stage 1	-	-	-	-	-	-	179	239	-	117	171	-
Stage 2	-	-	-	-	-	-	346	170	-	434	238	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	429	-	-	545	-	-	28	15	419	21	15	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	90	-	82	88	-
Stage 1	-	-	-	-	-	-	175	234	-	106	156	-
Stage 2	-	-	-	-	-	-	316	155	-	410	233	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.25			0.19			20.75			32.22		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	114	337	12	-	-	545	-	-	136
HCM Lane V/C Ratio	0.037	0.047	0.01	-	-	0.044	-	-	0.031
HCM Ctrl Dly (s/v)	37.8	16.2	13.5	0.2	-	11.9	-	-	32.2
HCM Lane LOS	E	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	1	4	2	7	1	29	3	1	35	2
Future Vol, veh/h	2	3	1	4	2	7	1	29	3	1	35	2
Conflicting Peds, #/hr	2	0	1	1	0	2	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	3	1	4	2	7	1	31	3	1	37	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	79	79	42	76	78	34	42	0	0	34	0	0
Stage 1	43	43	-	34	34	-	-	-	-	-	-	-
Stage 2	36	36	-	42	44	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	910	811	1029	914	812	1039	1567	-	-	1578	-	-
Stage 1	971	859	-	982	867	-	-	-	-	-	-	-
Stage 2	980	865	-	973	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	896	808	1025	907	809	1037	1563	-	-	1578	-	-
Mov Cap-2 Maneuver	896	808	-	907	809	-	-	-	-	-	-	-
Stage 1	968	856	-	981	866	-	-	-	-	-	-	-
Stage 2	968	865	-	967	855	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.18		8.83		0.22		0.19	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	867	954	47	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.014	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	8.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	2	2	2	1	3	14	1	1	18	8
Future Vol, veh/h	3	3	2	2	2	1	3	14	1	1	18	8
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	6	2
Mvmt Flow	3	3	2	2	2	1	3	15	1	1	19	8




















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	48	47	24	45	51	16	27	0	0	16	0	0
Stage 1	25	25	-	22	22	-	-	-	-	-	-	-
Stage 2	23	22	-	24	29	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	952	844	1052	957	840	1063	1586	-	-	1602	-	-
Stage 1	992	874	-	997	877	-	-	-	-	-	-	-
Stage 2	995	877	-	994	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	945	842	1051	948	838	1062	1586	-	-	1602	-	-
Mov Cap-2 Maneuver	945	842	-	948	838	-	-	-	-	-	-	-
Stage 1	992	874	-	995	876	-	-	-	-	-	-	-
Stage 2	989	875	-	987	870	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.92		8.94		1.21		0.27	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	296	-	-	926	919	63	-	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 7th Signalized Intersection Summary
 100: Fernald Avenue & Dempster Street

Existing (2026) Traffic Volumes
 SAT Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1311	41	21	1290	1	28	1	24	1	1	1
Future Volume (veh/h)	1	1311	41	21	1290	1	28	1	24	1	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.96		0.96	0.96		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	1	1380	43	22	1358	1	29	1	25	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2535	79	287	2671	2	138	17	91	96	95	75
Arrive On Green	0.00	0.72	0.72	0.01	0.73	0.73	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3517	109	1781	3644	3	674	124	664	410	693	551
Grp Volume(v), veh/h	1	696	727	22	662	697	55	0	0	3	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1870	1462	0	0	1654	0	0
Q Serve(g_s), s	0.0	21.6	21.7	0.4	19.0	19.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.6	21.7	0.4	19.0	19.0	3.8	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.00	0.53		0.45	0.33		0.33
Lane Grp Cap(c), veh/h	292	1281	1333	287	1303	1371	246	0	0	266	0	0
V/C Ratio(X)	0.00	0.54	0.54	0.08	0.51	0.51	0.22	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	431	1281	1333	405	1303	1371	372	0	0	408	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	7.7	7.7	6.4	6.8	6.8	46.3	0.0	0.0	44.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	1.6	0.1	1.4	1.3	1.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.5	13.0	0.3	11.2	11.6	2.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.9	9.3	9.3	6.5	8.2	8.2	47.2	0.0	0.0	44.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1424			1381			55				3
Approach Delay, s/veh		9.3			8.2			47.2				44.8
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	92.5		22.4	3.6	94.0		22.4				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.4	23.7		5.8	2.0	21.0		2.2				
Green Ext Time (p_c), s	0.0	36.8		0.4	0.0	37.2		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.5									
HCM 7th LOS			A									

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕		↕	↔			↔	
Traffic Vol, veh/h	4	1316	15	13	1274	11	9	1	17	13	1	29
Future Vol, veh/h	4	1316	15	13	1274	11	9	1	17	13	1	29
Conflicting Peds, #/hr	5	0	3	3	0	5	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1385	16	14	1341	12	9	1	18	14	1	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1358	0	0	1404	0	0	2104	2790	706	2083	2792	682
Stage 1	-	-	-	-	-	-	1405	1405	-	1379	1379	-
Stage 2	-	-	-	-	-	-	699	1385	-	704	1412	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	502	-	-	482	-	-	29	18	379	31	18	392
Stage 1	-	-	-	-	-	-	147	204	-	152	210	-
Stage 2	-	-	-	-	-	-	396	209	-	394	203	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	499	-	-	481	-	-	25	17	377	27	17	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	98	-	103	95	-
Stage 1	-	-	-	-	-	-	144	201	-	144	199	-
Stage 2	-	-	-	-	-	-	346	198	-	367	199	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.2			0.13			25.8			27.61		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	325	11	-	-	481	-	-	204
HCM Lane V/C Ratio	0.093	0.058	0.008	-	-	0.028	-	-	0.222
HCM Ctrl Dly (s/v)	43.9	16.8	12.3	0.2	-	12.7	-	-	27.6
HCM Lane LOS	E	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0.1	-	-	0.8

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	13	1	33	2	10	49	3
Future Vol, veh/h	6	1	1	1	1	13	1	33	2	10	49	3
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	1	1	1	14	1	35	2	11	52	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	114	115	58	114	116	36	57	0	0	37	0	0
Stage 1	76	76	-	38	38	-	-	-	-	-	-	-
Stage 2	37	39	-	76	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	864	775	1008	863	775	1037	1548	-	-	1574	-	-
Stage 1	933	832	-	977	863	-	-	-	-	-	-	-
Stage 2	978	863	-	933	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	843	768	1003	852	767	1037	1545	-	-	1574	-	-
Mov Cap-2 Maneuver	843	768	-	852	767	-	-	-	-	-	-	-
Stage 1	925	824	-	977	863	-	-	-	-	-	-	-
Stage 2	963	862	-	922	823	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.28		8.66		0.2		1.18	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	49	-	-	850	999	287	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.016	0.007	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	8.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	2	5	1	6	20	1	1	21	7
Future Vol, veh/h	5	1	5	2	5	1	6	20	1	1	21	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	2	5	1	6	21	1	1	22	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	65	67	27	62	70	25	30	0	0	25	0	0
Stage 1	29	29	-	37	37	-	-	-	-	-	-	-
Stage 2	36	38	-	25	33	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	928	824	1049	933	821	1052	1582	-	-	1589	-	-
Stage 1	988	871	-	978	864	-	-	-	-	-	-	-
Stage 2	979	864	-	993	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	916	817	1048	920	814	1049	1581	-	-	1585	-	-
Mov Cap-2 Maneuver	916	817	-	920	814	-	-	-	-	-	-	-
Stage 1	986	870	-	971	858	-	-	-	-	-	-	-
Stage 2	968	858	-	986	866	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.79		9.21		1.62		0.25	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	396	-	-	960	863	59	-	-
HCM Lane V/C Ratio	0.004	-	-	0.012	0.01	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.8	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

CMAP LETTER WITH PROJECTED YEAR 2050 TRAFFIC VOLUMES



October 3, 2025

Nina Zlataric
Project Coordinator
Kimley-Horn
111 W Jackson Blvd
Suite 1320
Chicago IL, 60604

**Subject: Dempster Street and Austin Ave
IDOT**

Dear Ms. Zlataric:

In response to a request made on your behalf and dated October 2, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Dempster Street (east of Waukegan)	34,900	40,900
Austin Ave (north of Dempster Street)	2,900	3,400
Austin Ave (south of Dempster Street)	6,050	7,100
Ferris Ave (south of Dempster Street)	3,200	3,750

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

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

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

cc: Rios (IDOT)
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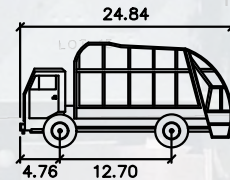
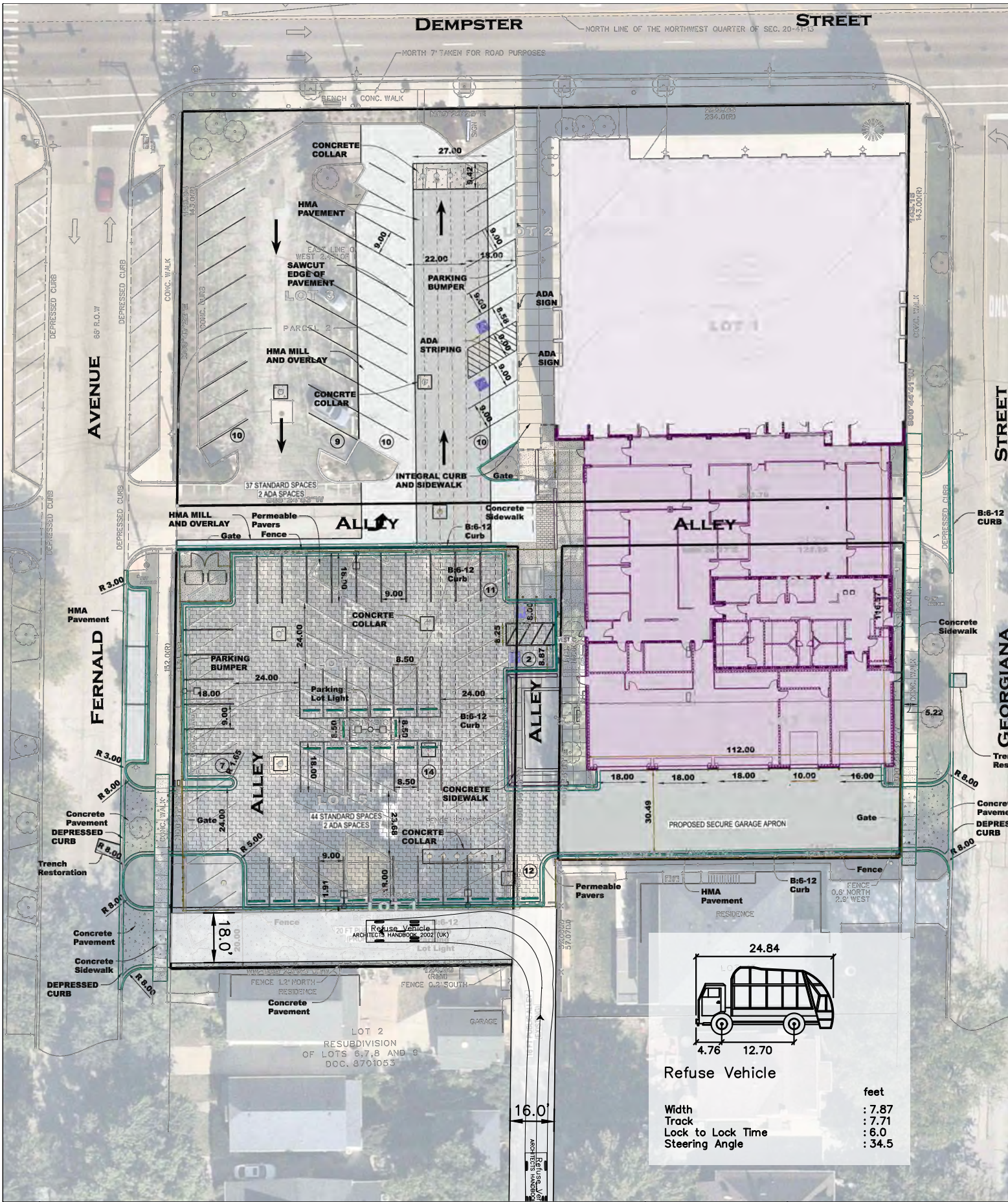
GARBAGE TRUCK NEW PUBLIC ALLEY AUTOTURNS

DEMPSTER

STREET

NORTH LINE OF THE NORTHWEST QUARTER OF SEC. 20-11-13

NORTH 7' TAKEN FOR ROAD PURPOSES



Refuse Vehicle

	feet
Width	: 7.87
Track	: 7.71
Lock to Lock Time	: 6.0
Steering Angle	: 34.5

SHEET NUMBER

FERNALD AVENUE & NEW PUBLIC ALLEY, MORTON GROVE, IL

Kimley»Horn

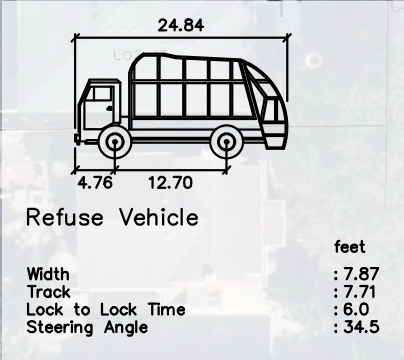
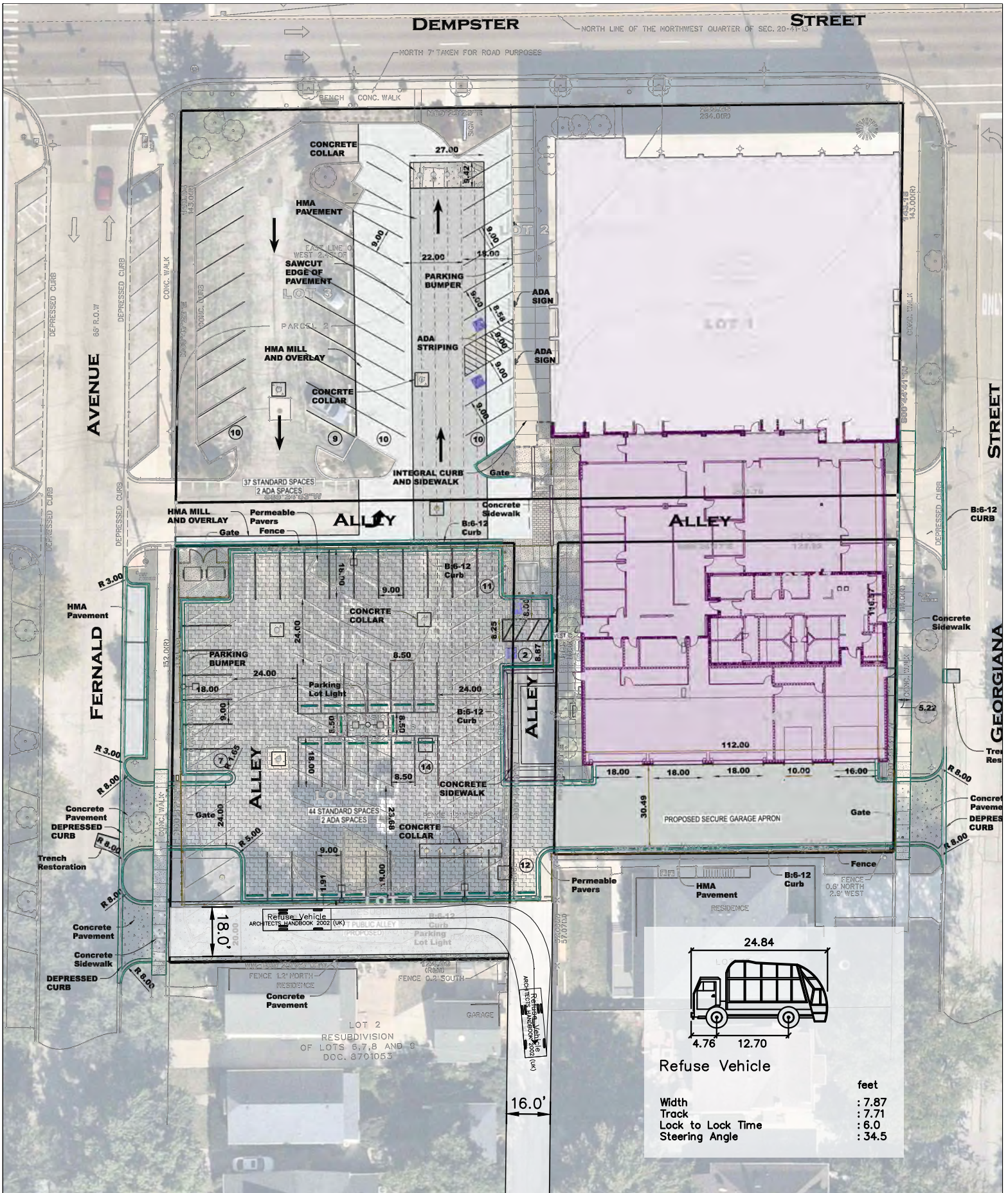
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DEMPSTER

STREET

NORTH LINE OF THE NORTHWEST QUARTER OF SEC. 20-11-13

NORTH 7' TAKEN FOR ROAD PURPOSES



SHEET NUMBER

FERNALD AVENUE & NEW PUBLIC ALLEY, MORTON GROVE, IL

Kimley»Horn

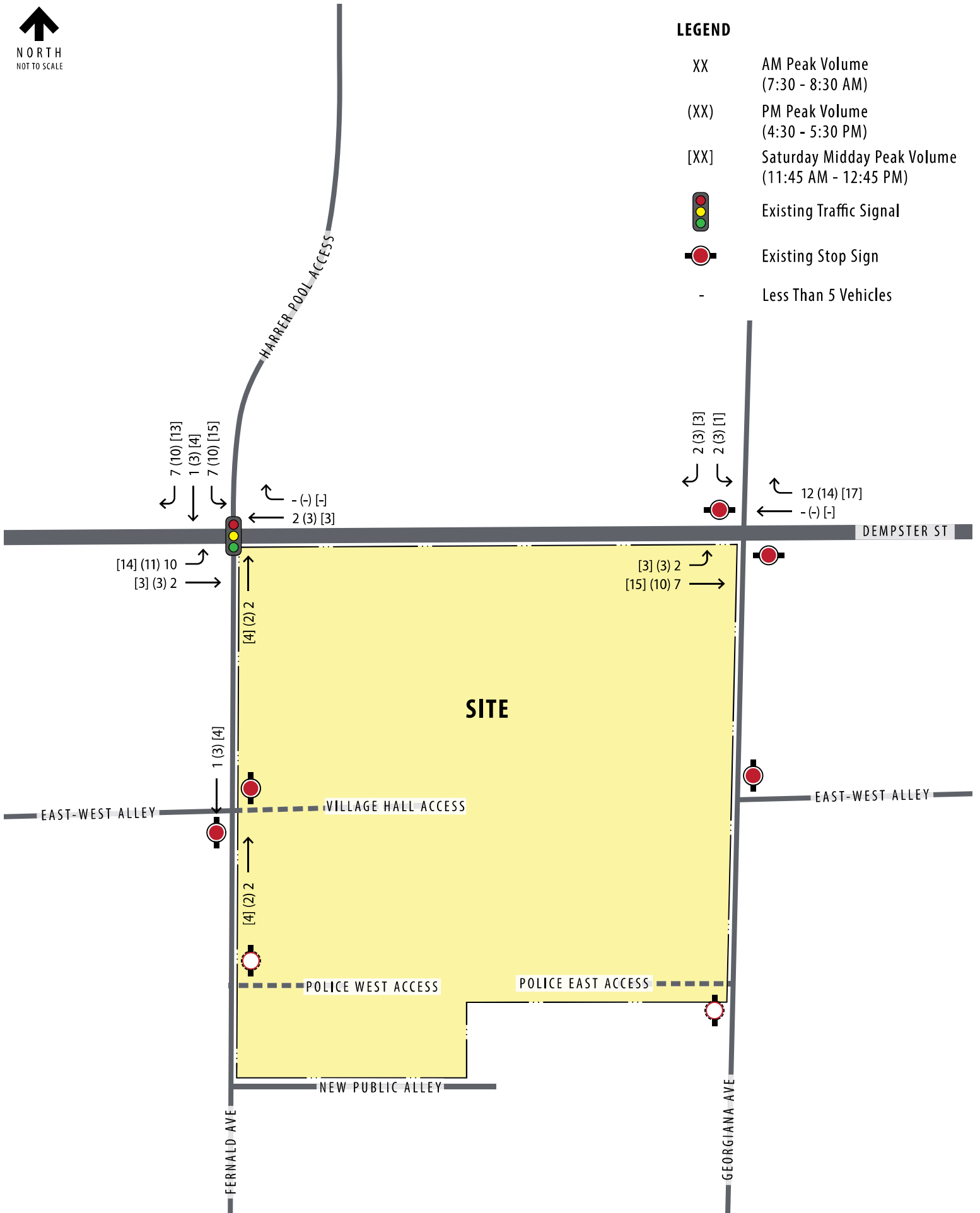
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FIFTH THIRD BANK SITE TRIP ASSIGNMENT



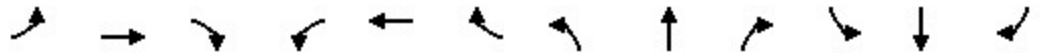
LEGEND

- XX AM Peak Volume (7:30 - 8:30 AM)
- (XX) PM Peak Volume (4:30 - 5:30 PM)
- [XX] Saturday Midday Peak Volume (11:45 AM - 12:45 PM)
- Existing Traffic Signal
- Existing Stop Sign
- Less Than 5 Vehicles



FUTURE (2033) WITHOUT VILLAGE HALL CAPACITY REPORTS

HCM 7th Signalized Intersection Summary Future (2033) without Village Hall Traffic Projections
 100: Fernald Avenue & Dempster Street AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1363	10	29	1148	16	61	6	17	20	4	22
Future Volume (veh/h)	27	1363	10	29	1148	16	61	6	17	20	4	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.97	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1841	1841	1870	1870	1870	1707	1870	1945	1870
Adj Flow Rate, veh/h	28	1435	11	31	1208	17	64	6	18	21	4	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	4	4	2	2	2	13	2	2	2
Cap, veh/h	354	2587	20	285	2571	36	180	21	38	119	34	101
Arrive On Green	0.02	0.73	0.73	0.02	0.73	0.73	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3557	27	1753	3531	50	1009	164	302	594	265	791
Grp Volume(v), veh/h	28	705	741	31	598	627	88	0	0	48	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1836	1753	1749	1831	1476	0	0	1650	0	0
Q Serve(g_s), s	0.5	22.1	22.1	0.6	17.0	17.0	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	22.1	22.1	0.6	17.0	17.0	6.2	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.03	0.73		0.20	0.44		0.48
Lane Grp Cap(c), veh/h	354	1272	1335	285	1273	1334	240	0	0	253	0	0
V/C Ratio(X)	0.08	0.55	0.55	0.11	0.47	0.47	0.37	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	468	1272	1335	396	1273	1334	377	0	0	402	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.3	7.5	7.5	6.3	6.7	6.7	48.2	0.0	0.0	47.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.7	1.7	0.2	1.2	1.2	2.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	12.6	13.1	0.3	10.1	10.5	4.6	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.4	9.2	9.1	6.4	8.0	7.9	50.2	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1474			1256			88				48
Approach Delay, s/veh		9.1			7.9			50.2				47.7
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	93.3		21.3	5.3	93.4		21.3				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.6	24.1		8.2	2.5	19.0		4.9				
Green Ext Time (p_c), s	0.0	36.9		0.7	0.0	35.0		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				10.5								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕		↕	↕			↔	
Traffic Vol, veh/h	3	1386	11	20	1184	24	4	1	37	2	1	5
Future Vol, veh/h	3	1386	11	20	1184	24	4	1	37	2	1	5
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	3	9	2	2	12	2	2	33
Mvmt Flow	3	1459	12	21	1246	25	4	1	39	2	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1275	0	0	1473	0	0	2139	2790	738	2041	2783	639
Stage 1	-	-	-	-	-	-	1473	1473	-	1304	1304	-
Stage 2	-	-	-	-	-	-	666	1317	-	737	1479	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	7.14	7.54	6.54	7.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.42	3.52	4.02	3.63
Pot Cap-1 Maneuver	541	-	-	454	-	-	28	18	339	33	19	352
Stage 1	-	-	-	-	-	-	133	189	-	169	229	-
Stage 2	-	-	-	-	-	-	415	225	-	376	188	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	539	-	-	453	-	-	25	17	338	26	17	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	97	-	105	92	-
Stage 1	-	-	-	-	-	-	131	187	-	157	211	-
Stage 2	-	-	-	-	-	-	378	208	-	327	186	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.14			0.22			20.44			25.83		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	317	8	-	-	453	-	-	181
HCM Lane V/C Ratio	0.043	0.126	0.006	-	-	0.046	-	-	0.046
HCM Ctrl Dly (s/v)	43.7	18	11.7	0.1	-	13.3	-	-	25.8
HCM Lane LOS	E	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.4	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	7	1	71	5	3	39	1
Future Vol, veh/h	6	1	1	1	1	7	1	71	5	3	39	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	17	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	1	1	1	1	7	1	75	5	3	41	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	125	130	42	127	128	77	42	0	0	80	0	0
Stage 1	48	48	-	79	79	-	-	-	-	-	-	-
Stage 2	77	82	-	48	48	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	815	761	1029	846	763	983	1567	-	-	1518	-	-
Stage 1	929	855	-	929	829	-	-	-	-	-	-	-
Stage 2	896	827	-	966	855	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	805	758	1029	842	760	983	1567	-	-	1518	-	-
Mov Cap-2 Maneuver	805	758	-	842	760	-	-	-	-	-	-	-
Stage 1	927	853	-	928	828	-	-	-	-	-	-	-
Stage 2	887	826	-	961	853	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.43		8.89		0.09		0.51	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	23	-	-	821	935	125	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.01	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.4	8.9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

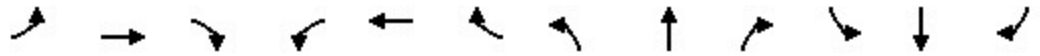
Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	3	1	3	1	2	37	1	1	30	1
Future Vol, veh/h	4	1	3	1	3	1	2	37	1	1	30	1
Conflicting Peds, #/hr	3	0	0	0	0	3	6	0	2	2	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	2	2
Mvmt Flow	4	1	3	1	3	1	2	39	1	1	32	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	88	86	38	80	86	44	39	0	0	42	0	0
Stage 1	40	40	-	46	46	-	-	-	-	-	-	-
Stage 2	48	46	-	34	41	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	897	804	1034	908	804	1025	1571	-	-	1567	-	-
Stage 1	975	861	-	968	857	-	-	-	-	-	-	-
Stage 2	966	856	-	982	861	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	883	796	1028	901	796	1021	1562	-	-	1564	-	-
Mov Cap-2 Maneuver	883	796	-	901	796	-	-	-	-	-	-	-
Stage 1	968	856	-	965	854	-	-	-	-	-	-	-
Stage 2	957	854	-	977	855	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.95		9.24		0.37		0.23	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	90	-	-	919	853	56	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 7th Signalized Intersection Summary Future (2033) without Village Hall Traffic Projections
 100: Fernald Avenue & Dempster Street PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1244	22	18	1476	21	25	11	9	29	7	39
Future Volume (veh/h)	50	1244	22	18	1476	21	25	11	9	29	7	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.96		0.96	0.96		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	53	1309	23	19	1554	22	26	12	9	31	7	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	2535	45	303	2511	36	162	73	44	116	38	121
Arrive On Green	0.02	0.71	0.71	0.01	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3573	63	1781	3587	51	770	485	297	495	254	808
Grp Volume(v), veh/h	53	651	681	19	769	807	47	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1781	1777	1861	1552	0	0	1558	0	0
Q Serve(g_s), s	1.0	20.1	20.2	0.4	27.5	27.6	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	20.1	20.2	0.4	27.5	27.6	2.8	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	0.55		0.19	0.39		0.52
Lane Grp Cap(c), veh/h	251	1261	1319	303	1244	1303	279	0	0	275	0	0
V/C Ratio(X)	0.21	0.52	0.52	0.06	0.62	0.62	0.17	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	354	1261	1319	424	1244	1303	389	0	0	389	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	8.0	8.0	6.6	9.5	9.5	44.6	0.0	0.0	45.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	1.5	1.4	0.1	2.3	2.2	0.6	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	12.0	12.4	0.2	15.7	16.4	2.3	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	9.5	9.4	6.7	11.8	11.8	45.2	0.0	0.0	46.7	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	D			D		
Approach Vol, veh/h		1385			1595			47				79
Approach Delay, s/veh		9.5			11.7			45.2				46.7
Approach LOS		A			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	91.1		24.0	6.0	90.0		24.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.4	22.2		4.8	3.0	29.6		7.1				
Green Ext Time (p_c), s	0.0	35.9		0.3	0.0	34.6		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.1								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕		↕	↕			↔	
Traffic Vol, veh/h	7	1271	4	24	1506	29	4	1	15	4	1	5
Future Vol, veh/h	7	1271	4	24	1506	29	4	1	15	4	1	5
Conflicting Peds, #/hr	11	0	7	7	0	11	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1338	4	25	1585	31	4	1	16	4	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1627	0	0	1349	0	0	2205	3039	679	2347	3026	819
Stage 1	-	-	-	-	-	-	1362	1362	-	1662	1662	-
Stage 2	-	-	-	-	-	-	844	1677	-	685	1364	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	396	-	-	506	-	-	25	13	394	19	13	319
Stage 1	-	-	-	-	-	-	156	214	-	101	153	-
Stage 2	-	-	-	-	-	-	324	150	-	404	214	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	390	-	-	503	-	-	21	11	391	16	11	314
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	76	-	70	76	-
Stage 1	-	-	-	-	-	-	150	207	-	91	137	-
Stage 2	-	-	-	-	-	-	288	134	-	374	206	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.5			0.19			22.48			39.07		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	98	311	20	-	-	503	-	-	116
HCM Lane V/C Ratio	0.043	0.054	0.019	-	-	0.05	-	-	0.091
HCM Ctrl Dly (s/v)	43.4	17.2	14.4	0.4	-	12.5	-	-	39.1
HCM Lane LOS	E	C	B	A	-	B	-	-	E
HCM 95th %tile Q(veh)	0.1	0.2	0.1	-	-	0.2	-	-	0.3

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	1	4	2	7	1	36	3	1	44	2
Future Vol, veh/h	2	3	1	4	2	7	1	36	3	1	44	2
Conflicting Peds, #/hr	2	0	1	1	0	2	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	3	1	4	2	7	1	38	3	1	46	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	96	96	51	93	95	41	51	0	0	41	0	0
Stage 1	52	52	-	42	42	-	-	-	-	-	-	-
Stage 2	43	43	-	51	54	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	887	794	1017	891	795	1029	1555	-	-	1568	-	-
Stage 1	960	851	-	973	860	-	-	-	-	-	-	-
Stage 2	971	859	-	962	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	873	791	1013	885	792	1027	1550	-	-	1568	-	-
Mov Cap-2 Maneuver	873	791	-	885	792	-	-	-	-	-	-	-
Stage 1	957	848	-	972	860	-	-	-	-	-	-	-
Stage 2	959	858	-	956	847	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.27		8.9		0.18		0.16	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	44	-	-	849	938	38	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.015	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-




















Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	2	2	2	1	3	15	1	1	19	8
Future Vol, veh/h	3	3	2	2	2	1	3	15	1	1	19	8
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	6	2
Mvmt Flow	3	3	2	2	2	1	3	16	1	1	20	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	50	49	25	47	53	17	28	0	0	17	0	0
Stage 1	26	26	-	23	23	-	-	-	-	-	-	-
Stage 2	24	23	-	25	31	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	949	842	1051	954	838	1061	1585	-	-	1600	-	-
Stage 1	991	873	-	996	876	-	-	-	-	-	-	-
Stage 2	994	876	-	993	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	942	840	1050	945	836	1060	1585	-	-	1600	-	-
Mov Cap-2 Maneuver	942	840	-	945	836	-	-	-	-	-	-	-
Stage 1	991	873	-	994	875	-	-	-	-	-	-	-
Stage 2	987	874	-	986	869	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.93		8.95		1.15		0.26	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	281	-	-	924	917	61	-	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 7th Signalized Intersection Summary Future (2033) without Village Hall Traffic Projections
 100: Fernald Avenue & Dempster Street SAT Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1378	43	22	1356	28	29	9	26	38	8	36
Future Volume (veh/h)	41	1378	43	22	1356	28	29	9	26	38	8	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	43	1451	45	23	1427	29	31	9	27	40	8	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	2516	78	265	2526	51	131	45	89	133	37	99
Arrive On Green	0.02	0.72	0.72	0.01	0.71	0.71	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3518	109	1781	3559	72	610	316	625	624	257	698
Grp Volume(v), veh/h	43	732	764	23	712	744	67	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1855	1550	0	0	1579	0	0
Q Serve(g_s), s	0.8	23.9	24.0	0.4	23.3	23.4	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.8	23.9	24.0	0.4	23.3	23.4	4.1	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.04	0.46		0.40	0.47		0.44
Lane Grp Cap(c), veh/h	282	1271	1323	265	1261	1316	264	0	0	268	0	0
V/C Ratio(X)	0.15	0.58	0.58	0.09	0.56	0.57	0.25	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	389	1271	1323	382	1261	1316	385	0	0	393	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	8.3	8.3	7.1	8.4	8.4	45.9	0.0	0.0	46.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.9	1.8	0.1	1.8	1.8	1.1	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	13.8	14.3	0.3	13.5	14.0	3.4	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	10.2	10.1	7.2	10.3	10.2	47.0	0.0	0.0	47.9	0.0	0.0
LnGrp LOS	A	B	B	A	B	B	D			D		
Approach Vol, veh/h		1539			1479			67			86	
Approach Delay, s/veh		10.1			10.2			47.0			47.9	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	91.8		23.0	5.8	91.2		23.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.4	26.0		6.1	2.8	25.4		7.4				
Green Ext Time (p_c), s	0.0	36.4		0.5	0.0	36.2		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.9								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←T			↑T		↑	T			←T	
Traffic Vol, veh/h	7	1419	16	14	1364	29	9	1	18	15	1	33
Future Vol, veh/h	7	1419	16	14	1364	29	9	1	18	15	1	33
Conflicting Peds, #/hr	5	0	3	3	0	5	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1494	17	15	1436	31	9	1	19	16	1	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1471	0	0	1514	0	0	2269	3021	760	2250	3014	739
Stage 1	-	-	-	-	-	-	1520	1520	-	1486	1486	-
Stage 2	-	-	-	-	-	-	749	1501	-	764	1528	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	454	-	-	438	-	-	22	13	348	23	13	360
Stage 1	-	-	-	-	-	-	124	179	-	130	187	-
Stage 2	-	-	-	-	-	-	370	183	-	362	178	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	451	-	-	436	-	-	18	12	347	19	12	357
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	82	-	87	81	-
Stage 1	-	-	-	-	-	-	120	174	-	122	175	-
Stage 2	-	-	-	-	-	-	313	172	-	330	172	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.42			0.13			29.07			33.44		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	85	297	17	-	-	436	-	-	177
HCM Lane V/C Ratio	0.111	0.067	0.016	-	-	0.034	-	-	0.291
HCM Ctrl Dly (s/v)	52.4	18	13.1	0.4	-	13.5	-	-	33.4
HCM Lane LOS	F	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.4	0.2	0	-	-	0.1	-	-	1.1

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	14	1	44	2	10	60	3
Future Vol, veh/h	6	1	1	1	1	14	1	44	2	10	60	3
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	1	1	1	15	1	46	2	11	63	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	137	138	70	137	139	47	68	0	0	48	0	0
Stage 1	88	88	-	49	49	-	-	-	-	-	-	-
Stage 2	49	51	-	88	89	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	834	753	993	834	752	1022	1533	-	-	1559	-	-
Stage 1	920	822	-	964	854	-	-	-	-	-	-	-
Stage 2	964	853	-	920	821	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	813	745	988	823	745	1022	1530	-	-	1559	-	-
Mov Cap-2 Maneuver	813	745	-	823	745	-	-	-	-	-	-	-
Stage 1	912	815	-	963	853	-	-	-	-	-	-	-
Stage 2	949	852	-	909	814	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.42		8.72		0.16		1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	38	-	-	822	984	244	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.017	0.007	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.4	8.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	2	5	1	6	21	1	1	23	7
Future Vol, veh/h	5	1	5	2	5	1	6	21	1	1	23	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	2	5	1	6	22	1	1	24	7

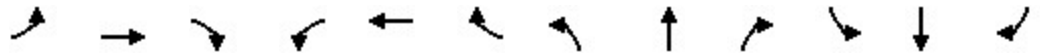
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	68	70	29	65	73	26	33	0	0	26	0	0
Stage 1	31	31	-	38	38	-	-	-	-	-	-	-
Stage 2	37	39	-	27	35	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	924	821	1046	929	817	1050	1579	-	-	1588	-	-
Stage 1	986	869	-	977	863	-	-	-	-	-	-	-
Stage 2	978	863	-	991	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	912	814	1045	916	811	1047	1578	-	-	1583	-	-
Mov Cap-2 Maneuver	912	814	-	916	811	-	-	-	-	-	-	-
Stage 1	984	868	-	970	857	-	-	-	-	-	-	-
Stage 2	967	857	-	984	865	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.81		9.23		1.56		0.23	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	382	-	-	957	859	55	-	-
HCM Lane V/C Ratio	0.004	-	-	0.012	0.01	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.8	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

FUTURE (2033) WITH VILLAGE HALL CAPACITY REPORTS

HCM 7th Signalized Intersection Summary Future (2033) with Village Hall Traffic Projections
 100: Fernald Avenue & Dempster Street AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1365	20	39	1149	16	66	6	22	20	4	22
Future Volume (veh/h)	27	1365	20	39	1149	16	66	6	22	20	4	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1841	1841	1870	1870	1870	1707	1870	1945	1870
Adj Flow Rate, veh/h	28	1437	21	41	1209	17	69	6	23	21	4	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	4	4	2	2	2	13	2	2	2
Cap, veh/h	351	2541	37	282	2555	36	180	21	46	122	35	105
Arrive On Green	0.02	0.72	0.72	0.02	0.72	0.72	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3528	52	1753	3531	50	973	157	347	599	261	791
Grp Volume(v), veh/h	28	712	746	41	599	627	98	0	0	48	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1831	1753	1749	1832	1477	0	0	1652	0	0
Q Serve(g_s), s	0.5	23.1	23.1	0.8	17.3	17.3	4.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	23.1	23.1	0.8	17.3	17.3	7.0	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	0.70		0.23	0.44		0.48
Lane Grp Cap(c), veh/h	351	1259	1319	282	1265	1325	246	0	0	261	0	0
V/C Ratio(X)	0.08	0.57	0.57	0.15	0.47	0.47	0.40	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	465	1259	1319	388	1265	1325	377	0	0	403	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.5	7.9	7.9	6.7	7.0	7.0	48.0	0.0	0.0	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.8	1.8	0.2	1.3	1.2	2.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	13.1	13.6	0.5	10.3	10.6	5.2	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.6	9.8	9.7	6.9	8.2	8.2	50.3	0.0	0.0	47.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1486			1267			98				48
Approach Delay, s/veh		9.7			8.2			50.3				47.2
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	92.4		21.8	5.3	92.8		21.8				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.8	25.1		9.0	2.5	19.3		4.9				
Green Ext Time (p_c), s	0.0	36.5		0.8	0.0	34.8		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.0								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕		↕	↔			↔	
Traffic Vol, veh/h	3	1391	13	22	1194	24	5	1	38	2	1	5
Future Vol, veh/h	3	1391	13	22	1194	24	5	1	38	2	1	5
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	3	9	2	2	12	2	2	33
Mvmt Flow	3	1464	14	23	1257	25	5	1	40	2	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1285	0	0	1480	0	0	2155	2811	742	2059	2805	644
Stage 1	-	-	-	-	-	-	1479	1479	-	1319	1319	-
Stage 2	-	-	-	-	-	-	675	1331	-	740	1486	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	7.14	7.54	6.54	7.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.42	3.52	4.02	3.63
Pot Cap-1 Maneuver	536	-	-	451	-	-	27	18	337	32	18	349
Stage 1	-	-	-	-	-	-	132	188	-	166	225	-
Stage 2	-	-	-	-	-	-	410	222	-	375	186	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	534	-	-	450	-	-	24	16	336	25	16	347
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	95	-	102	90	-
Stage 1	-	-	-	-	-	-	130	186	-	152	206	-
Stage 2	-	-	-	-	-	-	369	203	-	325	184	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.14			0.24			21.15			26.3		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	96	315	8	-	-	450	-	-	177
HCM Lane V/C Ratio	0.055	0.13	0.006	-	-	0.051	-	-	0.047
HCM Ctrl Dly (s/v)	44.8	18.1	11.8	0.1	-	13.4	-	-	26.3
HCM Lane LOS	E	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	0.4	0	-	-	0.2	-	-	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	2	1	6	1	75	4	10	49	1
Future Vol, veh/h	6	1	1	2	1	6	1	75	4	10	49	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	17	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	1	1	2	1	6	1	79	4	11	52	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	155	158	52	156	157	81	53	0	0	83	0	0
Stage 1	73	73	-	83	83	-	-	-	-	-	-	-
Stage 2	82	85	-	73	74	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	779	734	1016	810	735	979	1553	-	-	1514	-	-
Stage 1	900	834	-	925	826	-	-	-	-	-	-	-
Stage 2	891	824	-	936	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	767	728	1016	802	729	979	1553	-	-	1514	-	-
Mov Cap-2 Maneuver	767	728	-	802	729	-	-	-	-	-	-	-
Stage 1	894	828	-	924	825	-	-	-	-	-	-	-
Stage 2	883	824	-	927	828	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.63		9.04		0.09		1.23	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	22	-	-	786	900	299	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.011	0.007	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.6	9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	1	39	1	1	34
Future Vol, veh/h	1	1	39	1	1	34
Conflicting Peds, #/hr	0	3	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	13	2	2	2
Mvmt Flow	1	1	41	1	1	36

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	81	47	0	0	44	0
Stage 1	44	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	921	1023	-	-	1564	-
Stage 1	979	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	918	1018	-	-	1561	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.74	0	0.21
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	965	51
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	-	-	8.7	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	4	80	5	10	41
Future Vol, veh/h	3	4	80	5	10	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	84	5	11	43

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	151	87	0	0	89	0
Stage 1	87	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	841	972	-	-	1506	-
Stage 1	937	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	835	972	-	-	1506	-
Mov Cap-2 Maneuver	835	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9	0	1.45
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	908	353
HCM Lane V/C Ratio	-	-	0.008	0.007
HCM Ctrl Dly (s/v)	-	-	9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	2	4	39	33	4
Future Vol, veh/h	2	2	4	39	33	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	4	41	35	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	86	37	39	0	0
Stage 1	37	-	-	-	-
Stage 2	49	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	915	1035	1571	-	-
Stage 1	986	-	-	-	-
Stage 2	973	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	912	1035	1571	-	-
Mov Cap-2 Maneuver	912	-	-	-	-
Stage 1	983	-	-	-	-
Stage 2	973	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.73	0.68	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	167	-	970	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

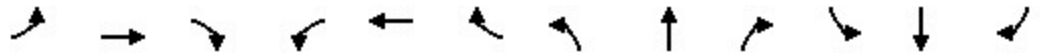
Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	85	1	1	44
Future Vol, veh/h	1	1	85	1	1	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	89	1	1	46

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	138	90	0	0	91
Stage 1	90	-	-	-	-
Stage 2	48	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	855	968	-	-	1505
Stage 1	934	-	-	-	-
Stage 2	974	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	854	968	-	-	1505
Mov Cap-2 Maneuver	854	-	-	-	-
Stage 1	934	-	-	-	-
Stage 2	973	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	0	0.16
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	40
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	-	-	9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 7th Signalized Intersection Summary Future (2033) with Village Hall Traffic Projections
 100: Fernald Avenue & Dempster Street PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1245	28	24	1477	21	33	11	17	29	7	39
Future Volume (veh/h)	50	1245	28	24	1477	21	33	11	17	29	7	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.96		0.96	0.96		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	53	1311	29	25	1555	22	35	12	18	31	7	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	2512	56	304	2510	35	156	56	64	117	38	122
Arrive On Green	0.02	0.71	0.71	0.01	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3554	79	1781	3587	51	736	373	425	500	255	815
Grp Volume(v), veh/h	53	655	685	25	770	807	65	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1855	1781	1777	1861	1535	0	0	1571	0	0
Q Serve(g_s), s	1.0	20.5	20.6	0.5	27.5	27.6	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	20.5	20.6	0.5	27.5	27.6	3.9	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.03	0.54		0.28	0.39		0.52
Lane Grp Cap(c), veh/h	250	1256	1312	304	1244	1302	276	0	0	277	0	0
V/C Ratio(X)	0.21	0.52	0.52	0.08	0.62	0.62	0.24	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	354	1256	1312	419	1244	1302	385	0	0	391	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	8.2	8.2	6.7	9.5	9.5	45.0	0.0	0.0	45.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	1.6	1.5	0.1	2.3	2.2	0.9	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	12.2	12.7	0.3	15.8	16.4	3.2	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	9.7	9.7	6.8	11.9	11.8	46.0	0.0	0.0	46.6	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	D			D		
Approach Vol, veh/h		1393			1602			65				79
Approach Delay, s/veh		9.7			11.7			46.0				46.6
Approach LOS		A			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	90.8		24.0	6.0	90.0		24.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.5	22.6		5.9	3.0	29.6		6.9				
Green Ext Time (p_c), s	0.0	35.8		0.5	0.0	34.6		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.4								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕		↕	↕			↔	
Traffic Vol, veh/h	7	1279	5	25	1512	29	5	1	16	4	1	5
Future Vol, veh/h	7	1279	5	25	1512	29	5	1	16	4	1	5
Conflicting Peds, #/hr	11	0	7	7	0	11	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1346	5	26	1592	31	5	1	17	4	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1633	0	0	1359	0	0	2220	3056	684	2360	3044	822
Stage 1	-	-	-	-	-	-	1371	1371	-	1670	1670	-
Stage 2	-	-	-	-	-	-	849	1686	-	689	1373	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	393	-	-	502	-	-	24	12	391	19	12	317
Stage 1	-	-	-	-	-	-	154	212	-	100	151	-
Stage 2	-	-	-	-	-	-	322	149	-	402	212	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	388	-	-	499	-	-	20	11	388	15	11	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	75	-	69	75	-
Stage 1	-	-	-	-	-	-	148	204	-	89	135	-
Stage 2	-	-	-	-	-	-	284	132	-	370	204	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.51			0.2			23.43			39.65		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	96	312	19	-	-	499	-	-	114
HCM Lane V/C Ratio	0.055	0.057	0.019	-	-	0.053	-	-	0.092
HCM Ctrl Dly (s/v)	44.5	17.2	14.5	0.4	-	12.6	-	-	39.7
HCM Lane LOS	E	C	B	A	-	B	-	-	E
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	0.2	-	-	0.3

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	1	5	1	10	1	42	2	6	50	2
Future Vol, veh/h	2	1	1	5	1	10	1	42	2	6	50	2
Conflicting Peds, #/hr	2	0	1	1	0	2	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	1	5	1	11	1	44	2	6	53	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	118	118	58	114	118	47	58	0	0	46	0	0
Stage 1	69	69	-	47	47	-	-	-	-	-	-	-
Stage 2	49	48	-	67	70	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	858	773	1008	863	773	1022	1546	-	-	1561	-	-
Stage 1	941	837	-	966	855	-	-	-	-	-	-	-
Stage 2	964	855	-	944	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	840	767	1005	856	767	1020	1542	-	-	1561	-	-
Mov Cap-2 Maneuver	840	767	-	856	767	-	-	-	-	-	-	-
Stage 1	934	831	-	965	855	-	-	-	-	-	-	-
Stage 2	951	854	-	937	830	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.23		8.88		0.16		0.76	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	854	944	185	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.018	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	1	17	1	1	21
Future Vol, veh/h	2	1	17	1	1	21
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	2	1	18	1	1	22

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	44	19	0
Stage 1	18	-	-
Stage 2	25	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	967	1059	-
Stage 1	1004	-	-
Stage 2	997	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	965	1058	-
Mov Cap-2 Maneuver	965	-	-
Stage 1	1004	-	-
Stage 2	996	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.63	0	0.33
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	994	82
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Ctrl Dly (s/v)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	6	42	3	6	54
Future Vol, veh/h	3	6	42	3	6	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	44	3	6	57

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	115	46	0	0	47	0
Stage 1	46	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	881	1024	-	-	1560	-
Stage 1	977	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	877	1024	-	-	1560	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.75	0	0.73
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	970	180
HCM Lane V/C Ratio	-	-	0.01	0.004
HCM Ctrl Dly (s/v)	-	-	8.7	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	2	3	18	23	2
Future Vol, veh/h	2	2	3	18	23	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	3	19	24	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	51	25	26	0	0
Stage 1	25	-	-	-	-
Stage 2	25	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	958	1051	1588	-	-
Stage 1	997	-	-	-	-
Stage 2	997	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	956	1051	1588	-	-
Mov Cap-2 Maneuver	956	-	-	-	-
Stage 1	995	-	-	-	-
Stage 2	997	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.61	1.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	257	-	1001	-	-
HCM Lane V/C Ratio	0.002	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-




















Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	1	45	1	1	57
Future Vol, veh/h	1	1	45	1	1	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	47	1	1	60

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	110	48	0	0	48	0
Stage 1	48	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	887	1021	-	-	1559	-
Stage 1	975	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	886	1021	-	-	1559	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.8	0	0.13
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	949	31
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 7th Signalized Intersection Summary Future (2033) with Village Hall Traffic Projections
 100: Fernald Avenue & Dempster Street SAT Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1379	46	25	1358	28	33	9	29	38	8	36
Future Volume (veh/h)	41	1379	46	25	1358	28	33	9	29	38	8	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	43	1452	48	26	1429	29	35	9	31	40	8	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	2507	83	265	2527	51	131	41	91	133	37	100
Arrive On Green	0.02	0.71	0.71	0.01	0.71	0.71	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3509	116	1781	3560	72	614	292	638	628	258	702
Grp Volume(v), veh/h	43	734	766	26	713	745	75	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1848	1781	1777	1855	1544	0	0	1588	0	0
Q Serve(g_s), s	0.8	24.1	24.3	0.5	23.3	23.4	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.8	24.1	24.3	0.5	23.3	23.4	4.6	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.04	0.47		0.41	0.47		0.44
Lane Grp Cap(c), veh/h	282	1270	1321	265	1261	1317	263	0	0	269	0	0
V/C Ratio(X)	0.15	0.58	0.58	0.10	0.56	0.57	0.29	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	389	1270	1321	380	1261	1317	383	0	0	394	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	8.3	8.4	7.2	8.4	8.4	46.2	0.0	0.0	46.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.9	1.9	0.2	1.8	1.8	1.3	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	13.9	14.4	0.3	13.6	14.1	3.8	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	10.3	10.2	7.3	10.3	10.2	47.4	0.0	0.0	47.9	0.0	0.0
LnGrp LOS	A	B	B	A	B	B	D			D		
Approach Vol, veh/h		1543			1484			75			86	
Approach Delay, s/veh		10.2			10.2			47.4			47.9	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	91.7		23.0	5.8	91.2		23.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.5	26.3		6.6	2.8	25.4		7.2				
Green Ext Time (p_c), s	0.0	36.3		0.6	0.0	36.2		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.1								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑		↔	↔			↔	
Traffic Vol, veh/h	7	1422	17	15	1367	29	11	1	20	15	1	33
Future Vol, veh/h	7	1422	17	15	1367	29	11	1	20	15	1	33
Conflicting Peds, #/hr	5	0	3	3	0	5	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1497	18	16	1439	31	12	1	21	16	1	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1474	0	0	1518	0	0	2276	3030	762	2256	3023	741
Stage 1	-	-	-	-	-	-	1524	1524	-	1491	1491	-
Stage 2	-	-	-	-	-	-	753	1506	-	766	1532	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	453	-	-	436	-	-	22	13	347	22	13	359
Stage 1	-	-	-	-	-	-	124	179	-	130	185	-
Stage 2	-	-	-	-	-	-	368	182	-	362	177	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	450	-	-	435	-	-	18	12	346	19	12	356
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	82	-	86	80	-
Stage 1	-	-	-	-	-	-	120	173	-	121	173	-
Stage 2	-	-	-	-	-	-	310	170	-	327	171	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.43			0.14			30.41			33.82		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	85	300	17	-	-	435	-	-	176
HCM Lane V/C Ratio	0.137	0.074	0.016	-	-	0.036	-	-	0.294
HCM Ctrl Dly (s/v)	54.2	18	13.1	0.4	-	13.6	-	-	33.8
HCM Lane LOS	F	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.5	0.2	0	-	-	0.1	-	-	1.2

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	1	1	51	1	1	66	3
Future Vol, veh/h	6	1	1	1	1	1	1	51	1	1	66	3
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	1	1	1	1	1	54	1	1	69	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	131	132	76	131	133	54	75	0	0	55	0	0
Stage 1	75	75	-	56	56	-	-	-	-	-	-	-
Stage 2	56	57	-	75	77	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	841	759	985	841	758	1013	1525	-	-	1550	-	-
Stage 1	934	832	-	956	848	-	-	-	-	-	-	-
Stage 2	956	848	-	934	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	836	756	980	835	755	1013	1522	-	-	1550	-	-
Mov Cap-2 Maneuver	836	756	-	835	755	-	-	-	-	-	-	-
Stage 1	932	830	-	955	847	-	-	-	-	-	-	-
Stage 2	953	847	-	929	829	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	9.33		9.23		0.14		0.1			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	34	-	-	840	855	25	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.004	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.3	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	1	25	1	1	25
Future Vol, veh/h	2	1	25	1	1	25
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	26	1	1	26

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	58	30	0	0	30	0
Stage 1	30	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	949	1045	-	-	1582	-
Stage 1	993	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	945	1042	-	-	1578	-
Mov Cap-2 Maneuver	945	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	993	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.7	0	0.28
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	976	69
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Ctrl Dly (s/v)	-	-	8.7	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	7	47	3	6	60
Future Vol, veh/h	3	7	47	3	6	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	7	49	3	6	63

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	127	51	0	0	53	0
Stage 1	51	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	868	1017	-	-	1553	-
Stage 1	971	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	864	1017	-	-	1553	-
Mov Cap-2 Maneuver	864	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.77	0	0.67
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	966	164
HCM Lane V/C Ratio	-	-	0.011	0.004
HCM Ctrl Dly (s/v)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	4	3	3	28	30	2
Future Vol, veh/h	4	3	3	28	30	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	3	29	32	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	68	33	34	0	0
Stage 1	33	-	-	-	-
Stage 2	36	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	936	1041	1578	-	-
Stage 1	990	-	-	-	-
Stage 2	987	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	934	1041	1578	-	-
Mov Cap-2 Maneuver	934	-	-	-	-
Stage 1	988	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.71	0.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	174	-	977	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	1	50	1	1	63
Future Vol, veh/h	1	1	50	1	1	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	53	1	1	66

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	122	53	0	0	54
Stage 1	53	-	-	-	-
Stage 2	68	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	874	1014	-	-	1552
Stage 1	969	-	-	-	-
Stage 2	954	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	873	1014	-	-	1552
Mov Cap-2 Maneuver	873	-	-	-	-
Stage 1	969	-	-	-	-
Stage 2	954	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.84	0	0.11
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	28
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0